

EAST SUSSEX COUNTY COUNCIL

HIGHWAYS AND TRANSPORTATION COMMITTEE - POLICY SUMMARY

PROCEDURE FOR THE PREPARATION OF ROAD SCHEMES	PS3/1 [Rev 07/91]
<p><u>Purpose of Policy</u></p> <p>To set down a formal procedure for the preparation of road schemes and associated Committee decisions.</p>	
<p><u>Specific Policy</u></p> <p>The preparation procedures to enable road works to commence on site is largely governed by statute [eg, planning regulations, Compulsory Purchase procedures, Public Inquiry procedures, etc] but a typical large scheme has to pass through the following stages:-</p> <ol style="list-style-type: none">1. Following submission to the Capital Programme Working Party, the Highways & Transportation Committee, at its December meeting, approves a short term forward programme [usually two or three years] of highway improvement schemes. This will be reviewed during the course of the year to take in account the availability of finance, particularly the Transport Supplementary Grant [TSG] and Annual Capital Guideline settlement following the Transport Policies and Programme [TPP] submission.2. Subsequently, this programme is confirmed or amended by the County Council in February.3. On completion of the preliminary design, schemes will be submitted to the Highways and Transportation Committee for approval and, if appropriate, authority to apply for planning consent and acquire land, compulsorily if necessary.4. Following the approval of the Highways and Transportation Committee, the Property Sub-Committee is requested to approve the preparation of the Compulsory Purchase Order.5. Schemes which have more than one option, are environmentally sensitive or affect a large number of properties will be subject to public consultation prior to formal approval. The committee will be asked to authorise the consultation and the outcome will be reported back at the earliest opportunity, together with the recommended course of action. <p>[Note: Committee policy on the priority and evaluation of road schemes is the subject of a separate policy, summarised at PS3/2]</p>	
<p><u>References – Further Information</u></p> <p>The current approved Transport Policies and Programme</p>	<p><u>Date of Approval</u></p>

EAST SUSSEX COUNTY COUNCIL

HIGHWAYS AND TRANSPORTATION COMMITTEE - POLICY SUMMARY

TECHNICAL APPROVAL OF HIGHWAY STRUCTURES	PS3/4
<p><u>Purpose of Policy</u></p> <p>To ensure an adequate level of design in highway structures.</p>	
<p><u>Specific Policy</u></p> <ol style="list-style-type: none">1. Once the design of a structure is complete and the check carried out to a satisfactory conclusion, certificates to this effect shall be signed by the County Engineer and the Team Leaders responsible for both the design and check.2. In the event of structural failure, the County Council will accept liability for any negligence on the part of their engineers [employees] except where the engineer [as a servant] was not acting within the scope of his/her employ. This can be interpreted as wilful negligence wholly outside the terms of his/her employment and is in line with current “Master and Servant” legislation.	
<p><u>Supporting Statement</u></p> <p>The Department of Transport requires technical approval to be obtained for the design of structures on Principal Roads where the scheme is included in the Transport Policies and Programme, and for partial renewals and maintenance work affecting the integrity or loading carrying capacity of existing structures on Trunk Roads.</p>	
<p><u>References – Further Information</u></p> <p>H&T Committee - 27 May 1980 Agenda Item 9.4 Technical Approval of Highway Structures on Trunk Roads [including Motorways] - Circular BD2/79 Technical Approval of Structures for TPP Schemes - Circular Roads 2/80</p>	<p><u>Date of Approval</u></p> <p>27.05.80</p>

EAST SUSSEX COUNTY COUNCIL

HIGHWAYS AND TRANSPORTATION COMMITTEE - POLICY SUMMARY

PROVISION OF PASSING PLACES	PS3/6
<u>Purpose of Policy</u> To aid consistency in the location of passing places on single track roads	
<u>Specific Policy</u> Passing places may be provided where an obvious need exists, and where:- <ul style="list-style-type: none">[a] widening of the full length of a country lane would be prohibitively expensive in relation to the traffic using it;[b] passing takes place overrunning grass verges, making them unsightly and expensive to maintain;[c] the provision of a few well located passing places would preserve the charm of a country lane which is subject to relatively heavy use by motor vehicles.	
<u>Supporting Statement</u> The Department of Transport suggests that single track roads with passing places are sometimes appropriate where traffic volumes are very light.	
<u>References – Further Information</u> H&T Committee - 22 March 1974 Agenda Item 3.5 DTp publication - Layout of Roads in Rural Areas	<u>Date of Approval</u> 22.03.74

