

**ENVIRONMENT & TRANSPORT CABINET  
COMMITTEE**

**Friday, 12th February 2016**

**2.00 pm**

**Council Chamber, Sessions House, County Hall,  
Maidstone**





## AGENDA

### ENVIRONMENT & TRANSPORT CABINET COMMITTEE

Friday, 12 February 2016 at 2.00 pm  
Council Chamber, Sessions House, County Hall,  
Maidstone

Ask for: **Christine Singh**  
Telephone: **03000 416687**

*Tea/Coffee will be available 15 minutes before the start of the meeting*

#### Membership (14)

Conservative (8):	Mrs P A V Stockell (Chairman), Mr C R Pearman (Vice-Chairman), Mr A H T Bowles, Mr P J Homewood, Mr J M Ozog, Mr C Simkins, Mrs C J Waters and Mr M A Wickham
UKIP (2)	Mr M Baldock and Mr B E MacDowall
Labour (2)	Mr C W Caller and Dr M R Eddy
Liberal Democrat (1):	Mr I S Chittenden
Independents (1)	Mr M E Whybrow

#### Webcasting Notice

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#### **UNRESTRICTED ITEMS**

*(During these items the meeting is likely to be open to the public)*

#### **A - Committee Business**

##### A1 Apologies and Substitutes

To receive apologies for absence and notification of any substitutes present

##### A2 Declarations of Interest by Members in items on the Agenda

To receive any declarations of interest made by Members in relation to any matter on the agenda. Members are reminded to specify the agenda item number to which it refers and the nature of the interest being declared.

A3 Minutes of the meetings held on 4 December 2015 and 12 January 2016 (Pages 5 - 38)

To consider and approve the minutes as a correct record

**B - Other items for comment/recommendation to the Leader/Cabinet Member/Cabinet or officers**

B1 Proposed revision to the Street Lighting Policy (Pages 39 - 184)

To receive a report from the Corporate Director for Growth, Environment & Transport to consider and endorse or make recommendations to the Cabinet Member for Environment and Transport on the proposed decision to make changes to the Street Lighting Policy, including the introduction of optimised all night lighting (Option 3) as new LED streetlights are installed and commissioned on the Central Management System

**EXEMPT ITEMS**

*(At the time of preparing the agenda there were no exempt items. During any such items which may arise the meeting is likely NOT to be open to the public)*

Peter Sass  
Head of Democratic Services  
03000 416647

**Thursday, 4 February 2016**

*Please note that any background documents referred to in the accompanying papers maybe inspected by arrangement with the officer responsible for preparing the relevant report.*

## KENT COUNTY COUNCIL

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### ENVIRONMENT & TRANSPORT CABINET COMMITTEE

MINUTES of a meeting of the Environment & Transport Cabinet Committee held in the Darent Room, Sessions House, County Hall, Maidstone on Friday, 4 December 2015.

PRESENT: Mr C R Pearman (Vice-Chairman), Mr M Baldock, Mr A H T Bowles, Mr R E Brookbank (Substitute for Mr M A Wickham), Mr C W Caller, Mr I S Chittenden, Dr M R Eddy, Mr P J Homewood, Mr B E MacDowall, Mr J M Ozog, Mr C Simkins, Mrs C J Waters and Mr M E Whybrow

ALSO PRESENT: Mr M A C Balfour, Mr P M Hill, OBE and Mrs S V Hohler

IN ATTENDANCE: Mrs B Cooper (Corporate Director of Growth, Environment and Transport), Mr R Wilkin (Interim Director of Highways, Transformation and Waste), Mr T Read (Head of Highway Transport), Dr S Anderson (Flood Risk and Natural Environment Manager), Mr A Casson (Operations Manager), Mrs E Milne (Flood Risk & Natural Environment Manager), Mrs C Valentine (Highway Manager), Mr R Fitzgerald (Performance Manager), Ms E Hanson (Policy Manager), Mr S Horton (Road Safety Team Leader) and Mrs L Whitaker (Democratic Services Manager (Executive))

#### UNRESTRICTED ITEMS

**125. Apologies and Substitutes**  
(Item A2)

Apologies were received from the Chairman, Mrs Stockell, who was substituted by Mr Wedgbury, Members wished her a speedy recovery. Apologies were also received from Mr Wickham who was substituted by Mr Brookbank.

**126. Declarations of Interest by Members in items on the Agenda**  
(Item A3)

No declarations were received.

**127. Minutes of the meeting held on 16 September 2015**  
(Item A4)

RESOLVED that the Minutes of the meeting held on 16 September 2015 were correctly recorded and that they be signed by the Chairman.

**128. Meeting dates for 2016/17**  
(Item A5)

RESOLVED that the Environment and Transport Cabinet Committee meeting dates for 2016/17 be noted as follows:

2016	2017
Wednesday, 13 January	Thursday, 12 January
Friday, 11 March	Monday, 13 March
Wednesday, 4 May	
Friday, 8 July	
Wednesday, 7 September	
Thursday, 17 November	

**129. Verbal updates**  
(Item A6)

1. The Cabinet Member for Environment and Transport, Mr Balfour, gave his verbal update on the following:

- (a) **Active Travel Strategy** – A Members Group was to be set up to consider the government’s Public Walking and Cycling Strategy. The Members Group would report back to the Committee in March 2016, and would tie in with the Local Transport Plan which would also be considered at that time so that they could be aligned.
- (b) **Ashford Spurs** - The signalling system that had been proposed for Ashford International Station had now been replaced with a cheaper and more easily installed technical solution. Although this would result in the loss of some European funding, it would be a proven option and would cost less. The project would be entirely LEP funded. Contract tenders had now been received, of which one was acceptable. Mr Balfour was confident that matter had been successfully negotiated and the successful tender would be published as soon as it was possible to do so.
- (c) **The Airspace Review** - Gatwick Airport Ltd had appointed Bo Redeborn, aviation consultant, to lead an independent review of airspace architecture. As part of the review a wide range of key stakeholders including community groups and local residents would be consulted. Members were assured that KCC would respond to protect the interests of local residents, particularly in the West of the County, from noise and air pollution. Bo Redeborn would report to GATCOM in January 2016.
- (d) **Kent Environment Strategy Member Group** - This would be discussed later on in the agenda.
- (e) **North Farm** – This had been a successful project largely due to the cooperation of the land owners, who had dedicated land to Highways. Mary Gillett and her team were commended for their excellent work in running the project.
- (f) **Growth and Infrastructure Framework Launch** - Information was now available on the Kent Website and work was being undertaken to tackle the £2 billion funding gap that had been identified. Mr Balfour advised

that he Chaired a primarily Senior Officer Group, (Cabinet Member, Mr Holden, also sat on this group) from all areas of the authority, that had been appointed to; (i) regularly review the Growth and Infrastructure Framework; and (ii) ensure that Kent County Council responded with one voice when negotiating Section 106 and 278 agreements with developers, district and borough councils. He welcomed any other Cabinet Members whose portfolio fell within the remit of this Group.

