

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

<b>Street Lighting</b>	<b>PS10/1</b>
<p><b>Purpose of Policy</b></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><b>Specific Policies</b></p> <ol style="list-style-type: none"> <li>1. To carry out routine maintenance works in accordance with the agreed standards, as specified in the current contract.</li> <li>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.</li> <li>3. Designs to be undertaken using equipment that has long term economic benefit. Designs should use a “white” light source (Colour Rendering Index &gt;60) for all new schemes. LED solutions should be considered if appropriate.</li> <li>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.</li> <li>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.</li> <li>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.</li> <li>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"> <li>1. Part-night Street Lighting - Lights turned off from midnight to 0530 hrs in residential streets.</li> <li>2. Partial Street Lighting – Alternate street lights left switched on between midnight and 0530 hrs on specific distributor routes/estate feeder roads.</li> <li>3. Dimmed – Light output reduced on traffic routes when traffic flows are lighter.</li> <li>4. Permanently Switched Off - A small number of lights in rural areas may be switched off.</li> </ol> </li> </ol>	
<p><b>Supporting Information</b></p> <p><b>Part-night street lighting</b></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><b>Partial Street Lighting</b></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  
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