



Title: **Review of Implementation of part night lighting in residential areas**

Public Agenda Item: **Yes**

Wards Affected: **All**

To: **Transport Working Party** On: **2nd August 2012**

Key Decision: **No** How soon does the decision need to be implemented: **N/A**

Change to Budget: **No** Change to Policy Framework: **No**

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1. **What we are trying to achieve and the impact on our customers**

- 1.1 A decision was made by Full Council to implement part night lighting within street lighting as a means to reduce the required savings within Torbay Council's budget.
- 1.2 It was agreed that the lights should be switched off between 12.30am and 5.30am GMT which would take into account residents travelling on the last bus. The aim was to leave approximately 1 in 6 lights working all night.
- 1.3 Using risk assessments, locations of where lights should be left on all night was produced (**Appendix 1**).
- 1.4 The impact on our customers would be that anyone using the highway in residential areas during switch off encountered large areas of total darkness, and that they could not see outside their properties. The fear of crime could increase due to the implementation of part night lighting.

2. Recommendation for decision

- 2.1 That Members support the policy affected as Appendix 1.
- 2.2 That officers submit a report to consider the implementation of a central management system, if this offers further savings.

3. Key points and reasons for recommendations

- 3.1 The implementation of part night lighting has attracted some complaints but does not appear to have led to an increase in crime or any road safety issues.
- 3.2 The budget savings required mean that the scheme will remain but further options should be considered which would either improve the service or offer further savings.

For more detailed information on this proposal please refer to the supporting information attached.

**Patrick Carney
Service Manager – Street Scene Services**

Supporting information

A1. Introduction and history

- A1.1 Central Government have instructed Local Authorities to reduce their expenditure as part of the measures to reduce the Countries financial deficit.
- A1.2 The energy consumed by street lighting equates to approximately 19% of Torbay Councils energy budget and therefore significant savings could be made by introducing energy saving schemes with a small payback period.
- A1.3 Many previous schemes have been implemented such as reducing the wattage of street lights on main roads, introducing LED lighting to bollards and signs and the introduction of solar powered keep left bollards.
- A1.4 Many other Authorities have either considered or are implementing part night lighting which is seen as a measure to make cost savings in a short time period.
- A1.5 Following the budget approved by Full Council, officers were asked to implement the scheme in residential areas, and that approximately 1 in 6 lights would be left unchanged.
- A1.6 It was agreed to switch the lights off from 12.30am so as to allow residents using public transport to reach their home before the lights went out. It should be noted that the timing device relates to Greenwich Mean Time (GMT) and that when the hour goes forward in the summer they will switch off later although they will adjust slightly over a period of time.
- A1.7 The scheme consisted of replacing the photo electric cells at each street light which were to be converted to part night. The scheme commenced at the end of May 2011 and completed in March 2012 where around 8200 street lights were altered. It was realised that due to the implications and size of the scheme some minor amendments would have to be made following requests from residents.
- A1.8 All requests to switched lights back on were investigated and where they adhered to the policy (**Appendix 1**) were switched back on.
- A1.9 As the scheme was only completed in March 2012 true figures of the savings achieved over a 12 month period are not available. However it has been calculated that using the current energy rate of 10.66p/Kwh the introduction of part night lighting and other improvements has saved approximately £200,000 per annum and 735 tonnes of carbon. The estimated payback period is 3 years

A2. Risk assessment of preferred option

A2.1 Outline of significant key risks

Increase in crime and fear of crime, which could result in residents staying at home rather than attending community events.

Increase in Road Traffic Collision.

Areas off the highway that were once illuminated by the street lights are now in

darkness, this is particularly significant where there are steps. Whilst the Council are not responsible for lighting private areas customers state we have caused a hazard that did not exist previously.

A2.2 Remaining risks

Escalation of crime, fear of crime and road safety.

A3. Other Options

A3.1 The implementation of part night lighting is not flexible, if alterations to hours of operation are required a site visit by the street lighting contractor is required, this incurs both labour and material costs.

There are no costs savings made with the street lights being left on all night.

A3.2 Options will be presented to SCOPE in the near future of alternative proposals that will give similar savings. One option will be the extension of a Central Management Systems (CMS) where each individual light can be controlled remotely from the Engineers computer without the need for a site visit and hence no additional costs.

This will enable timings to be altered, lights dimmed and more accurate timings for the switching on and off for each street lights.

A4. Summary of resource implications

A4.1 Dealing with complaints from residents concerning part night lighting, and any alterations deemed necessary.

A4.2 Possibly extra involvement with safer communities.

A5. What impact will there be on equalities, environmental sustainability and crime and disorder?

A5.1 There have been a numerous complaints regarding the impact of part night lighting a summary of which has been entered onto a spreadsheet (**schedule 2**).

Complaints have been received via email, letter, telephone and through the local MP's.

A6. Consultation and Customer Focus

A6.1 Due to the decision making process of the Council budget the project to implement part night lighting was not consulted on separately.

A6.2 Continual liaison with police to access any increases in crime following the implementation of part night lighting. Information has already been requested but as yet not received.

A7. Are there any implications for other Business Units?

A7.1 Possibly safer communities

Appendices

Appendix 1 Schedule 1 - Street Lighting Implementation Policy

Appendix 2 Summery of complaints and concerns of customers

Documents available in members' rooms

None