- (g) **Operation Stack** – The Operation Planning Group had met and future meetings were planned. Highways England were currently finalising their informal consultation document which was expected to be in the public domain on 11 December. Following the publication there would be a variety of public meetings and showcases and KCC would request that Highways England met with the County Council to brief any elected members that wished to attend. Mr Balfour advised that other invitees would be the Police Authority and the Fire and Rescue Authority. Mr Balfour also reported that Highways England was intending to put average speed cameras along the A21.
- (h) **Lighting Consultation** – The public consultation on street lighting had ended in November 2015. The consultation sought views from the public regarding preferences for street lighting following the planned conversion to LED lights. The external consultants would report back on the findings of the consultation and an extraordinary meeting of the Cabinet Committee would be convened in February 2016 to consider the matter and make recommendations to the Executive. Mr Balfour requested that once Members had received meeting papers, any questions they may have be put forward for a response before the meeting.
- (i) **Buses** – Officers from KCC Transport had been working with bus operators to identify the potential for transferring some KCC supported bus services back into commercial operation. This was being carried out to enable KCC public transport to meet its 2016/17 budget of £5.25 million which had over the past two years been reduced by £2 million. The service had already delivered £1 million of savings with only a marginal impact on service users and now needed to deliver a further £1 million of savings. Local bus operator partners had identified £680k of service initiatives which could deliver savings to KCC and only have a marginal impact on service users. This was welcomed and operators were commended on their proactive approach to the matter. Initially, from April 2016 14 KCC supported services would be absorbed by local bus partner operators with no change in the service provided making expected savings of £260k. KCC would consult from early February on a further £420k of service initiatives affecting 16 services which would see more supported services absorbed but with some change to the current service be it different timings, less journeys or slightly revised routing. KCC public transport and its local bus operator partners were commended for their collaborative working which had made significant budget savings to KCC but retained the shape of the current Kent bus network and the level of provision. It was accepted that in some areas of the County there had been change but to services and journeys which were poorly used. KCC public transport would continue to identify further savings which would

enable it to meet its 2016/2017 budget without significantly impacting service users. Members were assured that it was KCC's intention to enhance community bus services including Ashford, Wealden Wheels.

2. Mr Balfour and Mr Pearman responded to questions by Members as follows:
- a) Mr Pearman confirmed that both the Active Travel Strategy and the Local Transport Plan4 (LTP4) would be developed simultaneously and be reported back to this Cabinet Committee on 11 March 2016. He invited the same Members that were on the LTP4 Member Group to assist with the Active Travel Strategy; these were Mr Baldock, Mr Caller, Mr Chittenden and Mr Wybrow. Meeting dates had been fixed for the mornings of 12 January and 26 January.
  - b) Mr Balfour advised that discussions were being undertaken with bus operators to identify and agree which services KCC could cease to support yet the service continue albeit with a potential impact on timings, route or frequency. He stressed that any proposals would be the subject of consultation with residents. The next tranche of services would be considered in January/February 2016.
  - c) A request was made that when consulting on future bus service provision consideration be given to providing services that ran one, two or three days per week, which may mean that more services could be provided; it was claimed that many rural residents preferred this approach.
  - d) Mr Balfour advised that he did not have the response figures for the LED consultation as they were with the consultants, but was aware that the figure was in the thousands. The results would be published in the consultant's report.
  - e) Mr Balfour explained that there was to be both a non-statutory and a statutory consultation on Operation Stack. KCC was being kept informed but any information provided was confidential until the consultation was published. There had been suggestions that this may happen on 8 December. Mrs Cooper advised that Members would receive a briefing as soon as was appropriate.
  - f) Mr Balfour did not disagree with the suggestion that there needed to be a cross party national debate on bus services to look at how to get people out of the private motor car and making the best use of public transport.
  - g) Mr Balfour responded to a question on Ashford Spurs and read out a statement as follows: "the signalling solution to be deployed will be the French KVB used at St Pancras rather than the European ETCS system. The reason for the change was technical problems with the ETCS and the removal by the Department of Transport of the need for derogation from EU law for the KVB system. Although going with KVB means that we lose the EU funding for ETCS, the funding gap is smaller for KVB without EU funding than it would have been for ETCS with EU funding". He clarified that this would allow trains to go in and out of the Ashford station. Mrs Cooper added that the funding still needed to be sourced. Members would be advised of the project timeline outside of the meeting.
  - h) A comment was made regarding the consultation process. It was advised that when responding to the online consultation respondents needed to sign in, therefore it was not possible to retain anonymity as it was when



using the paper method of consultation. In addition, if a household had one email address only one person in that household could participate online as a different email address was required for each response.

3. The Cabinet Member for Community Services, Mr Hill, highlighted three information items.
  - (i) The Kent and Medway Community Safety Conference, an annual event, was held on 3 November. The theme of the event was dementia and was well attended, with Angela Rippon as the key note speaker who had a national role in dementia, working with the government.
  - (ii) The Domestic Homicide Review. He explained that the local authority had a responsibility to commission these reviews which were important tools in establishing why incidents had occurred and ensuring lessons were learnt and communicated. A seminar was held on 18 November, which was well attended by over 100 practitioners. They considered a number of recent reports and drew out the lessons learnt. It was hoped that the incidents of homicide would be reduced as awareness of potential triggers was raised; and
  - (iii) Public Protection Annual Reports – The Public Protection Service had seven small services; [Trading Standards](#), [Community Safety](#), [Public Rights of Way and access](#), [Kent Resilience Team](#), [Gypsy and Traveller Unit](#), [Kent Scientific Services](#); and [Coroners](#). To highlight the work undertaken by those services their annual reports 2014/15 were now published on KCC's website.
4. RESOLVED that the responses to questions by Members and the information in the verbal updates be noted with thanks.

### **130. Kent Environment Strategy** *(Item B1)*

1. The Environment Strategy Programme Manager, Dr Anderson introduced a report that gave an update on the strategy to reflect feedback following the public consultation held from 27 July to 25 September 2015. Parallel to the consultation, the strategy had been presented to senior management teams across the Districts and Boroughs and many of the key stakeholders groups. Just over 100 responses were received of which 50% represented organisations and networks.
2. The report highlighted those high level areas that required particular attention including:
  - Balance of priorities in relation to development
  - Influencing national Government and Bodies
  - Agricultural, forestry, viticulture and horticulture
  - Sustainable Transport options
  - Noise pollution; and
  - Links between strategies, plans and partner roles
3. The final draft of the Strategy was presented to the Kent Leaders Group at its meeting last week with recommendations for endorsement and to take forward the

adoption of the Strategy in their individual authorities, subject to their internal processes and the governance highlighted in the report, which were all agreed.

4. The Cabinet Committee agreed to the amended wording of recommendation (b) in the report read out by Dr Anderson as follows: “That the Cabinet Committee is asked to consider and endorse or make recommendations to the Cabinet Member for Environment and Transport on the proposed decision to adopt the refreshed Kent Environment Strategy: A strategy for environment, health and economy, which as a partnership strategy will include the delivery of programmes and activities by a variety of organisations requiring associated frameworks, MoUs, projects and contracts to be developed and implemented as appropriate. One of these would be the work of the Countryside Management Partnership and associate contracts for delivery.”

5. Dr Anderson and Mr Balfour responded to questions by Members as follows:
- a) The proposal of a Kent Environment Strategy Member Advisory Group was welcomed.
  - b) Comments were made that there were still issues that needed to be addressed on the following; (i) Paragraph 2.51 - the impact of new housing developments across Kent. Sustainable growth was unachievable with the amount of development that was planned for Kent in the next 15-20 years and the local authority should reflect that it had to meet the challenge of unsustainable housing and development being proposed by Government. (ii) Paragraph 2.5.4 – The perceived lack of investment from the Transport Office and the potential that a reduction in funding would result in a lack of investment. Car travel would not reduce if the population increased by 25% and the local authority must look at how it could manage any imposed development.
  - c) A view was expressed that ideally this would have been a second draft submitted for consultation as it was not considered ready as a final draft. A final draft should establish what value would be added by the implementation of the strategy.
  - d) Mr Balfour thanked Mr Baldock for his comments. He considered that the Strategy was good, acceptable and usable by all partners and stakeholders. Furthermore, there would be a Member Advisory Group and there would be an Implementation Plan to ensure that the strategy was effective. Finally he assured members that all comments that had been received had been and would continue to be given due consideration.
  - e) Dr Anderson and her wider team were thanked for the work carried out on the Strategy and presentation.
  - f) Invitations would be sent out to Members to take part in the implementation

6. Dr Anderson advised that following endorsement or comments from the Cabinet Committee the Strategy would be submitted to Cabinet in January 2016 for adoption. Simultaneously, partner organisations would adopt the the Strategy through their own internal processes. The Strategy would then be launched.

