

**Durham County Council**  
**Regeneration and Local Services**

**Street Lighting Policy**

*Altogether better*



<b>Version Date</b>	<b>Version ref</b>	<b>Revision History</b>	<b>Reviser</b>	<b>Approved by</b>	<b>Review Date</b>
Feb 2010	v1	New street Lighting Policy for County Durham including requirements for the provision, installation and maintenance of all types of external public lighting	Steve Keetley Head of Technical Services, Neighbourhood Services	26 May 2010 Cabinet (NH/NS/2/10)	June 2013
June 2013	v2	Review of Street Lighting Policy supports the Street Lighting Energy Reduction Project	John Reed Head of Technical Services, Neighbourhood Services	20 Nov 2013 Cabinet (NS/21/13)	June 2016
Feb 2016	v3	Reviewed and updated	John Reed Head of Technical Services, Neighbourhood Services	John Reed Head of Technical Services, Neighbourhood Services (DD)	Feb 2019

## Contents

1. Introduction .....	4
2. Benefits and Costs of Street Lighting.....	4
3. Lighting Provision.....	5
4. Environmental Zones.....	5
5. Removal of Street Lighting .....	6
6. Dimming .....	7
7. Use of New and Emerging Technologies .....	7
8. New Developments and Adoptions.....	7
Appendix 1: County Durham Environmental Zones.....	8

## 1. Introduction

- 1.1. The purpose of this policy is to detail where the Council will provide and maintain street lighting and to what standard on the adopted highway subject to available funding.
- 1.2. The term “street lighting” encompasses all illuminated assets on the adopted highway including streetlights, signs, bollards and other street furniture.
- 1.3. Under the Highway Act 1980, the Council has the power but not the duty to provide street lighting.
- 1.4. The Council currently manages and maintains over 83,000 streetlights and 5,000 illuminated signs on the adopted highway. The inventory grows each year as new developments are adopted.
- 1.5. Where the existing street lighting on the adopted highway is below the standards set in this policy it will only be upgraded to the standards set in this policy where reasonably practicable and subject to available funding. For example, where it is not reasonably practicable to achieve the standards set in this policy due to the existing column spacings the Council will strive to get as close to the standard as reasonably practicable with the most appropriate currently available energy efficient street lights using the existing column spacings.
- 1.6. This is the Council's Third Edition of its “Street Lighting Policy” document.

## 2. Benefits and Costs of Street Lighting

- 2.1. The benefits of street lighting are:
  - Reduce road traffic accidents;
  - Reduce the severity of road traffic accidents;
  - Reduce the fear of crime; and
  - Promote the night-time economy.
- 2.2. The costs of street lighting are:
  - Financial: Capital, maintenance and energy costs;
  - Environmental: Carbon emissions and light pollution; and
  - Amenity: Visual and aesthetic impact.
- 2.3. The policy strikes a balance between the benefits and costs of street lighting by applying British Standards.

### 3. Lighting Provision

- 3.1. The need for street lighting varies by location. It is generally accepted that urban and residential areas should be provided with street lighting.
- 3.2. However, the level and standard of lighting provided will be dependent upon a number of factors.
- 3.3. For example, city and large urban areas may have relatively higher crime rates and may benefit from the provision of a high level of street public lighting whereas environmental factors in rural areas may constrain the level and type of lighting considered necessary.
- 3.4. Therefore, in accordance with national standards each locality in the County is placed into one of four Environmental Zones as shown in Appendix 1

### 4. Environmental Zones

- 4.1. The four Environmental Zones are as follows:
- 4.2. **Zone E1: National Parks, Areas of Outstanding Natural Beauty, Sites of Special Scientific Importance and other Dark Areas**
  - 4.2.1. Roads in Zone E1 are defined as all roads within designated boundaries excluding roads in urban areas.
  - 4.2.2. The general presumption is that street lighting should not be provided in Zone E1 areas due to light pollution and loss of amenity unless there is an overriding road safety issue which cannot be overcome by other means such as improvements to the carriageway delineation by reflective road studs, carriageway markings and improved signing.
- 4.3. **Zone E2 - Areas of Low District Brightness (Rural Locations outside Zone E1)**
  - 4.3.1. Residential areas of villages and settlements within a Zone E2 area are generally provided with lighting in accordance with the relevant minimum British Standard applicable to the type and use of the adopted highway.
  - 4.3.2. Adopted footpaths and cycle tracks will only be lit where there is high night-time use, fear of crime issues and no alternative route.
  - 4.3.3. On roads between villages and settlements in Zone E2 areas, lighting will only be provided where there is a known night-time road safety problem that cannot be controlled by other methods such as improvements to the carriageway delineation by reflective road studs, carriageway markings and improved signing.