EAST SUSSEX COUNTY COUNCIL

HIGHWAYS AND TRANSPORTATION COMMITTEE - POLICY SUMMARY

PROVISION OF LAY-BYS	PS3/7 [Rev 7/91]
<u>Purpose of Policy</u> To Ensure consistency across the County.	
<u>Specific Policies</u> <ol style="list-style-type: none">1. Rest and Recreation Lay-bys should be provided where necessary in connection with all new highway schemes.2. Bus laybys should be provided in locations where there would be road safety benefits or reduced congestion, subject to consultation with interested parties.3. Lay-bys and service hardstandings are to be provided in connection with all rural "Clearway" schemes.4. Parking lay-bys [as distinct from bus lay-bys] will not be provided in urban areas at the expense of the highway authority.	
<u>Supporting Statement</u> The Department of Transport suggests that single track roads with passing places are sometimes appropriate where traffic volumes are very light.	
<u>References – Further Information</u> Department of Transport Departmental Advice Note TA57 /87 - Roadside Features H&T Committee - 22 March 1974 Agenda Item 3 H&T Committee - 25 March 1975 Agenda Item 8 Manual for Estate Roads	<u>Date of Approval</u> 22.03.74 25.03.75

EAST SUSSEX COUNTY COUNCIL

HIGHWAYS AND TRANSPORTATION COMMITTEE - POLICY SUMMARY

NOISE INSULATION REGULATIONS 1975 - DISCRETIONARY ASPECTS	PS3/8
<p><u>Purpose of Policy</u></p> <p>To establish criteria for implementing the discretionary powers to offer insulation work against increased traffic noise from altered highways (Regulation 4) and noise from highway construction work (Regulation 5).</p>	
<p><u>Specific Policies</u></p> <p>The discretionary powers to carry out insulation work conferred by Regulations 4 & 5 will be implemented in the case of highway schemes which fall within one or more of the following categories:-</p> <p>[a] Altered roads where the intensity and type of traffic has increased or changed so much as to affect the character of the road.</p> <p>[b] Altered roads that lie between or join lengths of new road [the definition of a new road being a highway requiring planning permission before an improvement can be carried out].</p> <p>[c] Such other altered roads, constructed since 16 October 1969, which seriously affect an eligible building, and after seeking the opinion of the Property Services Department that the matter could not be more appropriately dealt with under some other provision of the Land Compensation Act 1973.</p> <p>[d] Schemes where the noise from construction work is expected to seriously affect an eligible building for a substantial period of time, and after establishing that it is not practicable to control the level of noise by means of the provisions of the Control of Pollution Act 1974, or by providing insulation against traffic noise in advance of the construction period.</p>	
<p><u>Supporting Statement</u></p> <p>For “new” roads there is a duty to provide insulation work, but for “altered” roads, it is at the discretion of the highway authority. This duty or power only arises, however, in cases where the noise level requirements laid down in the Regulations are satisfied.</p> <p>The effect of the above criteria is that dwellings affected by routes which are being comprehensively improved can be treated uniformly, whether or not they lie on a length of highway that is deemed to be “new” or “altered”.</p>	
<p><u>References – Further Information</u></p> <p>H & T Committee 27 May 1980 Agenda Item 9.5</p>	<p><u>Date of Approval</u></p> <p>27.05.80</p>

EAST SUSSEX COUNTY COUNCIL
HIGHWAYS AND TRANSPORTATION COMMITTEE - POLICY SUMMARY

RESPONSIBILITY FOR OFF-STREET PARKING	PS4/16
<p><u>Purpose of Policy</u></p> <p>To determine responsibility for the provision of “off-street” parking relative to Borough and District Councils.</p>	
<p><u>General Policies</u></p> <ol style="list-style-type: none"> 1. Although both the County Council and Borough/District Councils have concurrent powers for “off-street” parking, the County Council will leave this function to the Borough/District Councils. 2. Borough/District Councils shall be requested to consult the County Council before a new “off-street” parking scheme is introduced to ensure that no conflict with overall transportation policy occurs. 3. The County Council may contribute to the cost of off-street parking in those cases where this facilitates the removal of kerbside parking on a traffic route. 	
<p><u>Supporting Statement</u></p> <p>Detailed parking policies for specific areas relate to the characteristics of those areas and vary across the County. These detailed Area policies are set out in the current County Structure Plan.</p>	
<p><u>References – Further Information</u></p> <p>H & T Committee - 25 March 1975 Agenda Item 8 Current County Structure Plan</p>	<p style="text-align: center;"><u>Date of Approval</u></p> <p style="text-align: center;">25.03.75</p>