7. RESOLVED that:-

- (a) the comments and responses to questions by Members be noted;
- (b) the key consultation feedback outlined in this report be noted and the amendments proposed in the final draft of the Kent Environment Strategy (Annex 1) be agreed; and
- (c) the proposed decision of Cabinet to adopt the refreshed Kent Environment Strategy: A strategy for environment, health and economy, which as a partnership strategy will include the delivery of programmes and activities by a variety of organisations requiring associated frameworks, MoUs, projects and contracts to be developed and implemented as appropriate. One of these would be the work of the Countryside Management Partnership and associate contracts for delivery, be endorsed

**131. Proposed extension to Resurfacing Contract, currently let to Eurovia Infrastructure Limited**  
(Item B2)

1. The Interim Director of Highways, Transportation and Waste Mr Wilkin introduced the Road and Footway Asset Manager, Mr Casson, to present the report to the Cabinet Committee that outlined Eurovia's performance to date, analysed industry price pressures and considered the advantages and disadvantages of extending this contract against re-tendering.

2. Mr Casson advised that with the increased cost of bitumen, aggregate and labour costs there was little scope in achieving a reduction in costs as in past years, and predicted an increase in costs of 10%.

3. Mr Casson praised Eurovia's performance throughout the contract to date, in particular their focus on customer service and client awareness. Eurovia Infrastructure Limited had been quick to identify solutions to any problems that had occurred and had worked with KCC officers to lessen any impact on the work in hand and manage reputational risk effectively. They had delivered very high profile and high impact road reconstruction schemes including Willington Street, Maidstone, The Broadway, Minster and Wrotham Road and through effective engagement with local people had lessened the impact of those schemes on communities and businesses.

4. Mr Casson responded to comments and questions by Members as follows:

- a) That relatively few complaints had been received in relation to the Willington Street reconstruction scheme in Maidstone and that despite initial concern from residents the impact had been managed well. . Congratulations were extended to both officers and Eurovia Infrastructure Limited for their performance throughout the work carried out at Willington Street, Maidstone.
- b) That the value of the current contract was up to £9m.
- c) That the cost of carrying out an EU tender was approximately £200k.

- d) It was suggested that this contract be made the template of how contracted work should be carried out throughout the county.
- e) A further suggestion was made that Eurovia Infrastructure Limited could be contracted for other highways work in the county and that the comments be fed back to the company.
- f) Mr Casson explained that had Eurovia Infrastructure Limited not agreed to extend the contract Kent would have retendered which would have resulted in higher prices.

Mr Chittenden moved, seconded by Mrs Waters the recommendations in the report

5. RESOLVED that:-

- (a) the responses to comments and questions by Members be noted; and
- (b) the proposed decision of the Cabinet Member for Environment and Transport to agree the proposed extension to the Resurfacing Contract currently let to Eurovia Infrastructure Limited from June 2016 to June 2018, as set out in Appendix A to the report, be endorsed.

**132. Completion of Sandwich Town Tidal Defence Scheme**  
*(Item C1)*

1. The Natural Environment and Coast Manager, Mrs Milne, introduced a report on the successful conclusion of the Sandwich Town Tidal Defence scheme, delivered in partnership by KCC, the Environment Agency and Pfizer. It reflected on the wider benefits the scheme had delivered to East Kent and the advantages of the partnership approach to flood defence delivery.

2. Mrs Milne advised that the final cost of the Sandwich Town Tidal Defence scheme was £23.5 million. The level of protection was raised from a 1 in 20 year level of protection, classed as at significant risk, to 1 in 200 year level of protection, classed as low risk. KCC had contributed £3.28 million capital into the project with a further £1.36 million for ongoing maintenance. There was an additional £11.92 capital funding from the Environment Agency and Pfizer as a private investor had contributed £6.5 million. This was one of the first public/private partnerships for flood defence in the new funding regime and the largest one in the UK. The works were completed in September 2015.

3. The Scheme had produced 14 kilometres of improved and raised flood defences, a new flood wall at the town quay and delivered 240 hectares of tidal flood relief area.

4. The quality of the scheme had been recognised by a number of awards including the Institute of Civil Engineers (ICE) South East Engineering Excellence Award, Living Waterways Awards and was shortlisted for the Chartered Institute of Public Relations Pride Awards 2015 in the Public Sector Campaign category.

5. A short video presentation was received by the Cabinet Committee on the scheme.
6. Mrs Milne extended an invitation to Members to visit the site in Sandwich which could be arranged for the summer.
7. Mr Balfour wished to thank the Leader of the County Council, Pfizer, the schemes contractor, Jackson Civil Engineering and KCC's officers for their contribution in delivering a successful scheme.
8. Mrs Milne noted comments by Members as follows:
  - a) Members welcomed the approach to the delivery of the scheme and felt that it would enhance the local area.
  - b) It was suggested that there may be maintenance problems for the new quay area in Sandwich similar to problems experienced by Dymchurch that had not been envisaged.
  - c) Members commented on the excellence of the scheme.
  - d) A comment was made that this scheme had preserved one of the best medieval towns in the country which was an additional economic benefit that would be realised financially over the coming years
9. RESOLVED that comments and the responses to questions by Members and the report be noted with great pleasure.

**133. Highway Operations Anti-litter**  
*(Item C2)*

1. The Interim Deputy Director of Highways Transportation and Waste, Mr Wilkin, introduced a report on the collaborative response to tackle the problem of litter and fly-tipping in the county. Mr Wilkin introduced the Highway Manager for West Kent, Mrs Valentine.
2. Mrs Valentine highlighted the role and work of; (i) the Kent Resource Partnership (KRP), a partnership between the district councils and KCC and (ii) The sub group of KRP, the KRP Street Scene Project Group which had been running for two years. Its membership included all 13 district and borough councils, Highways England and Balfour Beatty. The Group discussed joint working initiatives. The Highway Operations involvement in the group focused on the following three key areas:
  - A County wide Litter Campaign
  - A Fly-tipping protocol
  - Joint working on litter clearance on Kent's high speed roads
3. Mrs Valentine advised that to tackle the problems of fly tipping the KRP Street Scene Project Group looked at the customer experience of reporting fly tipping and found that the public were often diverted backwards and forwards from KCC to the District or borough councils. The KRP agreed a twelve month trial of a consistent

county wide approach to reporting fly tipping i.e. if this was on the carriage way it would be reported to KCC and if it was on a verge or footway it would be reported to the borough or district council. This was being monitored and after 6 months was reported to be doing well.

4. Mrs Valentine advised that there was a Waste Enforcement Officer who worked closely with the borough and district councils and Kent Police to find out where there were issues and take action. There had been a number of successful prosecutions including a serial fly tipper operating in Kent and South London who was fined £15,000.

5. Mrs Valentine explained that the Highway Operations annual programme was produced and arrangements made for the roads/lanes to be closed for repairs. There were now trial agreements in place with the borough and districts councils for litter to be cleared as part of the programme. The results of the trial were still being assessed; there was already an approximately 50% success rate and there was more work to do.

