

Appendix A

Street Lighting Energy Saving **Principles for Scheme Development**

Part-night operation of street lighting

A programme of part-night lighting is being implemented in residential areas between the hours of midnight – 05.30am (GMT)

However retention of all night operating may be considered on:

- Main traffic routes (dimming may be introduced if appropriate)
- Locations with a significant night-time road traffic accident record
- Areas with above-average record of crime
- Areas provided with CCTV local authority/police surveillance equipment
- Areas with sheltered housing and other residences accommodating vulnerable people
- Areas with 24hr operational emergency services sites including hospitals
- Pedestrian crossings, subways, enclosed footpaths and alleyways
- Where there are potential hazards on the highway (roundabouts, central carriageway islands, build-outs, speed humps, etc.)
- Bus stop on late night bus routes
- High risk flood areas

Dimming of street lighting

For main road where the street lights are 150w or above dimming will be considered between the hours of 22.00 – 07.00am. As the impact of dimming is minimal these schemes will be implemented without public consultation.

Consideration will be given to the following on a case by case basis:

- Locations with a significant night-time road traffic injury accident record
- Areas with above average record of crime

However, full power lighting may be retained at:

- Areas provided with CCTV local authority/police surveillance equipment
- Areas with sheltered housing and other residences accommodating vulnerable people
- Areas with 24hr operational emergency services sites including hospitals

Switching off of street lighting

For rural roads with little or no development fronting the highway the permanent switching off of street lighting will be considered. However street lighting may be retained:

- Where there is likely to be a significant increase in road traffic injury accidents. (for example, where street lighting has been introduced as part of a highway safety or speed management scheme)
- Where there are features on the highway (roundabouts, central carriageway islands, junctions, build-outs, speed humps, etc.)

In these locations if the lights are 150W or above, they may still be considered for dimming or part night lighting.