

DERBYSHIRE COUNTY COUNCIL

CABINET MEETING

31 January 2012

Report of the Strategic Director – Environmental Services

**PART NIGHT LIGHTING AND PERMANENT SWITCHING OFF
OF STREET LIGHTING (HIGHWAYS AND TRANSPORT)**

(1) **Purpose of the Report** To inform Cabinet of the response to the public consultation on the proposed introduction of part night lighting and the permanent switching off of some street lighting, and to seek approval to implement the proposal.

(2) **Information and Analysis** At its meeting on 11 October 2011, Cabinet considered a report which identified that street lighting energy costs for the Council's 89,000 street lights were expected to rise by 15%-18% in 2011/12, the actual increase has been confirmed as 26% between October 2011 and April 2012. This would add approximately £550,000 to the 2011/12 street lighting electricity bill. The street lighting energy bill for the year is expected to be in the order of £2.9 million.

Background

The County Council procures its street lighting energy through the Government Procurement Service utilising a framework contract. This arrangement ensures that the most competitive price is obtained for the Council. The Association of Public Service Excellence (APSE) performance survey for 2010/11 confirmed that the Council had the second lowest energy cost per street lamp out of all the similar lighting authorities surveyed.

There is an ever upward trend in energy prices which is significantly greater than normal inflation that requires the introduction of energy reduction options to mitigate the impact of these increases. In October 2011 the County Council made a commitment to carbon reduction with a target of 25% from its baseline position (2008/09) by 2014/15. Street lighting accounts for 47% of the Council's carbon emissions from electricity use and therefore has a significant part to play in achieving reduction targets.

The way in which the Council purchases its unmetered street lighting energy means that it is currently exempt from carbon allowance charges introduced by the Carbon Reduction Commitment Energy Efficiency Scheme (CRCEES). Changes to simplify the scheme mean that from 1 April 2014, all unmetered energy will be included and the Council will be required to purchase carbon credits for its unmetered supplies. This would initially be at a charge of £12 a tonne but indications are that, like landfill tax, this would rise to ensure organisations meet their carbon reduction targets. Street lighting in Derbyshire produces 18,000 tonnes of carbon annually through energy use.

The upward trend in energy costs is the most significant challenge to the street lighting service, particularly in the current financial climate. Energy reduction through part night lighting and the permanent switching off of some lighting no longer providing an effective community benefit, would assist in mitigating the impact of price rises whilst minimising the impact on the public and ensuring lighting is available where and when most needed. Without a planned approach to energy reduction, there would be more pressure on routine maintenance funding which could result in increased random street lighting outages that would have the potential to more adversely affect service provision in terms of response times.

Discussions have taken place with a representative of EDF Energy, the Council's energy provider, to determine the impact on future energy prices of local authorities reducing energy usage for street lighting. The number of local authorities which have introduced or are proposing to introduce energy reduction options is increasing and electricity companies will annually be reviewing the load profile of usage and adjusting unit prices to reflect the change in demand. An increase in the unit rate to reflect any changed demand is likely, but overall, EDF Energy is indicating that the Council's street lighting energy costs would be mitigated by introducing energy reduction options.

The Council purchases its street lighting energy through the Government Procurement Service which utilises a large portfolio of similar users to ensure the best unit price is obtained. Even if the Council does not progress energy reduction options itself, any increase in the unit price, because of changes introduced by other users would still be applied to its future energy bills.

The challenge of increasing energy costs and future carbon credit charges mean that part night lighting can only be part of a wider strategy to reduce energy usage and carbon reduction across all the hours of street lighting operation. Other initiatives to achieve energy and carbon reduction will be required. Some of these are:

- Ensuring that any increase to the highway electrical assets is properly justified.

- Ensuring lighting installations on new developments use the most energy efficient options and equipment.
- De-illumination of road signs which current legislation allows.
- Seeking innovation from lighting manufacturers to develop cost effective energy reduction solutions.
- Ongoing investment to continue converting existing equipment to more energy efficient and lower maintenance alternatives.

The volatility of world energy supplies and pricing, the increasing energy demand from large developing economies, the need to fund renewable energy options and future increased carbon credit charges have the potential to significantly increase the unit price of electricity. If street lighting is to remain a cost effective service, enhancing the night time environment where and when most needed, a co-ordinated strategy to reduced energy use needs to be implemented. In the current financial climate the Council has limited budget for street lighting energy reduction options. Part night lighting provides the only cost effective solution to maximise energy reduction from the available funding. Energy reduction within the street lighting service is required to assist the Council in meeting Financial Plan objectives and carbon reduction targets.

Approximately 60,000 street lights from Derbyshire's lighting stock of almost 89,000 could be considered as potentially suitable for converting to part night lighting. In order to manage risk and safety issues it is anticipated that only 40,000 street lights could be converted this is just 45% of all the street lights in the County. If fully implemented in respect of those 40,000 street lights part night lighting would enable the Council to mitigate its energy bill by approximately £400,000 a year. There would also be carbon savings of around 2,000 tonnes annually which equates to approximately 10% of the total carbon applicable to street lighting.

As part of the preliminary consultation process, officers established the following list of broad criteria for determining locations where part night lighting schemes would be less appropriate:

- some main traffic routes;
- in town centres;
- locations with a significant night time traffic accident record between midnight and 5.30am;
- areas identified by the Police as having an above average record of crime;
- areas provided with CCTV Local Authority or Police surveillance equipment;
- areas with sheltered housing and other residences accommodating vulnerable people;
- areas with a 24hr operational emergency services site including hospitals and nursing homes;

- formal pedestrian crossings, subways and enclosed footpaths and alleyways where one end links to a road that is lit all night; and
- where road safety measures are in place on the highway, such as roundabouts, central carriageway islands, chicanes, speed-humps, etc.

The broad criteria were approved by Cabinet on 11 October 2011 and endorsed by the Improvement and Scrutiny Committee Communities, Culture and the Environment.

The Improvement and Scrutiny Committee also acknowledged that the introduction of part night lighting would require risk management and local engagement on detailed scheme proposals.

Consultation

Following the preliminary consultation exercise referred to in the report to Cabinet on 11 October 2011, full public consultation on the proposals was carried out between 19 October and 6 December 2011. An online questionnaire was provided and paper copies were made available in libraries and District/Borough Council offices. The Cabinet Member – Highways and Transport has undertaken a number of radio interviews raising awareness of the proposal and there has been extensive media coverage in the local press and on the County Council's website. A presentation on the part night lighting proposal was made to the Town and Parish Council Liaison meeting on 10 November 2011 at which a reminder about the ongoing public consultation was made. A total of 842 responses have been received as part of the consultation process.

The results of the consultation show that the majority (69%) of those people completing the questionnaire agreed with the proposal to switch off selected street lights between midnight and 5:30am. Only 31% of responders indicated that part night lighting would adversely affect them.

64% of respondents agreed with the permanent switching off of street lights in some rural and non-residential areas, such as rural approaches to villages and towns.

76% of responders indicated that they only went out after midnight once a month or less with 46% indicating that they never or rarely went out at this time.