6. Mr Balfour noted the successes of the collaborative work undertaken by the borough and district councils with the Kent Resource Partnership and thanked them for their cooperation.

7. Mr Balfour thanked Mr Julian Cook, District Manager for Sevenoaks, for all his work carried out in the district. He also thanked Mr Paul Vanston, the Lead Officer on the Kent Resource Partnership who was leaving KCC.

8. Mr Wilkin and Mrs Valentine noted comments and responded the questions by Members as follows:

- a) A comment was made that fly posters lowered the tone of the area and encouraged other problems like fly tipping and that the project should be rolled out across the country.
- b) It was suggested that there were particular problems in East Kent with rubbish and waste from parked lorries, an issue that sat alongside the solutions of Operation Stack. There were also problems in the Ashford District with rubbish along the highway and byway caused by lorry drivers. Mr Balfour advised that there was a meeting being held in the afternoon with stakeholders including; the districts and borough councils, Kent Police and Highways England. The agenda for the meeting included Operation Stack and also; how Kent was going to deal with HGVs and fly parking. Mr Balfour said that Kent had lobbied the government for legislation regarding enforcement but to date had not received a response. He considered that the discussions should still take place to find solutions.
- c) A comment was made that where there were spill overs of fly tipping on both a carriageway and a footway one authority should take the lead.
- d) It was reported that litter had been pushed onto the highway from the footway because it was considered that it would be dealt with quicker.

- e) It was suggested that there was a role for Parish Councils and Volunteer Groups who were interested in being included in the coordination of rubbish being collected on closed highways.
- f) The collaborative working highlighted in the report was welcomed.
- g) A Member raised the issue of littering on the M20 and litter filling the salt pits entering into Dover and asked that the correct agency be advised on the issue. Mr Balfour advised that this would be dealt with outside of the meeting.
- h) Mr Balfour advised that Network Rail also had a role in the issue of littering. He welcomed the support of the Parish councils and volunteers and they would be included.
- i) Maidstone Borough Council's coordinated approach to litter collection was applauded as it provided; the bags, gloves, pickers and ensured that those partaking were fully covered by insurance.
- j) It was reported that there were problems with littering on the A249 going into Medway that needed to be addressed.
- k) A comment was made that Operation Cubit had been effective in the past.
- l) It was suggested that there could be improvements made regarding fly posting if more was reported.
- m) A Member commended the work carried out by Julian Cook, District Manager Sevenoaks, for bringing the district and KCC together to tackle the issue of fly tipping in the area.
- n) Mrs Valentine confirmed that intelligence lead work was being carried out with London Boroughs.
- o) Mrs Valentine agreed to answer Members questions regarding paragraph 3.13 in the report outside of the meeting. She advised that Highways England had indicated that it was willing to share its programme dates with the districts and borough councils so that they could be coordinated.
- p) Mrs Valentine advised that Braintree District Council was invited to the work shop as an exemplar in its work carried out with businesses to address the issue of litter in Essex.
- q) It was advised that there was a charging scheme for fly posting in Dartford. They were contacted and advised of the cost per day. The posters were soon removed.
- r) A request was made for the policy on the disposal of commercial freezers.
- s) A suggestion was made that residents needed to be educated that if someone was willing to take their large load of household rubbish for little money it may not be disposed of legally in a licensed site.
- t) Mrs Valentine agreed to report back on the 12 month trial of the new county wide consistent approach to fly-tipping clearance on the public highway.
- u) A request was made for a more rational rubbish collection service across the county.
- v) It was suggested that there were issues with litter on all roads not just high speed roads.

9. RESOLVED that:-

- (a) the responses to comments and questions by Members be noted; and

- (b) the continued work of Highway Operations with the Kent Resource Partnership outlined in the report be noted.

**134. Kent County Council Highways, Transportation & Waste Soft Landscape Works - Service Review 2018/19**  
(Item C3)

1. The Interim Deputy Director of Highways Transportation and Waste, Mr Wilkin, introduced a report that sought approval to appoint a Member Task and Finish Group to review and identify the priority outcomes for the service. The Soft Landscape Asset Manager, Mr Diplock, explained the role of the soft landscape land service and advised that the current annual cost of the services was £2.6 million.

2. The Cabinet Committee noted that the current procured contracts came to an end in 2017/18 and as a result there were a number of options for the future direction of the service to be considered. A draft diagnostic Report had been commissioned, this outlined five possible options for the future of the service. The five options were:

Option 1: Status Quo

Option 2: Reduced Service

Option 3: Engage with Districts, Town Councils and Parishes

Option 4: Bring In-house

Option 5: Statutory Minimum Service Only

3. Mr Diplock advised that the service had reduced in budget by approximately £1.1 million since 2011/12 and now faced the challenges of further MTFP targeted savings of 15%. As a result consideration would need to be given to reducing existing service frequencies.

4. Mr Diplock requested that a Member Task and Finish Group be set up to review the five options. The Group would consist of six Members. There would be five meetings held to identify outcomes and support development of options for the future soft landscape service. A report with recommendations would be submitted to this Cabinet Committee at its March meeting prior to any public consultation, should this be required.

5. Mr Balfour recommended the setting up of a Member Task and Finish Group.

6. Mr Diplock responded to comments and questions by Members as follows:

a) Concern was expressed regarding further reductions being made to the Soft Landscape services budget.

b) A suggestion was made for the concept of Quiet Lanes to be considered.

c) The appointment of a Member Task and Finish Group was welcomed.

d) A further suggestion was made for the Group to consider bio-diversity.

e) Mr Balfour explained that the process was on a tight timescale and Members would be asked to do more as Kent County Council moved to become a Commissioning authority.



7. RESOLVED that:-

- (a) the comments and responses to questions by Members be noted; and
- (b) the setting up of a Member Task and Finish Group to inform and identify the priority outcomes for the future of the service be agreed.

**135. Killed and Seriously Injured**  
(Item C4)

1. The Head of Transportation, Mr Read, introduced a report that updated Members on the road casualty trends and the action being undertaken to improve road safety in line with the Kent Casualty Reduction Strategy approved by this Cabinet Committee in 2014.

2. Mr Read introduced Members of his Team; the newly appointed Casualty Reduction Manager, Mr Horton, the Manager of the Kent and Medway Safety Partnership, Mrs Penny; and the Transport Intelligence Manager, Mr Burchill.

3. Mr Read advised that in Kent the number of people killed or seriously injured in road crashes fell by 50% between 2000 and 2010. Whilst the long term trend in Kent was down, 49 people died and 609 people were seriously injured on roads in Kent, including those managed by Highways England in 2014, which represented an 11% increase over the figures for 2013. A similar increase was seen in 2013 compared to 2012 data. Mr Read advised that 75% of accidents were a result of human behaviour and driver error. In Kent there had been a rise in crashes recording impairment by drink and drugs, mobile phone use and inappropriate speed. Kent had particularly high traffic density in its rural road network. The Cabinet Committee approved the new Kent Casualty Reduction Strategy and as part of this a wider range of data would be drawn on to better define risk and adopt a safer systems approach.

4. Mr Read highlighted ongoing projects over the last year that included:

- Pilot of a “damage only” crash database where evidence of crashes could be entered on a county database. This would quantify and identify risk factors on the road side and on the road.
- Piloting of an iRAP/VIDA assessment tool which would be carried out alongside the existing assessment.
- The upgrading of existing safety cameras site from wet film to digital operation; work would begin in 2016.
- Delivery of Driver Diversionary Scheme (DDS) courses including National Speed Awareness for 34,194 clients on behalf of the Kent Police.
- Launching of a new road safety web resource for parents and primary schools.
- Expansion of the popular *Licence to Kill* initiative which was run for students in years 12-13.