EAST SUSSEX COUNTY COUNCIL

HIGHWAYS AND TRANSPORTATION COMMITTEE - POLICY SUMMARY

RESIDENTS PARKING SCHEMES - CHARGES	PS4/19
<p><u>Purpose of Policy</u></p> <p>To establish the principles governing the financing of Residents Parking Schemes.</p>	
<p><u>Specific Policies</u></p> <ol style="list-style-type: none">1. Residents Parking Schemes shall be self financing.2. Residents Parking Schemes shall be subject to regular review.3. In “separate”* schemes the number of permits sold may exceed the number of spaces available. <p>*<u>Note:</u> A “separate” scheme is one where parking places are provided for use only by Permit Holders during the hours of operation of the Scheme.</p> <p>A “shared” scheme is one where Permit Holders are able to park without time limit in parking places provided for short term parkers.</p>	
<p><u>Supporting Statement</u></p> <p>The Committee reports referred to below contain the background information.</p>	
<p><u>References – Further Information</u></p> <p>H&T Committee - 30 November 1976 Agenda Item 5.7 H&T Committee - 30 March 1977 Agenda Item 6 H&T Committee - 24 March 1977 Agenda Item 5</p>	<p style="text-align: center;"><u>Date of Approval</u></p> <p style="text-align: center;">30.01.76 30.03.77 24.03.81</p>

EAST SUSSEX COUNTY COUNCIL

TRANSPORT AND ENVIRONMENT - POLICY SUMMARY

EVENT SIGNING ON LAMPPOSTS IN URBAN AREAS	PS4/27
<p><u>Purpose of Policy</u></p> <p>To control event signing so as to minimise the inconvenience and danger to the road user and promote good practice, respecting the need to protect the environment.</p>	
<p><u>Specific Policy</u></p> <ol style="list-style-type: none">1. No unauthorised signs shall be permitted on lampposts.2. The Area Highway Manager director may issue a licence for advertising municipal events on lampposts, subject to the following conditions:-<ol style="list-style-type: none">[a] the event shall be of more than local importance, where applications can only be accepted if supported Parish, Town, District or Borough Councils;[b] the signs shall be of an agreed size, construction and material;[c] the signs shall be sited on agreed lampposts;[d] the signs shall not be erected before the commencement date of the licence and shall be removed before the expiry date;[e] the signs shall not contain any advertising matter other than a direct reference to the event except that the name of a sponsor may be included provided it does not constitute a significant proportion of the sign. In order for them to provide an effective form of advertising, wording should be kept to a minimum, i.e. name of event, date and venue only. Minimum letter size for main heading 150mm (6") high, minimum letter size for wording 75mm (3") high. The content and layout of the sign shall be agreed with the Area Highway Manager; <p style="text-align: right;">/continued</p>	
<p><u>Supporting Statement</u></p> <p>Signing in highways is regulated by The Traffic Signs Regulations and General Directions, which lay down specific requirements. This policy is designed to allow councils to promote local events.</p>	
<p><u>References – Further Information</u></p> <p>Cabinet Meeting - Agenda Item 22</p>	<p><u>Date of Approval</u></p> <p>04.07.2000</p>

Specific Policies [continued]

- [f] the signs shall be fixed securely and safely;
- [g] the organisation requesting the posting of the signs shall accept full liability for any claim which may arise out of their posting;
- [h] the signs shall advertise only a local event;
- [i] each 'site' shall only promote a single event;
- [j] the location of signs shall be initially agreed with the Traffic Safety Group and shall only be attached to street lighting columns agreed with the Street Lighting section.
- [k] Any necessary planning consent shall be obtained from the Local Planning Authority.