Responses

The 252 respondents who disagreed with turning off selected street lights between midnight and 5:30am, provided 378 comments detailing the reason why. Their comments can be summarised as follows:

| Number of comments | Issue Identified |
|---------------------------|--|
| 168 | Potential for increase in crime and fear of crime |
| 70 | Community safety concerns – trips and falls |
| 48 | Suggestions on strategy/other energy reduction options |
| 39 | Increased night time accidents |
| 36 | Potential increase in anti-social behaviour |
| 17 | Driving Safety |

Further details of the issues identified and samples of the comments made can be found in Stages 5 and 7 of the Equalities Impact Assessment (EIA) in Appendix 1.

A letter received from the Peak District National Park Authority in February 2011 confirmed support for street lighting energy reductions. Reduced light pollution from street lighting would assist it with a proposed application for Dark Sky Reserve status.

The British Astronomical Association, in its 'Campaign for Dark Skies' has identified a range of problems associated with light pollution from all forms of external lighting.

The main public concerns in relation to the proposal are crime and fear of crime and community safety due to the potential for increased trips and falls. These mirror the main concerns raised through the preliminary consultation which involved representative groups, Town and Parish Councils and Derbyshire Safer Communities Board and Derbyshire Safer Communities Tasking and Advisory Group.

Some respondents who disagreed with the proposal suggest that other energy reduction options, such as LED (Light Emitting Diode) lighting should be utilised as an alternative to switching lighting off. It was also suggested that switching lighting off at midnight was too early and that 1am may be more appropriate.

The ability to leave lighting on longer during the Christmas and New Year holiday period was also suggested as there is more use of streets later in the evening at this time of year.

Some respondents have indicated that they would be supportive of proposals that did not result in all lights on a street being converted to part night lighting.

The use of LEDs could, in the medium and longer term, assist in reducing the energy used for street lighting. Currently, the cost of LED lanterns is significantly higher than other energy efficient options making them too expensive to use for general replacement. LEDs will only operate with electronic control gear which would mean a significant investment to upgrade the Council's existing lighting stock. Some LED lighting schemes could possibly be introduced as part of capital replacement programmes where the whole life cost benefits of this technology can be maximised.

Remote monitoring and dimming of street lights is not considered to be a financially viable option for early reduction of energy usage. The solutions are normally applied to the highest wattage street lighting lanterns utilised on strategic through routes. This equates to approximately 16% of the Council's street lights. Dimming can only be applied to street lights which have electronic control equipment and, currently, this is a very low percentage of the street lights in the County. Remote monitoring and dimming schemes would require significant capital investment to upgrade existing lights to electronic control equipment and to purchase control systems. The cost of this investment could take over 40 years to recover. More cost effective stand alone dimming solutions for higher wattage lanterns could form part of medium to longer term energy reduction solutions as part of any future street lighting capital replacement programmes. The ability to be able to adjust part night lighting operating hours, for example at Christmas and New Year, would require the use of remote monitoring and management equipment.

Part night lighting and permanent switching off would provide the quickest way to deliver energy and carbon reductions. Part night lighting could be readily introduced by changing the photoelectric cell on street lights. The pay back on this capital investment could be achieved in less than three years based upon the increased unit energy costs from October 2011. The operating time for the standard part night photoelectric cell is midnight to 5.30am, manufacturers can provide other timings for switch off but these are non-stock items and would cost more than the standard unit. This would mean that the £1.2 million 'Invest to Save' capital allocation made available would not cover the cost of the photoelectric cells needed for the number of part night lit street lights targeted. If a 1am switch off time was utilised, it would also result in a 20% reduction in energy savings.

Permanent switching off of street lights would only take place where it is deemed road safety would not be compromised and would only affect approximately 1% (900) of the total lights in the County.

There are, in rural areas, single light installations which have a disproportionate maintenance cost due to the isolated locations in which they are situated. The permanent switching off of these street lights would therefore save energy and eliminate ongoing maintenance costs. Initially, permanent switching off would be implemented by simply taking the fuse out of the street light. This could be achieved at a small cost and would provide an opportunity for the impact of turning off to be monitored. In the longer term, the lights would be removed to avoid the need to carry out structural and electrical safety checks.

There are also sections of street lighting located in non-residential areas which is no longer providing a cost effective benefit which could also be considered for permanent switching off.

Evidence from other street lighting schemes

Several local authorities around the country have commenced projects to deliver energy cost and carbon usage reductions. Leicestershire County Council commenced a four year project in April 2010 to introduce part night lighting and permanent switching off schemes. Feedback on initial schemes is that the project is delivering energy reductions which will reduce the impact of price rises with the expectation that they would be paying approximately £200,000 less for energy this year, compared to the year end outturn if the schemes had not been implemented. Leicestershire has also confirmed that monitoring of implemented schemes has not identified any adverse impact on crime. In Quorn, the first Parish in which part night lighting was introduced, a Police report to the Local Area Forum identified that crime had reduced by 5.1%. There is also no evidence to suggest that schemes introduced by other authorities around the country have adversely impacted on crime.

Information provided by the Campaign for the Protection of Rural England (CPRE) confirmed that in Essex and Norfolk (Norwich), where part night lighting is being utilised, crime levels had not increased.

South Gloucestershire Council has already implemented part night lighting on 4,000 lights without any adverse impact on crime levels. Separate police figures indicated that recorded night time crime levels have continued to fall over the last year in areas where schemes had been introduced. Gloucestershire Police also indicated that their findings mirrored the national picture that part night lighting has, so far, not had any notable adverse impact on crime.

Other Representations

Two petitions were reported to the Cabinet Member – Highways and Transport on 10 January 2012.

One from Sawley and Wilsthorpe contained 82 signatures objecting to the switching off of street lights between midnight and 5.00am and suggested cuts should be made elsewhere so as not to affect the safety of the Sawley and Wilsthorpe community.

The second petition was from Erewash and contained 290 objections to plans to reduce the number of Police officers and the dangerous combination of this with turning lights off. Concern was raised that it would lead to increased crime and make streets less safe.

A copy of the Erewash petition has been forwarded to the Derbyshire Police Authority in respect of the concern expressed relating to plans to reduce the number of Police officers on the front line.

Conclusion

The results of the feedback from the preliminary consultation process and full public consultation indicate that the majority of those groups and individuals who have responded support the proposed introduction of part night street lighting and the permanent switching off of lights in some rural and non-residential areas, on the basis of the criteria for doing so approved by the Council.

If Cabinet gives approval to proceed with the proposals, it is recognised that the following will need to be part of implementing individual schemes to allay concerns expressed during the consultation regarding the potential for increased crime and fear of crime:

- Risk assessments for all streets, where part night lighting is proposed will be carried out to identify lights which will need to remain illuminated all night.
- Engagement on individual schemes will be required with local communities to ensure that any minor changes required to address local concerns are properly addressed before schemes are implemented.
- It is also essential that street lighting replacement programmes continue to utilise energy efficient equipment and options for other energy reduction measures, such as dimming, are considered.