5. Mr Balfour advised Members if they wanted to see Licence to Kill they should contact Mr Horton. He then welcomed Mrs Penny and congratulated her on the work that she had undertaken and the newly appointed Mr Horton.

6. Mr Read noted comments and responded to questions by Members as follows:

- a) A suggestion was made that it would be better to have a longer timescale to show the trend in accidents over a longer period had decreased and flat lined since the 1960s.
- b) It was suggested that KSI should be split up and fatalities should be recorded separately as any changes in one could mask changes in another.
- c) If casualties were stated by kilometres travelled so that the context is there that the accidents are expressed in the total distance travelled. This would indicate how low the chances of being in an accident were.
- d) The recent activities over the past two years reflected economic activity. The economic recession took drivers off the roads and resulted in few accidents.
- e) It was suggested that speed awareness courses were not the answer. The DFT produced a top ten causation factor list. Since 2005 the first cause on the list was; failure to look properly and the second was failure to correctly judge the speed of an approaching vehicle, this was 60% of all accidents although the focus was on speed.
- f) A further suggestion was made for a driver training course set up to reward drivers who undertake further driving courses in return for a reduced car insurance premium.
- g) A comment was made that there was a need to pay more attention to rural roads and addressing the behaviour of drivers on those roads.
- h) The initiative to improve the data collection on nonfatal injuries was welcomed.
- i) A comment was made regarding the cost of a death or serious injury on the roads was £1.9 million. This money was spent by the Kent Police, NHS, KCC, Kent and Medway Fire Brigade. It was suggested that the NHS should make a contribution to prevention measures. Mr Read advised that there was an act of Parliament that allowed the NHS to claim back the cost of medical treatment from insurers where there was proven negligence, in terms of driver behaviour. He then gave the example of a child receiving a serious head injury in a road accident where the cost fell upon a local authority, through social care and educational needs for a lifetime. Mr Balfour added that he understood this cost to be £50 million.
- j) A comment was made that there was a need to source additional funding to further reduce the casualty figures.
- k) A comment was made that the graphs on page 115 of the report did not reflect the national publicity regarding the elderly being involved in accidents. Mr Horton advised that the graph took into account population in terms of national research the graph did not take into account trips that those elderly drivers were taking although this gives an indication in terms of population level it did not differentiate between ages.

- l) A comment was made that this report was optimistic and that there was a sea change in road safety.
- m) A Member advised that the next Local Transport Plan which was due for consultation in 2016 would include road safety as a top priority.
- n) A Member stated that people who drove into obstacles to commit suicide were also included in the statistics and some of those seriously injured formed part of those numbers but did not admit to this. 100% of those pedestrians hit by a car in the road were wholly or partially responsible for their own position because they were in the road. A percentage of those adults hit by a car were above the drink drive limit. It was not about speed but education. People needed to be taught how to use the roads correctly.
- o) A Member referred to the graph Figure 3 in the report suggesting that Driver/Rider injudicious and driver/rider error could be partly tackled by the white lines in the roads being maintained.
- p) It was suggested that data collection of minor incidents on the roads needed to be collated.
- q) A Member highlighted the issue of motor cyclists speeding on Romney Marsh road and the need for road signs to be changed to "Motor Cyclists Think."
- r) It was highlighted that there were no statistics regarding HGV motorists mentioned within the report.
- s) It was suggested that KCC may want to look at zero alcohol and drugs or phone, reducing speed limits
- t) A further comment was made that speed reduction could not be totally eliminated from potential solutions and that there needed to be a suite of measures.
- u) Mr McDowall requested to work with officers on how to set speed limits correctly to be submitted to the Cabinet Committee for consideration at a future meeting.

7. The Chairman requested that Mr Read speak with Mr Baldock and Mr McDowall outside the meeting.

8. RESOLVED that the comments and responses to questions by Members and the information set out in the report on the key trend data and the forward strategy be noted.

**136. Commissioning of Domestic Abuse Support Services**  
(Item C5)

1. The Deputy Cabinet Member for Community Services, Mrs Hohler, introduced a joint report, produced with Adult Social Care and Health. The work undertaken had produced a proper funding stream to the services that had previously been ad hoc and was welcomed.

2. The Head of Strategic Commissioning, Community Services, Mrs Hanson, advised that the report was agreed at the Adult Social Care and Health Cabinet Committee on 3 December 2015. A review was carried out on the whole service with all partners and providers across the county, including community safety colleagues. The findings included; complex funding arrangements, outlined in appendix 3 to the

report, gaps in provision and duplications in provision. The Commissioning Strategy aimed to pool the resources, deliver a different commissioning strategy which addressed the gaps in services and ensure that there was a countywide provision. The tender would be opened in February 2016 with the contract to be awarded in April 2016, with the new service running in July.

3. Mrs Hanson advised that information on the national data for domestic violence would be provided outside the meeting. She agreed that the rise in domestic violence in Kent was worrying and the service would be addressing this by developing services. KCC contributed a large part of the funding and although the funding was indicated as high risk, work was still being undertaken to meet with partners individually to gain their financial commitment. There was provision for those that had not signed up at the start to enter at a later date.

4. RESOLVED that:-

(a) the responses to questions by Members be noted;

(b) the information provided about the proposed reshaping of Domestic Abuse services be noted; and

(c) the commencement of a procurement process to commission an integrated Domestic Abuse service across Kent be endorsed

**137. Work Programme 2016**  
(Item C6)

1. The Cabinet Committee received a report that gave details of the proposed Work Programme for the Environment and Transport Cabinet Committee.

2. Members noted that the LTP4 report would be submitted to the Cabinet Committee in March which would align with the Active Travel Strategy.

3. RESOLVED that the Work Programme for 2016 as set out in appendix 1 of the report be agreed.

**138. Performance Dashboard**  
(Item D1)

1. The Cabinet Committee received a corrected report for this Committee to replace the published report. The Business Intelligence Manager – Performance, Mr Fitzgerald, introduced the report that showed progress made against targets set for the Key Performance Indicators.

2. Mr Fitzgerald and Mr Wilkin responded questions by Members as follows:

a) Mr Wilkin advised that the municipal waste recycled and composted indicator moved around according to seasonal effects etc. In terms of an action plan, there was a joint Municipal Waste Strategy with all the Kent District and Borough councils. 75% of the waste Kent dealt with was

produced by Kent District and Borough councils through their collection systems. There was an action plan through to 2020. Members were reminded that there was a Waste Strategy Forum which would also consider ways forward on issues of waste too. He explained that a tender process had closed to deal with a component of waste that goes to land fill, which equated to 50k tonnes per annum. This was to ensure that more waste was dealt with productively as a resource rather than end disposal. The long term indicators showed an upward trend.

- b) Mrs Cooper advised that Kent was focusing resources on an intelligence lead programme that aimed to remove dangerous and hazardous items from the supply chain.
- c) Mr Fitzgerald advised that an archaeological dig that was funded by the National Lottery coming to an end meant the end of the national funding for that particular project and the number of volunteers reducing.

3. The Chairman and Members of the Committee acknowledged the work undertaken by officers to deliver the service to the public.

4. RESOLVED that the responses questions by Members and the information set out in the report be noted.

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## ENVIRONMENT & TRANSPORT CABINET COMMITTEE

MINUTES of a meeting of the Environment & Transport Cabinet Committee held in the Darent Room, Sessions House, County Hall, Maidstone on Wednesday, 13 January 2016.