EAST SUSSEX COUNTY COUNCIL

LEAD MEMBER – TRANSPORT AND ENVIRONMENT
POLICY SUMMARY

TEMPORARY TRAFFIC REGULATION ORDERS FOR BODIES OTHER THAN THE HIGHWAY AUTHORITY	PS4/3
<u>Purpose of Policy</u> To recover the costs of making Orders.	
<u>Specific Policies</u> <ol style="list-style-type: none">1. When a Temporary Traffic Regulation Order is made for a body other than the Highway Authority, a contribution will be sought. If an extension of time is requested, a further contribution will be sought.2. If traffic signs are provided by the Highway Authority, the cost will also be recharged.3. The contributions will be adjusted as necessary to reflect current costs.	
<u>Supporting Statement</u> Temporary Traffic Orders often have to be made to enable road closures, waiting restrictions, speed limits, etc to be introduced because of works in the highway by Statutory Undertakers, private builders or contractors. The contributions are sought to offset the Council's costs in making the necessary Orders.	
References – Further Information H&T Committee - Agenda No 9 Lead Member for Transport and Environment Agenda No 11	Date of Approval 02.03.1976 24.07.2006

EAST SUSSEX COUNTY COUNCIL

LEAD MEMBER – TRANSPORT AND ENVIRONMENT
POLICY SUMMARY

PASSIVE SAFETY	PS 4/37
PURPOSE OF POLICY	
To restrict the use of passively safe posts to those roads with a 50mph speed limit or above.	
SPECIFIC POLICIES	
(i) For roads with speed limits of 50 mph or more, all signage shall be designed in accordance with BS EN 12767:2007 (Passive Safety of support structures for road equipment) and BS EN 12899:2007(Fixed, Vertical Road Traffic signs), or any subsequent superceding standard.	
(ii) For roads with speed limits of 40 mph or less, all signage shall be designed in accordance with best practice design principles and passively safe posts will not be used.	
(iii) For temporary signage that will be removed within 9 months of installation, all signage shall be designed in accordance with best practice design principles and passively safe posts will not be used.	
SUPPORTING STATEMENT	
The policy is intended to ensure the optimum safety level to road users from highway signage whilst ensuring the best use of the available resources for new, replacement and temporary traffic signage.	
<u>References – Further Information</u>	<u>Date of Approval</u>
Lead Member for Transport and Environment - Agenda Item 11	10.11.2008
Lead Member for Transport and Environment - Agenda Item 7	15.12.2008

EAST SUSSEX COUNTY COUNCIL

HIGHWAYS AND TRANSPORTATION COMMITTEE - POLICY SUMMARY

CONTROL OF HEAVY GOODS VEHICLES	PS4/5
<p><u>Purpose of Policy</u></p> <p>To establish a pattern of control reconciling, so far as is possible, the conflicting demands of the transport of goods and the environment.</p>	
<p><u>Specific Policies</u></p> <p>1. A Traffic Regulation Order prohibiting goods vehicles over 7.5 tonnes gross weight*, except for loading or unloading, may be made where the following conditions are met:-</p> <p>[a] The road concerned is both physically and environmentally unsuitable for lorry traffic [see Appendix for details]; and</p> <p>[b] An average of not less than one "through" lorry per hour for the peak 10 hour period in a day [as distinct from journeys by vehicles requiring access for loading/unloading purposes in the affected length]; and</p> <p>[c] A more suitable alternative route is available.</p> <p style="text-align: right;">/Continued Overleaf</p> <p>* 7.5 tonnes gross weight is the close metric equivalent of the former 3 tons unladen weight.</p>	
<p><u>Supporting Statement</u></p> <p>As few roads in the County are really suitable for heavy lorries, it has been the deliberate policy of the Committee to allow the lorries to disperse over the available road network rather than to concentrate them on selected roads, themselves perhaps little more suitable than the rest. At the same time, the Committee has placed restrictions on particularly unsuitable roads, which were much used by heavy lorries perhaps as short cuts, with the aim of improving the environment for residents and other users of these roads.</p> <p>This policy relates to individual roads. Area type restrictions in towns will be dealt with individually.</p>	
<p><u>References – Further Information</u></p> <p>H & T Committee - 16 December 1990 Agenda Item 11A H & T Committee - 31 May 1989 Agenda Item 11</p>	<p style="text-align: center;"><u>Date of Approval</u></p> <p style="text-align: center;">16.12.80 31.05.89</p>

Specific Policies [continued]

2. An Order may also be made if, following a “deflectograph” survey, the structural condition of the road pavement is found to be unsuitable to carry the heavy vehicle loading being imposed upon it, and total failure is likely to result if action is not taken.
3. It is axiomatic that national “A” and “B” roads should be available for heavy lorries. Such roads will be improved if economically justified or reduced in classification if a restriction is to be imposed.