If the proposals are approved schemes would be prepared on an area basis based upon a parish, town, or a group of wards within an urban area. During

the first 12 months, schemes would be introduced into areas which have indicated support for the part night lighting proposal. This would enable the development of future community engagement arrangements including the provision of information on actual impacts on crime and community safety for implemented schemes. With the benefit of detailed feedback on implemented schemes, it is anticipated that implementation of part night lighting schemes could be accelerated during the second year of the project.

Consultation feedback is indicative of paper and website information being the preferred option for community engagement on schemes. The provision of paper copies of scheme details in local District/Borough, Parish and Town Council offices and public libraries would therefore be required.

It is anticipated that a four week period of engagement on a scheme with the local community would be undertaken to ensure that any adverse impact, which may require a minor adjustment to the scheme or referral to other Council service providers or partner organisations, had been identified.

Partner organisations, including Town and Parish Councils, will be provided with scheme details. Recognising the main concerns from the consultation process, Derbyshire Community Safety officers will be provided with a copy of schemes within their Authority's area to enable them to provide comment on proposed schemes.

Lighting provided for community safety reasons would not be subject to part night lighting. Managing risk will mean that not all lights on a street would switch off at midnight; streets would retain some illumination all night.

Once any necessary minor alterations to a scheme have been made, work would commence on carrying out the conversion of the identified street lights to part night lighting. Recognising the concern raised through the consultation process, in relation to the potential for trips and falls, a scheme would not be implemented until a highway inspection has been carried out.

Base line crime and accident statistics would be produced, in conjunction with the Police and Community Safety officers, for each scheme implemented which would be monitored and reported on at regular intervals. Any required changes to address any identified adverse impacts could be agreed as part of this review process.

If part night lighting is adopted, an invitation has been received for the Council to be involved in a joint research proposal which has been made to the National Institute for Health Research by the universities of Leeds and Huddersfield in relation to such measures for:

- Analysis of actual and perceived increase in crime.

- Analysis of actual and perceived increase in accidents.
- Evaluation including the gains from the reduction in carbon emissions and energy costs.

This research would provide independent monitoring and hard evidence of the impacts of any implemented schemes, rather than the mainly anecdotal information currently available. If the research proposal is accepted, it would commence in May or June 2012.

It is anticipated that the full implementation of part night lighting could take between three and four years to achieve because of the need for scheme designs to manage risk and ensure effective community engagement.

(3) Financial Considerations An 'Invest to Save' street lighting capital allocation was approved by Cabinet on 25 January 2011 of £1.2 million to provide photoelectric cells to enable the scheme to be implemented. Full implementation of the part night lighting would realise annual savings of £400,000, based upon current energy costs, providing a quick return on the investment. Environmental Services would contain the cost of scheme design and community engagement within existing budgets.

(4) Legal Considerations As a Highway Authority, the Council has a power, not a duty, under the Highways Act 1980 to provide and maintain road/street lighting. Where it is provided, it must be provided to the standard set in the County Council's Street Lighting Policy. In exercising its powers in respect of the extent, operation and maintenance of lighting, a Highway Authority should act reasonably. Street lighting is provided for the safe movement of pedestrians and vehicles using the highway after the hours of darkness.

In exercising its powers, a highway authority has a duty under Section 17 of the Crime and Disorder Act 1998 to exercise its functions with due regard to their effect on crime and disorder in its area.

(5) Equality and Diversity Considerations A detailed Equality Impact Assessment, Appendix 1, has been carried out. In considering the recommendations of this report, the Cabinet is required to have due regard to the need to eliminate unlawful discrimination and to advance equality and diversity by considering the need to remove or minimise disadvantage suffered by people due to their protected characteristics, or to meet the needs of people with protected characteristics.

In reaching a decision, Members should consider and take into account the responses to the consultation process set out in this report and its appendices. Members will need to give careful consideration to what is said in

the Equalities Impact Assessment. Members should also consider for themselves the types of adverse impacts that may occur.

(6) **Property Considerations** Any street lights which are switched off permanently and remain in-situ will still require an annual structural condition assessment and electrical safety check until removed.

In preparing this report the relevance of the following factors has been considered: prevention of crime and disorder, environmental, health, human resources and transport considerations.

(7) **Key Decision** Yes.

(8) **Call-In** Is it required that call-in be waived in respect of the decisions proposed in the report? No.

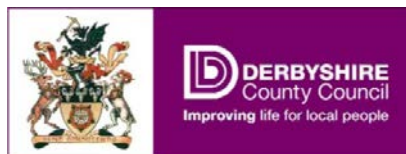
(9) **Background Papers** Report to Cabinet dated 11 October 2011. Officer contact details – Peter Booth, extension 35450.

(10) **OFFICER'S RECOMMENDATIONS** That Cabinet:-

- 10.1 Considers the responses to the public consultation on the proposal to introduce part night street lighting and the permanent switching off of lighting in some rural and non-residential areas, and has regard to the Equality Impact Assessment.
- 10.2 Approves the introduction of part night street lighting and the permanent switching off of lighting in some rural and non-residential areas to assist in mitigating the impact of increasing energy prices, future carbon credit charges and deliver carbon reduction targets in accordance with the criteria contained in the report.
- 10.3 Authorises the Cabinet Member for Highways and Transport to consider future reports identifying part night street lighting schemes and permanent switching off of lights in some rural and non-residential areas implementation programmes.
- 10.4 Notes that the impact of implementing schemes on crime, anti-social behaviour and night time road traffic accidents will be monitored and appropriate reports made to Cabinet on progress.
- 10.5 Requests the Strategic Director – Environmental Services to inform the petitioners accordingly.

Ian Stephenson
Strategic Director – Environmental Services

Appendix 1 Derbyshire County Council Equality Impact Assessment Record Form 2011



| | |
|---------------------------|--|
| Department | Environmental Services |
| Service Area Responsible | Street Lighting |
| Chair of Assessment Group | Peter Booth |
| Title of Policy | Part Night Lighting And Permanent Switching off of Street Lighting in some rural and non-residential areas |

1.1 Why has this policy been chosen?

To support the following Council priorities:

- a commitment to Carbon Reduction which includes reducing carbon emissions resulting from energy used for street lighting;
- to reduce the impact of increases in energy costs to the street lighting service anticipated over the next three years to support the Council's total budget savings target.

It provides the most cost effective solution for delivering immediate carbon and cost reduction with the earliest return on capital investment.

The Council, as the Highway Authority, has a power, not a duty, under the Highways Act 1980 to provide and maintain road lighting. Street lighting is provided across the County with the provision and standard of illumination varying depending on local circumstances. The hours of operation of street lighting can also be varied, including part night lighting, in residential areas.

The policy will introduce:

- Switching off of street lighting between midnight and 05.30am.
- The permanent removal of street lighting in some non-residential areas no longer providing a community benefit.

1.2 What is the policy purpose?

It provides a way to manage the reduction of street lighting energy use through risk assessment so as to maintain all night lighting at locations where it is most needed.

The Council's Street Lighting energy cost increased by 26% in October 2011 and market trend is for a continued rise over the next few years. This will increase the pressure on the available maintenance budget. Current energy usage is 33,000,000kWh per year with a budget outturn of £2,900,000 anticipated for 2011/12. This accounts for approximately 54% of the available Street Lighting budget.