PRESENT: Mrs P A V Stockell (Chairman), Mr C R Pearman (Vice-Chairman), Mr M Baldock, Mr C W Caller, Mr I S Chittenden, Dr M R Eddy, Mr P J Homewood, Mr B E MacDowall, Mr J M Ozog, Mr C Simkins, Mrs C J Waters, Mr M E Whybrow and Mr M A Wickham

ALSO PRESENT: Mr P M Hill, OBE and Mr M A C Balfour

IN ATTENDANCE: Mrs B Cooper (Corporate Director of Growth, Environment and Transport), Mr A Loosemore (Head of Highway Operations), Miss K Phillips (Strategic Business Adviser - GET), Mr K Tilson (Finance Business Partner - Customer & Communities), Mr R Wilkin (Interim Director of Highways, Transformation and Waste), M D Beaver (Head of Network Management and Performance), Mr D Shipton (Head of Financial Strategy), Mr J Ratcliffe (Principal Transport Planner - Strategy) and Ms C A Singh (Democratic Services Officer)

### UNRESTRICTED ITEMS

**139. Apologies and Substitutes**  
(Item A2)

Apologies were received from Mr Bowles.

**140. Declarations of Interest by Members in items on the Agenda**  
(Item A3)

Mr MacDowall advised that he knew Mr Nigel Collor, Cabinet Member for Access at Dover District Council, who was present to speak on Item C3 "Proposed Response to the Highways England Consultation on a proposal to create a Permanent Lorry Area adjacent to the M20 at Stanford".

**141. Verbal updates**  
(Item A4)

1. The Cabinet Member Environment and Transport, Mr Balfour, gave his verbal update. He explained that due to the rainfall throughout December and early January, the ground across Kent was saturated. The rainfall during the week of 4 January added to this causing widespread surface water flooding across the county.

2. KCC received 830 drainage enquiries (put into context, that was more than the busiest week of the 2013/14 winter) and provided 146 two hour drainage callouts. In addition, Highway Operations raised a further 64 emergency & urgent jobs related to the weather.

3. Across the County, most Districts had roads closed last week due to flooding, some were still closed today. East Kent was worst hit; Dover had 18 roads either closed or virtually impassable and Shepway had large areas affected. The teams were excellent through the week, Dover Highway Operations were commended for the work they carried out over this period.



4. Once the water had subsided there was much damage due to debris from the flooding. A selection of photos from Dover District highlights the issues.



5. The gritters had been sent out 8 times over the months of November and January.

6. Mr Balfour advised that the Environment Agency was working with Kent County Council, Tonbridge & Malling Borough Council and Maidstone Borough Council to develop options to reduce the risk of flooding to communities from the River Medway, River Beult and River Tiese. The Environment Agency had now completed its update of their flood model and was using it to test options to reduce risk. The outcomes were expected this month which was slightly behind schedule although the EA has advised that the delay would not affect the design and construction completion dates of 2019 and 2022. (Since the meeting, the Environment Agency has advised that there will be a further delay in reporting on its findings)

7. Mr Balfour advised that the Minerals and Waste Local Plan was submitted for independent examination by a government appointed Planning Inspector in November 2014. Examination Hearings were held in April and May 2015 and as a result a number of Main and Additional (minor) Modifications were proposed to the Plan to address legal soundness matters and ensure that the Plan complies with planning law and policy guidance. Representations on the soundness and legality of the first set of modifications were invited from 17 August 2015 to 12 October 2015; and in light of the responses received the Inspector subsequently wrote to the



Council suggesting that several further Main Modifications were necessary to ensure the soundness of the Plan. These were currently the subject of an eight week public consultation which expired on 4 March 2016. Any views received would be considered by the Inspector in finalising his report. Assuming that he was satisfied with the Plan, his report would pave the way for the County Council to adopt the Plan. Once adopted it becomes the Development Plan against which mineral and waste management planning applications were determined and the allocation criteria for the separate Mineral and Waste Sites Plans.

7. Good progress was being made by many officers in the Directorate and Amey on a diverse range of challenging LEP transport projects with tight spending targets. Mr Balfour gave the following examples:

- Tonbridge High Street works had resumed after the Christmas trading break.
- A26 London Road/Yew Tree Road was about to start.
- Advance works for Maidstone Bridge Gyratory were about to start
- A contract had been awarded for M20J4 for a planned March start.
- Tenders for Rathmore Road, Gravesend would be returned this week for a planned June start.
- There was progress on a number of Local Sustainable Transport and pedestrian schemes.

8. Business Cases had been prepared and submitted to the Local Enterprise Partnership for some 16/17 schemes so that spend could be brought forward to balance out re-profiled spend on current year schemes. A lot of effort was going into public engagement and advance information for these projects.

9. Confirmation was awaited of the dates for the Highways England consultation on the route options for a new Lower Thames Crossing which is expected to run for 10 weeks from late January. There was a Stakeholder Advisory Panel meeting on Friday, 22 January where we hoped for an announcement on the consultation. We expect the consultation to seek views on route options within corridor A (adjacent to the existing Dartford Crossing) and corridor C (to the east of Gravesend). Kent County Council's proposed response would be discussed by this Cabinet Committee in March.

The Cabinet Committee at its last meeting had agreed to a Member Task and Finish Group being set up to look at future options for the future of the Soft Landscaping Contract. The work was being led by the Vice Chairman, Mr Pearman and was scheduled to finish this month and a final report would come to this Cabinet Committee in March for consideration.

Mr Balfour confirmed that following the most recent waste disposal contracts, KCC's target to reduce waste to landfill to 5% before 2020 had already been met.

**142. Inter Authority Agreement in respect of the management of the Waste Project between Kent County Council and Gravesham Borough Council**  
*(Item B1)*

1. The Head of Commercial Management and Waste Services, Mr Beaver, introduced a report on the collection and disposal of waste services within the administration area of Gravesham. He explained that Gravesham Borough Council

(GBC) had direct service operation which allowed it to design a new scheme of waste collection to significantly increase its recycling and composting rate by including wheeled bin collection of dry recyclables and separate weekly food waste collections. This scheme put joint risk on both Kent County Council (KCC) and GBC which was a favourable arrangement. The financial agreement took account of the price rises and the changes in government legislation. This arrangement protected KCC if GBC did not reach their targets. KCC could recoup the costs from GBC.

2. Mr Beaver and Mr Balfour responded to questions by Members as follows:
  - a) A comment was made that GBC welcomed the agreement and considered that it demonstrated that GBC had made significant investment. When local authorities worked together to have a direct service they could influence their own future. This could be the future for other district and borough councils.
  - b) A comment was made that the wording in paragraph 5.1, "This IAA rewards GBC..", could be considered patronising as this was a partnership. Alternative wording was suggested as follows "The IAA is in recognition of GBC..". Mr Balfour agreed to the suggested revised wording and stated that there was no intention to patronise GBC or any Borough or District Councils as the local authorities needed to work closely together.
3. RESOLVED that:-
  - (a) the responses to questions by Members be noted; and
  - (b) the Cabinet Committee endorse the proposed decision to be taken by the Cabinet Member for Environment and Transport for KCC to enter into an Inter Authority Agreement with GBC to increase levels of recycling and reduce disposal costs for KCC as detailed in Appendix A of the report.