EAST SUSSEX COUNTY COUNCIL
HEAVY GOODS VEHICLE MERIT TATING - FACTORS AND SCORE

FACTOR	SCORE	FACTOR	SCORE
<u>PHYSICAL FEATURES</u>		<u>TRAFFIC FLOWS</u>	
Width [excepting Pinch Points]		Traffic Flow [6am – 10pm]	
Under 4.5m	20	Over 1000	12
4.5m - 4.8m	12	Over 700	6
4.8m - 5.1m	8	Over 400	4
5.1m - 5.5m	4	Over 200	2
Over 5.5m	0		
<u>Pinch Points</u> [eg narrow bridge, close buildings, archway]		<u>% of HGV Traffic that is “Through”</u>	
Under 3.0m wide	10	Over 70%	7
3.0m - 3.8m	6	Over 50%	3
3.8m - 4.5m	3	Over 20%	2
4.5m - 5.5m	1		
Over 5.5m	0		
<u>Hilliness</u>		<u>HGV Flow [per day in Peak 10hr Period]</u>	
Over 50m/km	5	Over 40	15
15m/km - 50m/km	2	Over 30	9
Under 15m/km	0	Over 20	6
		Over 10	4
		1 - 10	2
<u>Development</u>		<u>INJURY ACCIDENTS</u>	
<u>Development</u>		<u>HGV Accidents [last 3 years]</u>	
In depth	6	Over 2	10
Slight/Ribbon	2	1 - 2	4
<u>Worst Kilometre of Bendiness</u>		<u>Total Accidents [last 3 years]</u>	
Over 140°/km	15	Over 10	8
110°/km - 140°/km	11	Over 5	4
85°/km - 110°/km	6	1 – 5	2
60°/km - 85°/km	2		
Under 60°/km	0		

A SCORE OF 55+ INDICATES THAT A BAN MAYBE JUSTIFIED SUBJECT TO CONDITIONS [b] AND [c] OF THE POLICY BEING MET

EAST SUSSEX COUNTY COUNCIL
LEAD MEMBER – TRANSPORT AND ENVIRONMENT
POLICY SUMMARY

BANNERS ACROSS THE HIGHWAY	PS8/2
<p><u>Purpose of Policy</u></p> <p>To allow the suspension of banners across the highway under controlled conditions.</p>	
<p><u>Specific Policies</u></p> <p>The Network Manager shall be authorised to permit the erection of banners across the highway subject to the following conditions:-</p> <ul style="list-style-type: none"> [a] the banner shall not be erected more than one week before the event and shall be removed immediately afterwards; [b] no part of the banner or its anchorage shall be less than 20 feet [6 metres] above the highway; [c] the banner shall be suspended to the satisfaction of the Network Manager; [d] the organisation requesting the banner shall accept full responsibility for any claim that might arise out of its erection; [e] the banner shall not contain any advertising matter other than a direct reference to the event and no lettering shall be less than 6” [150 millimetres in height]; [f] the banner shall advertise only a local event; 	
<p><u>Supporting Statement</u></p> <p>In the past there has been concern over both the manner in which banners have been erected and the contents of the message displayed. The policy is intended to ensure that road users are not distracted by a multiplicity of signs or endangered by inadequate clearance or fixing.</p>	
<p><u>References – Further Information</u></p> <p>H&T Committee – 22 March 1974 Agenda Item 3 H&T Committee – 30 March 1976 Agenda Item 8</p>	<p><u>Date of Approval</u></p> <p>22.03.74 30.03.76</p>