The long term indication of increased energy prices mean that, without a reduction in energy used across the total burning hours, the ability to effectively maintain street lighting assets within approved budgets will be difficult resulting in:

- reduced routine maintenance;
- increased lighting outages;
- increased repair times;
- removal of structurally unsound lighting columns without any replacement; and
- an inability to support any future asset growth even where new lighting would deliver significant community benefits.

These impacts would be indiscriminate and irrespective of concerns raised in this document.

Discussions with the Council's energy supplier have indicated that due to the number of other authorities now implementing energy reduction measures to street lighting assets, there will be a long term adverse effect on the cost of electricity to all; whether or not the initiative is applied by this Authority.

The policy will reduce the amount of carbon produced for street lighting energy and result in less carbon credits having to be purchased to comply with the requirements of the Carbon Reduction Commitment Energy Efficiency Scheme. This will also support a range of other measures to implement energy efficiency improvements, such as the identification of new technologies which enable lower energy and carbon use either within or to replace existing equipment.

In order to switch lights off between midnight and 05:30am, the current light sensor would be replaced with an electronic sensor capable of calculating the mid-point of the night based upon its switching on/off time of the previous night. Due to variations in the weather from night to night, this may result in a +/- 15 minute variance in the stated switching times.

Switching off lighting between midnight and 05.30am will deliver an approximate 48% reduction in energy and carbon use for the street lights to which it is applied. The applicable hours of part night lighting will minimise the impact on communities as the highway is least used during this time.

The permanent switching off of lighting in non-residential areas, which is no longer providing a community benefit, will have a double saving through energy and routine maintenance cost reductions.

The policy will also assist the savings targets applicable to street lighting to be achieved to support the Council's Five Year Financial Plan to adequately fund services with the highest pressures, such as Adult Care and Children and Younger Adults.

The policy will contribute towards the following national performance indicators:

- NI 179 -Value for money (total net value of on-going cash-releasing value for money gains).
- NI 185 – Carbon reduction from local authority operations.

The policy will deliver significant benefits to the wider community in terms of reducing costs to council taxpayers, reducing carbon emissions and reducing light intrusion and pollution.

2. The Assessment Team

| Name | Area of expertise/ role |
|----------------------------------|---|
| Peter Booth(Chair) | Head Of Commercial Services |
| Debbie Anderson | Acting Senior Project Engineer Lighting |
| Ray Holmes | Senior Technician Lighting Design |
| Michelle Collins | Assistant Community Safety Manager |
| David Massey | Head of Performance and Engagement |
| Jaimi Simpson | Press and Public Relations Officer |
| Geoff Pickford (Critical Friend) | Head of Integrated Transport |

3. Scope and Identification of likely issues

Scope of the Assessment to cover:

- The impact of the introduction of part night lighting and permanent switching off of some street lighting.
- Measures that may mitigate the impact of part night lighting and permanent switching off of some street lighting.
- The impact on crime and disorder and the fear of crime.
- The impact on anti-social behaviour.
- The impact on night time accidents and road safety.
- Street lighting strategy for managing energy and other saving

| |
|---|
| <p>targets and achieving required wider community service delivery expectations.</p> <ul style="list-style-type: none"> • Co-ordination arrangements with other street lighting providers such as Borough, District, Town and Parish Councils. • Energy efficiency including identification of new technologies, such as the development of new or improved light source technology, improvements in dimming technology or innovative ideas in operational control equipment which may be able to provide long term energy reductions. • Environmental issues such as: <ul style="list-style-type: none"> ○ Carbon Reduction. ○ Light Pollution. ○ Biodiversity. ○ Climate Change. • Part night lighting and permanent switching off of some street lighting to assist the Council in achieving Financial Plan objectives for maintaining priority service provision in areas like Adult Care and Children and Younger Adults. |
| <p>The policy will reduce the level of lighting throughout the County and this may lead to more vulnerable groups of people having an increased fear of crime and anti-social behaviour.</p> |
| <p>May have some adverse impact on disabled people and their carers'.</p> |
| <p>Vulnerable people, perhaps women in particular, may be concerned regarding reduced lighting when walking alone at night. This could apply particularly to any groups more likely to suffer from or be afraid of, personal crime when out at night which could be due to their ethnicity, disability (physical or learning disability), gender, age (young or old) or sexuality.</p> |
| <p>Concern at the potential for increased night time road accidents due to the reduced level of lighting.</p> |
| <p>Many residential estates have limited off road parking and some residents have to park their car on the road. Some of these residents may need to change how they park to ensure their vehicle is visible to other road users and complies with the requirements of the Highway Code.</p> |
| <p>There will be a need to ensure that no switching off is applied to street lighting that has been installed for community safety reasons.</p> |
| <p>Specific consultation will be required with other street lighting providers like District/Borough and Parish Councils to ensure no adverse impacts on lighting being utilised by them for community benefits.</p> |

4. Pulling together all the information

| Name of source | Reason for using | Action Required |
|--|--|---|
| Derbyshire Youth Cabinet and Youth Council. | To understand any potential impacts on younger people and suitable future scheme consultation arrangements. | Part of consultation process |
| Derbyshire 50+ Forums | To provide specific information regarding concerns or impacts on older people. | Part of consultation process |
| Derbyshire Safer Communities Board | To obtain feedback from the Strategic Board for Community Safety for the County, this includes senior representatives from the emergency services. | Part of consultation process |
| Derbyshire Safer Communities Tasking and Advisory Group | Will ensure any known Community Safety issues that the policy may impact on are identified. | To inform on how schemes can be implemented |
| District Community Safety Officers | Will ensure any known Community Safety issues that the policy may impact on are identified. | To inform on how schemes can be implemented |
| Equality Strand Representational Groups | To determine any general impacts or adverse effects the policy may have. | Part of consultation process |
| Parish and Town Councils | To obtain information on any wider community impacts and effects. | Part of consultation process |
| Local people through the www.derbyshire.gov.uk 'Have your say' website consultation | To obtain information on any wider community impacts and effects. | Part of consultation process |
| Environmental Services Accident Data Team | Statistical Data on night time collisions on Derbyshire Roads in the three years prior to scheme commencement. | To inform on how schemes can be implemented |
| Code of Practice for Maintenance Management – Well | Information on asset management, highways surface condition and | To inform on when schemes can be |

