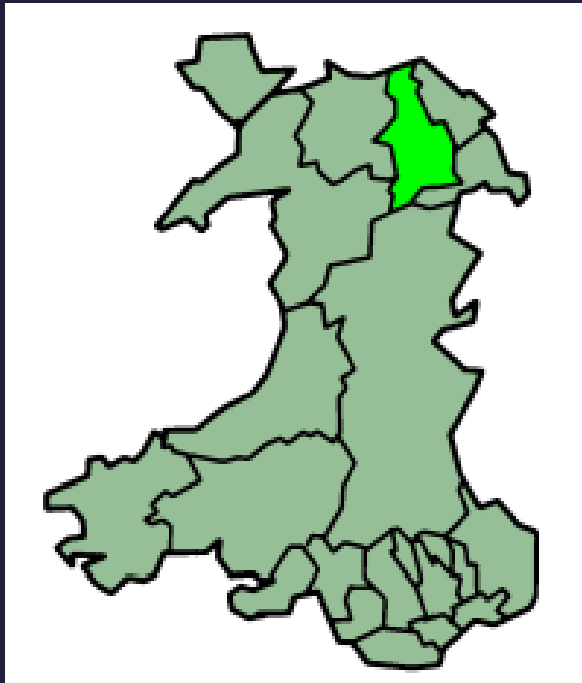


# Highway Lighting Night Time Working

Presented by  
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# Introduction

## Denbighshire



- Population 93,065
- Mainly rural county in North Wales
- Urban areas along the coastal strip
- Main route (A55T) to Ireland

# Assets

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- 12,623 Lighting units
- 1,398 Illuminated signs
- 279 Traffic bollards

# Working Arrangements

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## Faults Reported via:

- Call Centre
- Website
- Inspections

## Inspections carried out historically by:

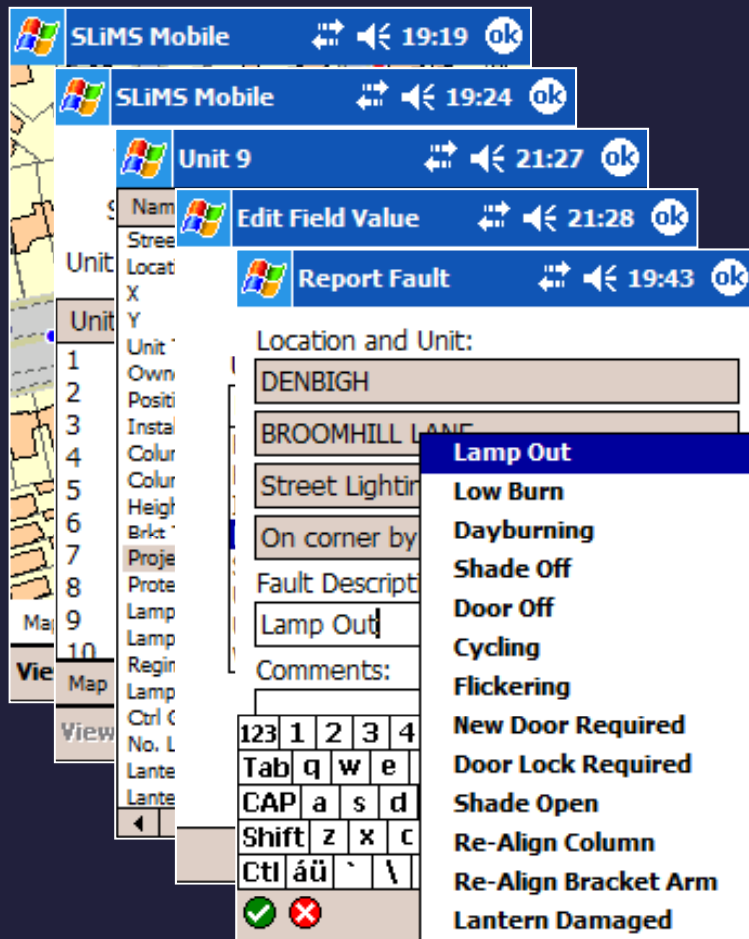
- Lighting Engineer
- Assistant Engineer
- Supervisor
  
- Cost 9k per annum

# Working Arrangements

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- Faults recorded on Street Lighting Management System
- Each day the faults are uploaded onto PDA's for each Electrician to plan daily programme
- End of shift repairs downloaded from PDA's back into the management system

# Hand Held Devices



# Operational Difficulties

- Carry out work for gain
- Drivers regulations
- Inspections carried out by skilled staff
- Lone working
- High risk areas
- Method of recording unsafe
- High risk activity
- No standard method; 2No. In Denbighshire vehicles, 1No. Private car
- High cost
- Inefficient – two visits to every fault

# Revised Working Arrangements

- Introduction of Night Shift for all Electrical Maintenance
- Electrician and Mate
- Start Shift at 16.00hrs
- 37 hours Monday – Thursday
- Team will finish at 2.45am but remain on call until 07.30am
- Night Shift – Fortnightly
- Patrol and attend to fault



# Revised Working Arrangements

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- Rota agreed with men
- Operate night shift every two weeks
- Electrician and electricians mate
- Mate updates inventory via hand held
- Maintains base of column greases hinge checks door etc

# Health & Safety

- Routine checks demonstrate that unit is more visible at night
- High-vis clothing makes staff more visible at night
- Less traffic
- All activities risk assessed with Safe Working Procedures in place
- Most important being to inspect for overhead cables
- Any doubt – leave to day time crews



# Consultation

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- Press release
- County Voice delivered to every door
- Discussions with local members

# Summary

## Positives

- Improved service delivery and perception
- Less disruption to other road users and the general public
- Less traffic management problems
- Easier to comply with drivers hours and rest periods
- Possibility of reducing vehicles due to day/night use
- Improved performance (KPI's)
- Lights are inspected and attended in one visit

# Summary

## Negatives

- Difficult to establish set patrol patterns due to traffic issues which on occasion causes delay
- No supervision, team are encouraged to take ownership
- Due to starting the trial in the winter months problems with the volume of faults were experienced which caused delay to some routes
- Some staff are reluctant to change particularly with regards to night time working
- Flexible working time to be introduced particularly in summer due to restrictive working hours