EAST SUSSEX COUNTY COUNCIL

HIGHWAYS AND TRANSPORTATION COMMITTEE - POLICY SUMMARY

OBSTRUCTIONS ON THE HIGHWAY	PS8/3
<u>Purpose of Policy</u> To control the obstruction of the highway so as to minimise the inconvenience and danger to the user.	
<u>Specific Policies</u> 1. The County Engineer shall issue, where appropriate, statutory licences permitting the following obstructions:- [a] Temporary Building Works – eg, deposit of building materials, parking of builders’ skips, erection of scaffolding/hoardings, etc; [b] Temporary Highway Obstructions – eg, private drain/sewer connections, etc [but see PS7/3 for Statutory Undertakers Works]; [c] Permanent Highway Furniture – eg, roadside seats, bus shelters [see also PS4/23], etc; [d] Amenities on certain highways as provided for under Section 115 [a] to [k] of the Highways Act; 2. A statutory notice shall be served upon the owner of overhanging trees/hedges, projecting roots, etc, requiring removal of the obstruction. Subsequent action shall be taken, if necessary, to secure the removal. 3. Action shall be taken to secure the removal of unauthorised obstructions, eg, posts, chains, stones, advertising boards, merchandise, etc, erected or placed by private individuals. <p style="text-align: right;">/Continued Overleaf</p>	
<u>References – Further Information</u> H&T Committee – 25 March 1975 Agenda Item 8 H&T Committee – 30 March 1976 Agenda Item 8	<u>Date of Approval</u> 25.03.75 30.03.76

Specific Policies [continued]

4. The County Engineer may issue a licence for the posting of bills within the highway, subject to the following conditions:-
 - [a] the event shall be for recognised charitable purposes;
 - [b] the bills are of an agreed size, construction and material;
 - [c] the bills shall be sited in an agreed position;
 - [d] the bills shall not be erected more than one week prior to the event and shall be removed immediately afterwards;
 - [e] the bills shall not contain any advertising matter other than a direct reference to the event;
 - [f] the bills shall be fixed securely and safely;
 - [g] the organisation requesting the posting of the bills shall accept full liability for any claim which may arise out of their posting;
 - [h] the bills shall advertise only a local event.

EAST SUSSEX COUNTY COUNCIL

HIGHWAYS AND TRANSPORTATION COMMITTEE - POLICY SUMMARY

PERMISSION TO TRADE ON THE HIGHWAY	PS8/4
<p><u>Purpose of Policy</u></p> <p>To permit and control the obstruction of purpose made footways and pedestrian areas by trading and similar activities.</p>	
<p><u>Specific Policy</u></p> <p>(a) The County Engineer is authorised, in conjunction with the County Secretary, to grant permits under Section 115(E) of the Highways Act 1980 where (i) applications have fulfilled the approved conditions and procedures (including payment of the current fee) and (ii) have not been opposed.</p> <p>(b) The County Engineer is authorised to delegate the necessary authority to Agent Authorities, in accordance with the Agency Agreement.</p> <p>(c) The County Engineer be authorised to deal with consultations by District Councils exercising their powers under Section 115(E) of the Highways Act 1980 and to give consent to the exercise of such powers.</p> <p>(d) The Director of Property Services be authorised to negotiate rents where the Highway Authority are the owners of the land.</p> <p>(e) The Highways Management Sub-Committee be authorised to consider applications for permits under Section 115(E) of the Highways Act 1980 in those cases where there are objections or the County Engineer does not consider a permit should be granted.</p>	
<p><u>Supporting Statement</u></p> <p>The policy is designed specifically to aid the policing of trading and similar activities, and the placing of advertisements (other than those referred to in PS8/3) on purpose made footways and pedestrian areas. Its scope is limited to this and skips, scaffolding, building materials and catering booths in laybys are not included as they are either covered by other legislation or are allowed for under PS8/3.</p>	
<p><u>References – Further Information</u></p> <p>H&T Committee – 18 September 1991 Agenda Item 9.3</p>	<p style="text-align: center;"><u>Date of Approval</u></p> <p style="text-align: center;">18.09.91</p>

EAST SUSSEX COUNTY COUNCIL

HIGHWAYS & TRANSPORTATION COMMITTEE - POLICY SUMMARY

POSTS ON HIGHWAY VERGES	PS8/5
<u>Purpose of Policy</u> To control objects placed on verges to deter over-running by vehicles, and to enable the erection of approved posts to be licensed.	
<u>Specific Policies</u> <ol style="list-style-type: none">1. The County Engineer may issue licences under which adjacent householders may place approved posts on a highway verge to prevent over-running by vehicles under terms to be agreed.2. The County Engineer shall develop, in conjunction with the County Secretary, procedures to regulate the above, and set conditions concerning the granting of a licence.3. The County Engineer is authorised to charge an administrative fee for the issuing of a licence.4. Where permission has not been sought, the County Engineer is authorised to take appropriate action to remove any posts, bollards or obstacles already placed.	
<u>Supporting Statement</u> None.	
<u>References – Further Information</u> H&T Committee – 16 September 1992	<u>Date of Approval</u> 16.09.92

