

ITEM 12

Annex

Revised Criterion for determining grid road lights to be switched off

Lighting that shall remain lit

- **Roundabouts**
Including ensuring that the Highways Code breaking distances to stop lines plus the normal queue length of traffic are illuminated
- **Redways**
Where they are illuminated by backlight from the grid road lighting both sides of the grid road are also fully illuminated.
- **Junctions**
Including illumination of 96 metres on both approaches.
- **Bus stops**

Unlit Gaps

- Between sections of grid road that are lit shall be no shorter than

<i>Speed limit</i>	<i>70mph</i>	<i>60mph</i>	<i>50mph</i>
<i>Minimum unlit gap</i>	<i>860m</i>	<i>640m</i>	<i>480m</i>

Partial Lighting

- Sections which are remaining lit shall have all lighting illuminated unless due to equipment faults.

Implementation Procedure

1. Any section of grid road lighting proposed to be switched off shall be subject to a risk assessment, & consultation with Thames Valley Police.
2. A DDR for the switch off (including the information from step1) shall be approved by the relevant Cabinet Portfolio Holder prior to the lights being turned off.
3. Following Switch off the road shall be driven in the hours of darkness during the period of the new moon by an experienced engineer to check for any unanticipated problems.
4. Accident data for the unlit sections and adjacent lit sections shall be reviewed on a six monthly cycle to check for accident trends.
5. Following any KSI accident on the unlit sections in the hours of darkness reported by the Police the circumstances of the accident shall be reviewed.

If issues are identified during steps 3 to 5 the decision to switch off shall be reviewed.

6. The street lighting shall remain in place, in an operable condition, for three years after switch off.

7. Authorisation for the final removal of the 'redundant' grid road lighting columns resulting from this procedure shall be subject to approval under the DDR system by the relevant Cabinet Portfolio Holder.