#### **4.4. Zone E3 - Areas of Medium District Brightness (Urban Locations)**

4.4.1. Urban roads within a Zone E3 area are generally provided with lighting in accordance with the relevant minimum British Standard applicable to the type and use of the adopted highway.

4.4.2. Adopted footpaths and cycle tracks will only be lit where there is high night-time use, fear of crime issues and no alternative route.

#### **4.5. Zone E4 - Areas of High District Brightness (urban Centres with high night-time usage)**

4.5.1. Urban centres within a Zone E4 area are generally provided with lighting in accordance with the relevant minimum British Standard applicable to the type and use of the adopted highway.

4.5.2. Roads in such areas that carry high traffic volumes will be treated as traffic routes and lit accordingly.

### **5. Removal of Street Lighting**

5.1. This policy sets out where street lighting will be provided and to what standard on the adopted highway subject to available funding.

5.2. Where there is existing street lighting that is not specifically required by this policy then this will be removed, where it is safe to do so, based on a risk assessment of road safety and crime.

5.3. The street lights that are not required by the Policy are mainly those on link roads with a de-restricted speed limit between settlements in rural areas. These lights are not required by statute or under British Standards and similar roads are not usually lit in other areas of the North East and the rest of the United Kingdom.

5.4. Local Members, Town and Parish Councils will be consulted on the risk assessment to ensure that it reflects all relevant factors before a determination is made.

5.5. The Council can offer a Service Level Agreement (SLA) to Town and Parish Councils if they are prepared to fund the retention of any street lights that are not required by this policy.

5.6. Illuminated signs will be removed or de-illuminated where permitted by the Department for Transport's traffic sign regulations.

## **6. Dimming**

6.1. Where the street lighting equipment installed allows, lighting levels will be dimmed as follows:

- 10.00 p.m. to 12.00 a.m. - 25% downwards
- 12.00 a.m. to 5.00 a.m. - 50% downwards

6.2. The above reflects the reduction in road traffic and pedestrians late in the evening and early in the morning. However, it will still provide a reasonable level of lighting

## **7. Use of New and Emerging Technologies**

7.1. This policy is output based on where street lighting will be provided and to what standard on the adopted highway subject to available funding.

7.2. The Council will constantly review new and emerging technologies to ensure that the most technically and economically advantageous street lighting technology is utilised.

7.3. The Council already utilises LED (Light Emitting Diodes) light sources and a Central Management System (CMS) to facilitate dimming and remote monitoring.

## **8. New Developments and Adoptions**

8.1. The Council requires developers to follow this policy should they wish the Council to adopt street lighting. Further guidance for developers is provided in the Council's Highway Design and Commuted Sums Policy

## Appendix 1: County Durham Environmental Zones

The following table shows the approximate numbers of existing street lighting columns situated within the environmental zones

District	Parish	Zone			
		E1	E2	E3/E4	Total
Derwentside	Cornsay	0	186	0	186
	Esh	0	751	0	751
	Healeyfield	1	206	0	207
	Hedleyhope	0	43	0	43
	Lanchester	0	587	0	587
	Langley	0	254	0	254
	Satley	0	21	0	21
	Consett	0	1595	4437	6032
	Stanley	0	1832	5478	7310
	Muggleswick	2	0	0	2
Chester le Street	Chester le Street	0	458	3185	3643
	Bournmoor	0	343	0	343
	Edmondsley	0	123	0	123
	Great Lumley	0	590	0	590
	Little Lumley	0	270	0	270
	North Lodge	0	0	483	483
	Ouston	0	63	688	751
	Pelton	0	429	1008	1437
	Plawsworth	0	209	0	209
	Sacrison	0	34	707	741
	Urpeth	0	341	0	341
	Waldridge	0	59	0	59
	A167	0	168	228	396
Wear Valley	Stanhope	441	437	0	878
	Edmundbyers	32	0	0	32
	Bishop Auckland	0	454	4959	5413
	Tow Law	0	295	0	295
	Crook & Willington		1349	2683	4032
	Hunstanworth	4	0	0	4
	Wolsingham	0	327	0	327