**EAST SUSSEX COUNTY COUNCIL
LEAD MEMBER - TRANSPORT AND ENVIRONMENT
POLICY SUMMARY**

Street Lighting	PS10/1
<p>Purpose of Policy</p> <p>To efficiently maintain and improve, where necessary, the standards of lighting throughout the County:- in the interests of road safety, to reduce the incidence of night crime, and to enhance public safety and amenity.</p>	
<p>Specific Policies</p> <ol style="list-style-type: none"> 1. To carry out routine maintenance works in accordance with the agreed standards, as specified in the current contract. 2. To carry out design works generally as laid down in the current issue of the British Standard Code of Practice for the design of Road Lighting [BS 5489] and in accordance with a locally developed lighting strategy. 3. Designs to be undertaken using equipment that has long term economic benefit. Designs should use a “white” light source (Colour Rendering Index >60) for all new schemes. LED solutions should be considered if appropriate. 4. A three to five year street lighting renewal programme shall be prepared so that its impact on conservation areas may be discussed with local authorities. 5. All streets and areas, with the exception of the limited number of streets agreed as part of the Public Realm scheme, will be provided with standard functional lighting equipment. The street lighting in the Public Realm identified pilot streets will be maintained at the current standard (no further deterioration or improvement). In conservation areas street lighting columns will be painted in the appropriate local colour. 6. The local Planning Authority shall be notified of proposed street lighting works in conservation area, or more than local importance, which cannot be specially funded by the Highway Authority, to determine if they wish to meet the additional costs of installing equipment to a different specification and its subsequent maintenance. 7. Street lighting shall be provided and operate in accordance with strategy below: Street lighting will be provided to operate as appropriate and will be installed in accordance with local requirements. In certain areas existing all-night street lighting installations may be subject to the following changes: <ol style="list-style-type: none"> 1. Part-night Street Lighting - Lights turned off from midnight to 0530 hrs in residential streets. 2. Partial Street Lighting – Alternate street lights left switched on between midnight and 0530 hrs on specific distributor routes/estate feeder roads. 3. Dimmed – Light output reduced on traffic routes when traffic flows are lighter. 4. Permanently Switched Off - A small number of lights in rural areas may be switched off. 	
<p>Supporting Information</p> <p>Part-night street lighting</p> <p>After carrying out a site assessment we will be installing part-night lighting controls in streets in residential areas (switching lights off between midnight and 5.30 am).</p> <p>Once the changes in street lighting are introduced we will be monitoring all the sites in conjunction with the emergency services and parish/town councils. This is to ensure that the introduction of part night lighting does not have any unanticipated adverse impacts. This process will identify if any further changes need to be made to the lighting.</p> <p>Partial Street Lighting</p> <p>After carrying out site assessments on some of the more important local distributor roads or estate feeder roads we may decide that instead of converting all units to part-night lighting we will leave specific units switched on all night. These units will generally be located at conflict points such as junctions or crossings or if the current street lights are already widely spaced along the street.</p>	

Dimming of street lights

After carrying out a site assessment we will be dimming most of our brightest (higher wattage) lights on main traffic routes. It has been decided that dimming to 50% light output between 0000hrs and 0600hrs is generally the most appropriate although this may vary at some locations.

Dimming will only be carried out when traffic flows are low, when a lower level of lighting will have the least affect on road safety. Lights will generally not be dimmed in areas with above-average crime rates, at busy junctions or in town centres.

Street lighting switch-off

After carrying out a risk assessment, we may be switching off some lights completely in rural areas or in other locations where there are no houses fronting onto the roads. Only a small number of lights (about 1 - 2% of all the lights in the County) are expected to be affected. Once switched off, the lights will be kept in place for approximately 3 years whilst monitoring is carried out to ensure there are no adverse impacts as a result of the changes.

References- Further Information

H&T Committee- 1 September 1976- Agenda Item 9
H&T Committee- 18 September 1992- Agenda Item 9.2
T&E Lead Member- 27 February 2012- Agenda Item 6

Date of Approval

01.09.76
18.09.92
27.02.12