**143. Budget 2016/17 and Medium Term Financial Plan 2016/19**  
*(Item C1)*

1. The Head of Financial Strategy, Mr Shipton, gave an overview of the Council's draft revenue and capital budgets and Medium Term Financial Plan. He stressed that this was going to be the most difficult budget Kent County Council (KCC) had faced. He highlighted some of the listed factors prior to the introduction report.
2. He explained that one of the biggest issues was that KCC did not receive the spending plans from central government until the spending review was announced on the 25th November. This meant KCC was not aware of the total financial envelope it was working within. KCC did not get its own individual settlement until 17 December 2015. The settlement received on 17 December included a significant redistribution of Revenue Support Grant that KCC had not been able to anticipate. Of that redistribution the net impact was a £15m reduction on Kent's budget that it could not have anticipated before that announcement. This meant the papers were published

for this Cabinet Committee with an assumption that there was still £8m of that £15m to find which was included in the appendices of the report for this Cabinet Committee. Since the report was published the Draft Budget was published on 11 January, and in that draft another £4m of the £8m had been identified, so there was now £4m left unidentified. None of the extra £4m identified in the published draft budget affected services within the remit of this Cabinet Committee's portfolio; it was nearly all being taken from Financing Items. Mr Shipton stated that there was still a little bit of gap to close which he understood made scrutinising the Budget difficult. He advised that there was not a complete Budget for Members to scrutinise as this was a very late change and was unexpected.

3. Mr Shipton advised that the provisional settlement also included the spending power calculation. This measured Kent's change in funding both through Council Tax and through Government Grants. This took no account of the additional spending requirements Kent County Council was facing either through the effects of inflation or the effects of the rising population or the impact of increasing competitive need. He suggested that the Cabinet Committee looked at the spending power figure which was reproduced in the report but reminded Members that this was only the funding half and not the spending half. He concluded that there were real term reductions in KCC's funding and KCC was not able to raise enough through Council Tax to compensate for both the spending demands and the reductions in central government funding, and therefore there was a need to make substantial savings.

4. Mr Tilson highlighted the detail in the appendices to the report explaining that:

- Appendix 1 - Budget Summary
- Appendix 2 - GET Directorate's MTFP spending prices and savings proposals
- Appendix 3 - An A to Z of Service Analysis
- Appendix 4 - The Capital Investment Plans 2016/17 to 2018/19

5. Mr Balfour, Mr Shipton and Mr Tilson noted comments and responded to questions by Members as follows:

- a) A comment was made that it would be helpful to have the measurements in miles rather than kilometres.
- b) It was clarified that the majority of the budget reduction was to be achieved through spending reductions including the move to direct billing of utilities to the pitch holder. Previously KCC paid and recharged.
- c) Mr Shipton advised that the Council Tax referendum level for 2016/17 was 2% and would raise £11.2m. Mr Shipton explained that the next version of the budget book would be published with more detail.
- d) Mr Wilkin advised that the income from recycling and composting was on a downward cycle but would come up again. There was a healthy income over the years but this was typical of this market.
- e) Mr Balfour advised that Kent was a well-managed authority compared to others and would with others match fund the £17m of Highways England funding for flooding defence.
- f) Mr Shipton agreed that if the revenue support grant continued to be reduced there would be no further capital money as KCC cannot borrow more if the ratio of borrowing costs (interest and repayments) exceeded 15% of the net budget.

g) It was suggested that KCCs response should challenge why the recalculation of the revenue support grant meant that the money was going to the London boroughs. Mr Balfour advised that for every £1 per head Kent received, London received £4 for looking after the elderly.

6. RESOLVED that:-

(a) the comments and responses to questions by Members be noted; and

(b) the draft Budget and MTFP (including responses to consultation and Government announcements) be noted prior consideration by Cabinet on 25 January 2016 and County Council on 11 February 2016.

**144. Cabinet Members' Priorities for Business Plans 2016/17**  
*(Item C2)*

1. The Strategic Business Adviser, Ms Phillips, introduced a report that sought comments from the Cabinet Committee on the Cabinet Members' priorities they wished to be reflected in the 2016/17 directorate business plans as set out in pages 76 and 77 of the report. Ms Phillips explained that many of the priorities would be jointly delivered by several services across the directorate and there were cross-cutting priorities which would be reflected in all the county council directorates' business plans eg developing and implementing the district deals. The priorities would be reflected in the business plan and would help shape and inform the directorates' and divisions' priorities for 2016/17. Work was being undertaken with each of the divisions to identify the priorities and identify the commissioning activity for the next three years.

2. A draft of the business plan would be submitted to this Cabinet Committee on 11 March meeting for comment. All of the Directorates' business plans would then be approved collectively by Cabinet Members by early May.

3. Mr Hill highlighted his priorities on future integrated Resilience and Community Safety from his portfolio explaining that the Kent Police and Kent and Medway Fire and Rescue had joined to form an integrated team base at Fire Headquarters at Loose Road, Maidstone. His aim was to have closer working with the health partners and collate information from public personnel eg parking wardens, community wardens etc that would to be analysed and collated to be used in reducing community safety issues. He concluded that Trading Standards also had a role to play in community safety with its success in prosecuting rogue traders etc.

4. Mr Balfour stressed the importance of each of the priorities within the remit of his portfolio listed on page 76. He added that he wanted to add to the list "How we encourage drivers being more courteous and considerate on Kent roads".

5. Mr Balfour responded to questions by Members as follows:

a) A suggestion was made that consultations and working closer with Parish and Town councils should be embedded within KCC's work as they could take on more responsibilities but often needed advice on how to start. Mr Balfour agreed with the suggestion and to the Parish councils being given

- the capability to take on more responsibilities. Although they were not mentioned in the list they were embedded in partnership working.
- b) Ms Phillips advised that the Cabinet Members' list of priorities would be embedded into the directorate business plan and would not be a separate list. Some of the priorities would be grouped such as Heritage, the rural agenda and the Kent Environment Strategy with an overarching heading that encapsulated them all. The two cross-cutting priorities listed on page 77 were listed because the District Deals came under the remit of Growth, Environment and Transport Directorate (GET) while every directorate has a lead on the PREVENT priority; the other cross-cutting priorities in Appendix 1 are ones we all contribute to, but will be led by other directorates.
  - c) Mr Balfour explained that the priority "Make on-street parking arrangements across the county more cost effective to deliver significant revenue savings" would be part of an overall package to help district and borough council colleagues to find ways to reduce costs eg looking at whether managing parking back office functions could be dealt with on a more centralised basis. This is a discussion that needs to be had, and not for KCC to dictate.
  - d) A comment was made that the maintenance of white lines on carriageways should be reflected in carriageway maintenance as they made it easier to see road junctions, especially at night. Mr Balfour suggested that white lines indicated the edge of the road so drivers therefore do not have to think about it and could consequently drive faster. However if drivers have to think about where they are going, then they would have to drive more carefully and courteously.
  - e) A comment was made whether a more effective context could be made for public transport within the list of priorities. Mr Balfour said that there is a commitment for public transport which is subject to finance.
  - f) A suggestion was made that anything to alleviate Operation Stack was welcomed. This impacted on many businesses and charities in Kent.
  - g) A comment was made regarding the reference to Heritage and rural being put together as there was a lot of heritage sites in the urban context and the categorisation of heritage and rural should be avoided. Mr Balfour agreed and gave the example of Western Heights which was in a quasi-urban rural setting. He said that in the context of "landscaping" this could be rural or urban too.
  - h) A suggestion was made regarding the cross cutting priority "ask the market to solve problems", that it could also say "asking the market not to create problems" eg land banking. Mr Balfour said that this was market engagement and KCC needed to make sure that it was getting the best possible resolution to problems through good commissioning and procurement.
  - i) A comment was made that road signs should be kept clean and foliage on the sides of the highways be cut back. There was a need to ensure that visitors had a good overall experience when visiting Kent. Town and Parish councils in the East of Kent were keen to carry out soft landscaping. Mr Balfour considered that it may be better for road signs etc to be maintained locally by Town and Parish councils. Mr Hill added that there was a need to look at what the Parish Councils could do locally and appropriate funding being provided for the tasks they undertake.
  - j) Mr Balfour said that the future of the Members Highway Fund would be addressed as part of the overall budget.