| | | |
|--|--|--|
| Maintained Highways | defect categories. | implemented |
| Environmental Services Highways Safety Inspections – Instructions to Inspectors | Gives local advice on inspection frequencies, repair criteria and time for repairs to be actioned. | To inform on when schemes can be implemented |
| Derbyshire Constabulary | Information relating to known problematic crime areas within Derbyshire. | To inform on how schemes can be implemented |
| Derbyshire Population Data | Information on depravation, income, social issues, etc. | To inform on how schemes can be implemented |
| Customer Satisfaction Surveys | Value attached by the public to good street lighting provision. | To be used to benchmark customer satisfaction before and after scheme implementation |
| Other Shire Counties in the East Midlands who have adopted the policy. | Information on impacts and effects identified from schemes implemented and any necessary Action Plan requirements. | To inform on how schemes can be implemented |
| National Highways and Transport Network Public Satisfaction Survey 2010 | Information on public satisfaction with County Council highway related services and how the public rate key aspects of the service, such as street lighting. | To be used to benchmark customer satisfaction before and after scheme implementation |
| Institution of Lighting Professionals – Paper Entitled – ‘Save Money and Keep Lights On’ | Provides information on suggested alternatives to switching off street lights to promote energy efficiency. | Literature Reference |
| Highways Agency – Paper on Motorway Lighting Switch Off to Reduce Carbon Footprint. (Highways Magazine – May 2011) | A two year trial on switching off midnight to 05.00am - analysis has identified no significant risk to road user safety. 16 miles of lighting have also been permanently switched off on sections of a motorway in the north west. | Literature Reference |
| Lighting Against Crime – A Guide for Crime | Provides guidance and a basic understanding of | Literature Reference |

| | | |
|--|--|--|
| Reduction Professionals – Jointly produced by the Institution of Lighting Professionals and Association of Chief Police Officers | how lighting can be utilised to assist the ‘Secure By Design’ Police initiative to adopt crime prevention in the design of developments. This will assist in reducing the opportunity for crime and the fear of crime. | |
| Peak District National Park Authority | 62% of the Peak Park is in Derbyshire and the number of visitors the Park generates contributes significantly to Derbyshire’s local economy. The Park Authority has concerns regarding light pollution and carbon dioxide emissions associated with street lighting. | To inform on how schemes can be implemented |
| The British Astronomical Association’s Campaign for Dark Skies – Lighting Guidelines | A document identifying the following concerns in relation to light pollution: <ul style="list-style-type: none"> • Impacts on health. • Cost of wasted energy. • Environmental impacts. • Lighting assists criminals in unfamiliar territory. • Lighting should only be used when needed. | Literature Reference |
| Derbyshire Local Transport Plan 2011 - 2026 | Provides details of Derbyshire County Council’s Transport Policy for the next 15 years. It covers the management of the highway network infrastructure and the requirement to consider: <ul style="list-style-type: none"> • Climate change. • Energy efficiency. • Carbon reduction. | To inform on how schemes can be implemented and to assist in the implementation of identified energy reduction initiatives |

| | | |
|--|--|-------------------------|
| | <ul style="list-style-type: none"> • Reducing light pollution. • Biodiversity. • Support of vulnerable service users. | |
| Derbyshire County Council Cabinet Report of the Chief Executive and the Director of Finance – Revenue Budget 2011/12 (Finance and Management) 25 January 2011 | <p>Identified departmental service pressures as part of the Five Year Financial Plan for 2011/12.</p> <p>Confirmed a reduction in street lighting revenue budget of £400,000 targeting the service to reduce energy and maintenance costs.</p> <p>Identified service area savings will support the Council Financial Plan objective to adequately fund services with the highest pressures, such as Adult Care and Children and Younger Adults.</p> | Financial Consideration |
| County Surveyors Society Street Lighting Project Report PPR382 – Review of the Lighting Requirement for Traffic Signs and Bollards – Produced and Published by TRL June 2008 | <p>A review, conducted by TRL and funded by The County Surveyors Society (now ADEPT), of:</p> <ul style="list-style-type: none"> • The need to illuminate signs and bollards. • Development of retroreflective materials. • Use of high quality reflective materials as an alternative to illuminating signs. • Cost and safety benefits of direct illumination. • Identification of signs which do not legally have to be illuminated. | Literature Reference |

| | | |
|---|---|-------------------------|
| County Surveyors Society Street Lighting Project Report PPR383 – Guidance on Lighting Requirement for Traffic Signs and Bollards – Produced and Published by TRL June 2008 | Document provides guidance and practical advice on: <ul style="list-style-type: none"> • Current legal requirements. • Department for Transport's position regarding any ability to reduce the number of illuminated signs. • Application requirements for Highway authorities to use unlit reflective traffic bollards. • Traffic Signs Manual – use of high quality reflective signing materials. | Literature Reference |
| Highways Agency Report – Use of New Materials to Reduce Traffic Sign Lighting – Published October 2010 | The report details: <ul style="list-style-type: none"> • Consultation results with manufacturers and suppliers. • Results of test area trials. • Interpretation of results. • Advantages and disadvantages of alternative lighting options to reduce energy use. • Maintenance implications. • Total cost of use. | Literature Reference |

Stage 5. Assessing the impact or effects

- 5.1 What does customer feedback, complaints, and discussions with stakeholder groups tell you about your service, policy and function, including which aspects are seen as negative, inaccessible, unhelpful, difficult to use, etc?

Discussions with Police and Road Safety officers indicate that there could be a possible effect on the enforcement of speed limits. There is concern that a 30mph limit may not be enforceable on the basis that if you can't see the lights you can't tell what the speed limit should be unless the lighting is lit in accordance with the Traffic Signs Regulations and General Directions (a Statutory Instrument). This statutory document identifies a system of street lighting as "at least three lamps placed not more than 183 metres apart". In many locations, in order to meet lighting design criteria, lighting columns are much closer together, generally around 30-40 metres. This would result in lights which could be part night switched whilst still complying with the Traffic Signs Regulations and General Directions and without jeopardising road safety enforcement.

Parish Councillors have raised concerns regarding the condition of some footways and the increased potential for trip and fall accidents to pedestrians if lighting is switched off. In order to ensure public safety, schemes would not be implemented until a highway inspection had been carried out and an assessment carried out of whether repairs were required.

Members of the 50+ Forums have highlighted that part night switching of street lighting is nothing new and was in fact commonplace in the 60's and 70's. There are many factors to this:

The first electrified street lighting was controlled by time clocks which required manual resetting twice each year. As the number of street lights increased, this impacted upon the time involved to reset the clocks. As the cost of electricity was comparatively low, these clocks were replaced by light sensors on individual lights which operated using a thermocouple (a little like the switch in a kettle), to detect the amount of light in the air. Technology has now developed light sensors which operate using electronic components and which allow part night lighting to be introduced.

Whilst crime and disorder figures are available for the 60's and 70's, the way in which data is recorded has changed significantly over this time making it difficult for direct comparisons to be made to assess if all night lighting contributed to a reduction in crime and disorder figures.

People lived in a different way during the 60's and 70's with fewer people travelling long distances to work and also living within extended family groups and close knit communities.

Dog fouling is one of the most reported public concerns both during the day and particularly at night when the faeces are less obvious to

pedestrians. It is felt that the number of these complaints may increase if night time visibility is reduced, although the number of pedestrians walking between midnight to 05.30am will be small. A high profile campaign and pro-active patrol wardens to inform dog owners of their legal responsibilities could be beneficial in reducing incidents of dog fouling generally.

Members of the 50+ Forums raised concerns over a potential increase in crime, in particular, burglary, criminal damage and anti-social behaviour as a result of the introduction of part night lighting. Reference to Community Safety Teams, to assist in identification of areas of concern, will inform and contribute to specific scheme design; regular analysis of data after scheme implementation would aid future scheme development and provide verification of specific scheme effectiveness.