District	Parish	Zone			
		E1	E2	E3/E4	Total
Durham	Durham City	0	147	1947	2094
	Bearpark	0	313		313
	Belmont	0	53	1138	1191
	Brancepeth	0	83		83
	Brandon & Byshottles	0	1512	1743	3255
	Cassop Cum Quarrington	0	996	0	996
	Coxhoe	0	631	0	631
	Framwellgate Moor	0	57	1734	1791
	Kelloe	0	204	0	204
	Gilesgate	0	0	566	566
	Pittington	0	218	0	218
	Shadforth	0	317	0	317
	Sherburn	0	428	0	428
	Shincliffe	0	371	0	371
	Sunderland Bridge & Hett	0	118	0	118
	West Rainton	0	482	0	482
	Witton Gilbert	0	38	330	368
A167	0	146	188	334	
Easington	Castle Eden	0	175	0	175
	Easington Village	0	1040	0	1040
	Dalton le Dale	0	68	207	275
	East Murton	0	992	0	992
	Haswell	0	327	0	327
	Hawthorn	0	114	0	114
	Horden	0	0	1127	1127
	Hutton Henry	0	299	0	299
	Monk Hesledon	0	851	0	851
	Peterlee	0	0	3500	3500
	Seaton with Slingley		48	98	146
	Sheraton with Hulam	0	17	0	17
	Shotton	0	80	1044	1124
	Thornley	0	428	0	428
	Wingate	0	540	0	540
	Seaham	0	78	2910	2988
	Trimdon Foundry	0	186	0	186
Wheatley Hill	0	437	0	437	
South Hetton	0	421	0	421	

District	Parish	Zone			
		E1	E2	E3/E4	Total
Teesdale	Barnard Castle	0	0	715	715
	Barningham	0	13	0	13
	Bolam	0	9	0	9
	Boldron	0	10	0	10
	Bowes	0	65	0	65
	Cleatlam	0	3	0	3
	Cockfield	0	236	0	236
	Cotherstone	0	76	0	76
	Eggleston	5	64	0	69
	Etherley	0	317	0	317
	Evenwood & Barony	0	435	0	435
	Forest & Frith	10	0	0	10
	Gainford	0	170	0	170
	Gilmonby	1	3	0	4
	Hamsterley	0	58	0	58
	Headlam	0	1	0	1
	Hilton	0	9	0	9
	Holwick	21	0	0	21
	Hunderthwaite	0	4	0	4
	Hutton Magna	0	5	0	5
	Ingleton	0	62	0	62
	Langton	0	5	0	5
	Lartington	0	20	0	20
	Lynsack & Softley	0	237	0	237
	Marwood	0	19	27	46
	Mickleton	0	55	0	55
	Middleton In Teesdale	55	129	0	184
	Raby with Keverstone	0	5	0	5
	Newbiggen	19	0	0	19
	Ovington	0	17	0	17
	Rokeby	0	8	0	8
	Romaldkirk	0	40	0	40
	Staindrop	0	195	0	195
	Startforth	0	52	116	168
	Stainton	0	105	0	105
	Wackerfield	0	30	0	30
Westwick	0	2	0	2	
Whorlton	0	10	0	10	
Winston	0	50	0	50	
Woodland	0	37	0	37	

District	Parish	Zone			
		E1	E2	E3/E4	Total
Sedgefield	Bishop Middleham	0	181	0	181
	Bradbury & The Isle	0	10	0	10
	Chilton	0	669	0	669
	Cornforth	0	472	0	472
	Ferryhill	0	84	1288	1372
	Fishburn	0	330	0	330
	Great Aycliffe	0	259	4767	5026
	Middridge Village	0	79	0	79
	Mordon	0	10	0	10
	Sedgefield	0	94	886	980
	Shildon	0		1708	1708
	Spennymoor	0	271	2827	3098
	TRA167	0	146	297	443
	Trimdon	0	748	0	748
	Windleston	0	31	0	31
<b>TOTAL</b>		<b>591</b>	<b>29,579</b>	<b>53,019</b>	<b>83,189</b>