Members of 50+ Forums and Parish Councils also queried how they would know if a light was faulty. On-site notification of schemes implemented would assist the public in recognising which lights were faulty, rather than part night switched.

Highways managers indicate that highway safety inspections are tied into certain re-inspection frequencies dependent upon road type and use making inspections for specific part night schemes problematic. High priority defects are attended to within 24 hours of these inspections with a permanent repair completed within 28 days. Some co-ordination between services would be necessary to ensure the highway is in a satisfactory condition before part night lighting is introduced.

Statutory Bodies, like electricity and gas companies, currently carry out their road works assuming that street lighting will be lit throughout the hours of darkness. Signs/labels attached to lighting columns notifying of part night lighting would assist Statutory Bodies in determining if additional illuminated signing and guarding may be required.

The Road Safety Partnership has indicated that whilst there are very few collisions between midnight and 5am, there is evidence to suggest a higher level in collisions between the hours of midnight and 02:00am, dependent upon the night time use of an area, and again between 05:00am and 06:00am and suggests some clarification of 'significant night time accidents', referred to in the Council's Improvement and Scrutiny Committee report, which would require assessment on a 'scheme by scheme' basis.

During 2010, the total collisions between midnight and 06.00am numbered 118 compared to 2,022 total collisions representing just 5.8%

of all collisions, the reduced number of vehicles on the roads being a contributing factor. Of these 118 collisions, 50% occurred where there was street lighting. The remaining collisions occurred either where there was no street lighting or after sunrise. These totals relate to all roads in Derbyshire. Recommendations to the Improvement and Scrutiny Committee have already identified that part night lighting schemes should not include main routes where most accidents occur. There is also no evidence from other counties currently implementing part night lighting that schemes significantly increase collision incidents.

The National Highways and Transport Public Satisfaction Survey 2010 (KBI25) indicates an overall satisfaction with Street Lighting of 71.04% Derbyshire County Council ranked 3rd behind Leicestershire County Council and Nottinghamshire County Council, which have already begun implementing a part night lighting strategy. This should be monitored over time to assess the impact on public satisfaction following part night lighting being used more widely.

The Peak Park Joint Planning Board has identified concerns regarding light pollution associated with street lighting and would like to establish 'dark sky' areas within the more rural areas of the Park. Peak Park Joint Planning Board can assist in identifying target areas for part night lighting to achieve their aims for light reduction.

The concerns raised by the equality strand representational groups have reflected those raised by all others involved in the consultation exercise, including Town and Parish Councils, with particular reference to a perceived potential increase in crime and disorder. Reference to Community Safety Teams can assist in identifying areas of concern for consideration during scheme design. Regular analysis of crime and anti-social behaviour figures after scheme implementation would help with future scheme design and provide information on the impact of schemes.

The concerns raised through full public consultation reflected those raised by the equality strand representational groups and Town and Parish Councils, with particular references to a perceived potential increase in crime and the fear of crime. Other concerns raised reflected previously identified concerns regarding an additional potential for slips and trips, road traffic accidents and anti-social behaviour.

A consultation exercise carried out by Ockbrook and Borrowash Branch Labour Party received 311 responses to two questions:

- Should lights be turned off in your area/street?
- Do you consider it to be unsafe for Derbyshire County Council to turn off your street lights?

The consultation questionnaires did not provide any background information on the need for reducing energy use or the Council's criteria

for selecting locations.

Responders indicated that 91.32% were against turning street lights off and 87.78% considered it would be unsafe to turn lights off. The Council received 18 responses from the Ockbrook and Borrowash postcode area during the public consultation. Only 3 of the respondents indicated that they opposed switching lights off between midnight and 5.30am. 83% of the responders were supportive of part night lighting.

5.2 What does your information tell you about the effects of the policy, service or function on the lives of different groups or communities? Is any of this negative or unwanted?

| Groups | Effects identified from data/ information |
|------------|--|
| Age | <p>Initial increased concern in relation to crime and disorder and the fear of crime.</p> <p>Concern that anti-social behaviour will increase.</p> <p>May impact on individuals by indirectly restricting social activities during the hours lights are switched off.</p> <p>May increase the potential for trips or falls during the hours lights are switched off.</p> <p>More journeys as pedestrians, rather than drivers, of vehicles – vehicles have headlights, pedestrians do not.</p> <p>Might be useful to separate this into impacts on younger people and older people. Young people are more likely to be victims of crime but older people may be more concerned about it.</p> |
| Disability | <p>Low lighting levels may be problematic to people with visual impairment.</p> <p>There may be a potential for an increase in 'hate crime' against people with physical or learning disabilities.</p> <p>May increase the potential for trips or falls during the hours lights are switched off.</p> <p>Carers may be concerned at lower lighting levels</p> |

| | |
|--|---|
| | when required to attend a relative or service user late night/early morning. |
| Gender (Sex) | Women may be concerned at reduced lighting provision when walking alone during the hours lights are switched off. |
| Gender reassignment | <p>May be concerned at reduced lighting provision when walking alone during the hours lights are switched off.</p> <p>There may be a potential for an increase in 'hate crime' against people of gender reassignment in areas where anti-social behaviour is identified as a cause for concern.</p> |
| Marriage and civil partnership | No identified impact. |
| Pregnancy and maternity | Concern at the potential for reduced lighting late/night and early morning may impact on travel to access maternity unit/hospital care. |
| Races | There may be a potential for an increase in 'hate crime' against people of different races in areas where anti-social behaviour is identified as a cause for concern. |
| Religion and belief including non-belief | <p>There may be a potential for an increase in 'hate crime' against people of different religions in areas where anti-social behaviour is identified as a cause for concern.</p> <p>There may be implications for religious events or worship activity that takes place after dark.</p> |
| Sexual orientation | There may be a potential for an increase in 'hate crime' against people of different sexual orientation in areas where anti-social behaviour is identified as a cause for concern. |
| Socio-economic | Low income people or people who work shifts and walk/cycle to work may be adversely affected by the proposals. |

Stage 6. Ways of reducing or removing unwanted effects

What small steps could be taken to achieve improvements? Please outline the main things that need to be altered to reduce any illegal, negative and unwanted impact.

Schemes will be developed to ensure the criteria for where part night lighting should not be utilised, detailed in the report to Cabinet on 11 October 2011 and endorsed by the Improvement and Scrutiny Committee Communities, Culture and the Environment, are complied with. These are:

- On some main traffic routes.
- In town centres.
- Locations with a significant night-time traffic record between midnight and 05.30am.
- Areas identified by the Police as having an above average record of crime.
- Areas provided with CCTV local authority or Police surveillance equipment.
- Areas with sheltered housing and other residences accommodating vulnerable people.
- Areas with a 24hr operational emergency services site including hospitals and nursing homes.
- Formal pedestrian crossings, subways and enclosed footpaths and alleyways where one end links to a road that is lit all night.
- Where road safety measures are on place in the highway, such as roundabouts, central carriageways islands, chicanes, speed humps, etc.

The above criteria will ensure that the main concerns regarding part night lighting are addressed during the identification of schemes for further consultation and comment.

Liaison with Derbyshire Constabulary on the identification of areas of concern in relation to crime, disorder and anti-social behaviour and where street lighting has been funded by our Community Safety Partners.

A highway authority has a duty, under Section 17 of the Crime and Disorder Act 1998, to provide services with due regard to their effect on crime and disorder in its area.

Risk assessment will be utilised in the development of schemes to ensure local risks are identified and addressed.

A review of options for further engagement with communities on scheme details will be carried out to incorporate suggestions made following preliminary and public consultation. Consideration will also be given to publishing and promoting schemes through other outlets, such as Libraries, Post Offices, Supermarkets and Community Centres, as well as the [Derbyshire.gov.uk/Have Your Say](http://Derbyshire.gov.uk/HaveYourSay) webpage.

Consideration will be given to utilising other measures to improve energy efficiency and achieve targeted energy and maintenance savings:

- Continued utilisation of energy efficient equipment.
- Utilisation of LED lighting, particularly on new housing developments and locations where significant maintenance savings can be made by reducing visits and future traffic management costs.
- Seek innovation from equipment manufacturers and suppliers for other energy reduction options.
- Where legislation allows, remove illumination from highway traffic signs and utilise signs with better reflective vinyl.
- Maintain up to date street lighting information to ensure accuracy of energy used.

Consideration to be given on large housing developments to maintain one fully illuminated pedestrian link onto the estate from the main road utilising the existing internal footpath network.

In areas subjected to part night lighting, it is reasonable, as part of the Council's duty of care for highway users, to provide information about which street lights are to go off and at what times. Consideration should be given to erecting signs at the start and end of part night lighting areas or labels on affected lighting columns warning road users of the times of switching. Warning signs/labels should also reduce the incidence of the reports of faulty lights during the period when they are deliberately turned off.

Statutory Bodies, like electricity and gas companies, will require information on part night lighting locations to ensure the correct signing and guarding is provided for their works. This can be achieved in co-ordination with the introduction of warning signs/labels identified above.

Ensure highway inspections are carried out on all streets prior to part night lighting schemes or switching off being applied to ensure that all trip and other hazards are identified and repaired. This may require co-ordination of the inspection and the part night lighting installation.

| |
|---|
| In locations where street lighting is used to identify to drivers that a 30mph limit exists, consideration will be given to maintaining lighting at a minimum of 183 metres intervals, as describes in the 'Traffic Signs Regulations and General Directions', to assist Police in carrying out their duties. |
| The switching off of lights at any time during the night or permanent switching off of lighting will require an assessment of the adequacy of road markings and signing. There are formal standards which determine the road markings and signing required. The site assessments will review this and, if required, the road markings/signs/reflecting road studs will be upgraded. |
| Before implementation of any part night lighting scheme, an assessment will be made by a qualified Road Safety Officer to establish if accident figures indicate any concern that accidents could increase. |
| Identification of locations where street lights have been fitted with shields to reduce light intrusion into adjacent residential properties. Part night lighting would allow shields to be removed. This may require co-ordination with some of the other elements highlighted above. |

Stage 7. Finding out whether your assessment has identified what people think needs changing.

In accordance with the nine equality strands, a preliminary consultation started in March with a presentation to the Youth Cabinet and then extended to older persons and other hard to reach groups. Youth Cabinet members identified that energy reduction is required for long term environmental benefits. It was considered that this should be linked to greater use of renewable energy options. 287 paper surveys with a further 500 electronic surveys were issued to both equality strand representational groups and also to Town and Parish Councils which were considered as being a representative sample of the community as a whole. Of the 300 surveys returned, 70% were in favour of the proposed change in policy with only 20% against, with a further 10% undecided based on the survey questionnaire alone. In October 2011, a full public consultation was launched on the Derbyshire County Council Website, www.derbyshire.gov.uk/haveyoursay. Of the 842 surveys returned, 69% were in favour of the proposed change in policy with 29% against and a further 2% undecided. The results of the public consultation are included in Appendix 2.

The prime concern (approximately 54%) of those comments received have related to a perceived increase in crime, fear of crime and antisocial behaviour with 33% of comments concerned about highway and pedestrian safety issues.

The following are examples of the comments received through engagement with communities, equality strand representational groups, Parish and Town Councils and the public consultation;

- Concern over a high volume of burglaries and older residents wanting to feel safe and secure in their homes.
- That it would be ideal for opportunist thieves and car damage would increase.
- That it would be a vandal's charter to do as they please completely unseen.
- The village is plagued with boy racers using the village as a circuit. The main problems are from midnight to 2.30am.
- We feel it would be detrimental to the security of our homes.
- The Parish Council supports this initiative in principle and wondered if motion sensors for lighting would be an alternative to switching off for fixed hours.
- Prefer 1am to 5.30am with a review after 12 months.
- The initiative is 'mostly' supported with the exception of older persons complexes.
- Yes but only every other light and not all of them in one area.
- Is it possible to reduce brightness rather than switching off.
- It inhibits people's ability to see safely in the dark going to work or returning home from work.
- This very much depends upon the location. There would be a strong objection to a reduction on roundabouts for road safety reasons and on estates for community safety and personal safety, other areas may meet with some support.
- Will increase opportunities for crime and public safety hazards.

There was no perceived difference between concerns raised by the equality strand representational groups and concerns raised by others. Once schemes are developed, further consultation would be carried out to ensure that all residents affected would receive an opportunity to comment.

Communication with Leicestershire and Nottinghamshire County Councils has indicated about 12,000 lamps in 48 towns and villages across Leicestershire and Nottinghamshire have been switched off between midnight and 05:30am. Very few concerns have been raised from schemes already implemented and Police claim a 5% drop in

crime from the period April 2010 – March 2011 in the pilot scheme in the village of Quorn. The majority of information is, however, anecdotal with no hard facts as detailed outcomes for the Leicestershire schemes have not yet been completed.

A report in the Derby Telegraph, dated July 25 2011, reported that insurance premiums would not increase as a result of this proposal. Insurers expect home owners to take reasonable care of their belongings but did not consider that this responsibility would extend to the street lighting outside their home.

Press release 23 November 2011 - South Gloucestershire Council's data shows the decision to switch off 4,000 street lights between midnight and 5am is on track to save £55,000 a year in energy costs while reducing carbon emissions by a quarter.

Separate Police figures reveal that recorded night time crime levels have continued to fall in areas where the scheme has been introduced.

In the context of a general fall in crime, recorded night time crime has fallen by 50% in Frampton Cotterell, 28% in Thornbury and 17% in Bradley Stoke compared to a year ago.

Stages 8 and 9 Action planning, target setting and monitoring

TARGETS / SUCCESS CRITERIA

| ACTION | RESP. OFFICER | PARTNER INPUT | RESOURCES | PERFORMANCE INDICATORS/ MILESTONES | QUALITY ASSURANCE |
|---|------------------|---|---|--|--|
| <p>Establish baseline crime and anti-social behaviour figures applicable to proposed schemes and monitor actual impacts following implementation.</p> <p>Establish control zones for</p> <ul style="list-style-type: none"> • Rural location • Semi-rural location • Semi urban location • Urban location | Michelle Collins | Police and Community Safety teams | Ian Bates Crime Data set to include Part Night Scheme location details | Crime pattern analysis and to establish impact by introduction of part night lighting. The use of a control area to compare similar locations where part night lighting has not been introduced. | Annual review presented to Community Safety Officers Group |
| Establish a data base of all CCTV operated by other Councils in Derbyshire, include street lighting implemented as a community safety measure. Information required to ensure no lighting level reduction considered for the area covered. | Debbie Anderson | District/Borough Councils Community Safety Officers Parish Councils Secure by Design Teams | Street lighting staff and databases Ray Holmes Alec Stolarski | Implementation of a CCTV location list by January 2012. | Regular updates from Community Safety Partnerships |

| ACTION | RESP. OFFICER | PARTNER INPUT | RESOURCES | PERFORMANCE INDICATORS/ MILESTONES | QUALITY ASSURANCE |
|---|-----------------|---|---|--|--|
| | | Fly Tipping Teams | | | |
| <p>Utilise scheme development to seek to identify any specific local adverse impacts on any of the protected groups by:</p> <ul style="list-style-type: none"> • Review community engagement on schemes in line with those identified in the preliminary and public consultations. • Publishing scheme details on Derbyshire web site. • Liaising with partner organisations as necessary on any specific issues identified. • Adjusting final scheme details to mitigate any identified adverse impacts. | Debbie Anderson | Community Safety Teams, Young offenders | Attendance at any meetings in the community to explain the detail of schemes. | Customer feedback from members of the public and partner organisations. | Monitoring and scrutiny to be provided by community safety partnership with feedback on scheme implementation. |
| Monitor insurance claims against the Authority following the implementation of schemes | Debbie Anderson | Hilary Boyack Insurance Team | Revision of existing database to include lighting criteria on which reports can be based. | Annual % change in insurance claims where part night lighting could be considered a contributing factor. | Appropriate update reports to Cabinet. |
| Monitor night time accidents statistics following implementation of schemes | Debbie | Road Safety | Jenny Horsley | 3 year review of | Appropriate |

| ACTION | RESP. OFFICER | PARTNER INPUT | RESOURCES | PERFORMANCE INDICATORS/ MILESTONES | QUALITY ASSURANCE |
|--|-----------------|---|--|--|---|
| | Anderson | Unit Matt Pickard Robert Hill | Data Team collision data | accident statistics by qualified road safety engineers. | update reports to Cabinet |
| Implement necessary corrective actions to a scheme to address any identified accident, crime or anti-social behaviour adverse outcomes. | Debbie Anderson | Community Safety Team Michelle Collins | Crime Data set to include Part Night Scheme location details. | Annual review of crime data figures to establish if impacted by introduction of part night lighting. | Feedback from Community Safety Partnerships and Appropriate update reports to Cabinet |
| In conjunction with Borough and District Council's and Derbyshire's Development Control Team ensure the Secure by Design Police initiative and energy efficiency are applied to future adoptable highways. From this, develop a part night lighting design brief for use by developers and consultants. | Debbie Anderson | Development Control Rob Dury Keith Bessek Community Safety Teams District, Borough Councils | Developers to include improved security features where part night lighting is to be implemented. | Development of a Development Control Secure by Design Brief by November 2011. | Monitoring of developers compliance with this. |
| Review all illuminated signs and bollards to determine any where current legislation will permit removal of illumination. | Debbie Anderson | Traffic and Safety Teams | Traffic Sign Regulations and General Directions. | Information of how many signs have been de-illuminated. Reduction in | Appropriate update reports to Cabinet |

| ACTION | RESP. OFFICER | PARTNER INPUT | RESOURCES | PERFORMANCE INDICATORS/ MILESTONES | QUALITY ASSURANCE |
|---|-----------------|---|--|--|---------------------------------------|
| | | | | overall sign energy (kWh and carbon) usage and costs. | |
| Determine from lighting manufacturers any future innovations which could assist energy reduction to achieve availability for lighting when needed rather than all night. Including new or improved light source and control technologies. | Debbie Anderson | Communication with Manufacturers Internet research. | Capital funding | Implementation of emerging technologies to reduce energy (kWh and carbon) usage and costs. | Appropriate update reports to Cabinet |
| Preparation of a programme of part night lighting schemes to enable: <ul style="list-style-type: none"> • Identification of Highway defects and repair. • Adequacy of road markings, reflecting road studs and signage. Prior to scheme implementation. | Ray Holmes | Parish Councils Peak Park Joint Planning Board Highways Traffic and Safety | Neil Wainwright Glyn Dutton | Records of agreed actions following condition report. | Appropriate update reports to Cabinet |
| Determine from other Councils who have implemented energy saving schemes the impacts this has had on crime, fear of crime and anti-social behaviour and actions implemented to address any adverse impacts. | Debbie Anderson | Leicestershire Nottinghamshire Lincolnshire | Midlands Service Improvement Group communication and data collection. | Request for information at 6 monthly intervals. | Appropriate update reports to Cabinet |

| ACTION | RESP. OFFICER | PARTNER INPUT | RESOURCES | PERFORMANCE INDICATORS/ MILESTONES | QUALITY ASSURANCE |
|---|---------------|---|--|--|---|
| To review this Equalities Impact Assessment to assess its effectiveness in delivering the desired objectives within the criteria. | Peter Booth | Leicestershire Nottinghamshire Lincolnshire Part night lighting implementation data. | Debbie Anderson, Ray Holmes, Michelle Collins, Jaimi Simpson, David Massey, Geoff Pickford. | 6 monthly performance reviews. | Approval to publish updated assessment. |
| Provision of regular feed back on the outcomes for schemes implemented particularly in relation to community safety issues. | Peter Booth | Leicestershire Nottinghamshire Lincolnshire Part night lighting implementation data. | Street Lighting Team Ray Holmes Alec Stolarski | Feedback on number of lights/signs de-illuminated, and also of comments received from Community Safety and Collision data for schemes implemented. | Appropriate update reports to Cabinet |

Step 10. Have your main actions been added to the relevant business or service plan(s)?

Please indicate below which actions to which plans

| Action planned | Business / Service Plan | How will performance be tracked and reported? |
|--|--|--|
| Scheme Implementation Review | Consulting and Contracting Business Plan | Through appropriate reports and monitoring of this Equalities Impact Assessment |
| Programme of Part Night Lighting Schemes | Consulting and Contracting Business Plan | Through reduction in Kwh consumption and an overall Carbon reduction of street lighting asset through appropriate reports. |
| Review of Crime and Anti-Social Behaviour activities | Community Safety | Through community safety partnership groups. |
| Night time collision data | Integrated Transport Plan | Through appropriate reports. |

Step 11. Publishing your assessment

Please indicate below:-

Your assessment has been signed off for publishing by

| |
|--|
| |
| |

Your assessment was published on

| Medium/ location | Date |
|------------------|------|
| | |
| | |

Signed

Date

Added to DCC website