- k) Members gave examples of working with Parish Councils to fund projects by using their Member's grant to gain match funding from Parish Councils.

6. Mr Loosemoore advised that he had been working with Tenterden Town Council as they wanted to take up the Parish village caretaking and work was being undertaken on how that responsibility could be shared and devolved especially regarding soft landscaping and grass cutting in the area.

7. RESOLVED that:-

- (a) the comments and the responses to questions by Members be noted;
- (b) the Cabinet Members' priorities for the 2016/17 directorate business plans be noted; and
- (c) a further report be submitted to the March meeting of this Cabinet Committee.

**145. Proposed Response to the Highways England Consultation on a proposal to create a Permanent Lorry Area adjacent to the M20 at Stanford**  
*(Item C3)*

1. The Cabinet Member for Environment and Transport, Mr Balfour, introduced a report on a proposed response to the consultation by Highways England on a proposal to create a Permanent Lorry Area adjacent to the M20 at Stanford, Ashford. He highlighted the problems that the County had endured over the years when there were issues with lorries being unable to enter the Channel Tunnel and in particular this summer's problems which drew the government's attention as it became a national problem and cost the country millions of pounds. The government asked that a solution be found by Highways England at a pace. Mr Balfour steered the Cabinet Committee to only discuss the proposed response to the consultation and not what had gone before. He said that he supported the retention of the Traffic Assessment Phase (TAP) scheme and that it should be carried out in a sophisticated way with variable speed limits and the queue into TAP should be reduced as much as possible.

2. The Chairman had given permission in advance of the meeting to the Local Member for Elham Valley, Miss Susan Carey; and the Cabinet Member for Access, Councillor Nigel Collor, Dover District Council, to speak on this item.

3. Miss Carey welcomed the opportunity to speak at the meeting. She advised that the residents of Elham Valley, who were amongst those who had suffered the worst as a result of Operation Stack and now felt punished by the Highways England's proposal. Both sites identified were not considered a good idea. Miss Carey welcomed the £250m found to fund a solution but was disappointed that Highways England was asked to look for a site for a lorry park and that it would have been more sensible for them to be asked to produce options for resolving Operation Stack. Miss Carey highlighted that Highways England's consultation document was headed "Managing Freight Vehicles through Kent" and concluded that the document did not have much about managing freight but dwelled on a lorry park. The lorry park would only hold so many lorries and would therefore not prevent lorries parking up

around Kent. She suggested that the sites chosen by Highways England were not options on the list produced by KCC because KCC would not have received permission for them because they fell outside many policies of KCC. Miss Carey welcomed the parts of the report before Members that considered a bigger solution of what could be done further upstream to stop lorries coming into Kent in the first place, the infrastructure that was need to support the traffic that we already have. She considered that Stanford West was the right and least bad option, including the lower Thames crossing. Miss Carey supported what the report said in terms of which option should be chosen if there was going to be one. She considered that Stanford West was the right choice for the reasons set out in the report. Miss Carey considered that the way the Highways England consultation document was produced and written made it difficult to come to that conclusion as it lack necessary detail. Highways England had advised that it could not give more detail until the site had been chosen and what it was going to be used for. Miss Carey considered that it should be the other way round ie layout first and what the operation was to be for each of the different options so that consultees could make an intelligent response.

4. Miss Carey considered that this was a poor consultation and advised that as this was not a statutory consultation residents were not entitled to compensation under the Blight regulations when they come forward with a firm plan. She advised that local residents had already lost house sales and their plans were on hold. Miss Carey considered that a similar scheme should be operated as when the Channel Tunnel was built where people were allowed to sell their properties at the market rate that it would have been before the impact of the proposals. People could not have expected to see this coming. The issues in the report regarding environmental protection were welcomed. She urged the Cabinet Committee Members to support the need for generosity to those who were faced with this on their doorstep.

5. Councillor Collor read out a submission which had the support of various community hotelier and business groups in Dover.

“Dover District Council fully supports the principle of your report and agrees that Stanford West was far the best solution of the two sites under consideration. We also support what is described as alternative three. It would maximise the facilities for lorry drivers while avoiding replicating facilities available at stop 24. However, we do have concerns when reading within your report the statement that the main part of the site on the north side of the motorway, to be used exclusively for HGV queueing in a replacement for Dover TAP and Eurotunnel excess with a dedicated access from the M20. More effective management which is being discussed is likely to reduce the frequency for Dover TAP but we at Dover will be continuing to lobby extensively for the retention of Dover TAP and indeed as we have been doing so for the past few months seek for the current trial period to be made permanent. Dover also has a freight clearance depot in direct competition with the facilities at top 24 so local employment needs protecting. Since its introduction in April 2015, Dover TAP has been used 138 times to control the flow of freight vehicles through central Dover. As most of you will appreciate the A20 between the southern end of the M20 and Dover Eastern Docks bisects Dover with businesses and tourists not having easy access between the town centre and well photographed and award winning seafront. Pre TAP, Dover used to suffer from queues of trucks stretching back from the Docks entrance usually three or four evenings a week as the norm, during the adverse weather it was far worse they use to block accesses to businesses and residential

properties, junctions roundabouts, pedestrian crossings, making the A20, which through Dover is also a local road, extremely dangerous, there was a fatal crash there last weekend. TAP, Traffic Assessment Phase, is very apt, as its control at the Western roundabout by the Port of Dover Police and drip feeds traffic through to the Eastern Docks at a rate that facilities can handle, it was not a stationary queue. This elevates the need for trucks to queue along the A20, through the town and allows Dover to go about its business, bus services to flow to time and emergency vehicles to get through, to name but a few things other towns enjoy. The queues of trucks through the town on the A20 often described as a noxious wall of steel has led to the need to declare an air quality management area between the Western Heights roundabout on the docks that has to be monitored daily and an annual report sent to DEFRA stating what actions are being taken to address it. Early indications are that TAP is helping to address this situation. The detrimental impact of this routine congestion has had in recent years on residents, visitors and more importantly the local economy should not be underestimated given that it potentially creates a negative image of Dover deterring inward investment by the private sector at a time when the Council's regeneration agenda is at last gaining momentum. When Operation Stack was on before we had TAP, Trucks use to be let go from Stack in numbers that were too great for the Port to handle and Dover had queues back. This proves that traffic through Dover cannot be controlled from 10 or 11 miles away as is suggested in your report when it refers to the lorry park replacing TAP. In saying this it needs to be taken into account that this is not the only route into Dover that trucks find, they use the A2, A256, A258, B2011 as well as minor roads into the town often causing chaos by mentioning this point, truck drivers were always looking for a way round controls and should there be no control between the proposed lorry Park and Dover you will find that trucks will soon be bypassing it by trundling down the A20 from Ashford through the villages, Sellindge and Westenhanger and seriously affecting roads to other villages. In the absence of TAP our problem will be yours tomorrow. The proposed lorry park should be complimenting and supporting Dover with TAP not replacing it. We are in discussions with the Port of Dover, Kent Police, Highways England and others to iron out some of the issues associated with TAP that require attention, possibly the main one here is the six miles of 40 mile per hour speed limit that Highways England have already some advance plans to turn this into a variable speed limit that will only be enforced when TAP is actioned. Added to this, plans were in hand to improve the yellow boxes at the junctions. We respectfully request that the use of the Port of Dover TAP be made permanently".

6. Mr Balfour reminded Members that this was not KCC's consultation and therefore KCC had no control over the production of the document. He stated that KCC was looking at technology as a means of connecting with; the five major freight companies that came through Dover; and the Port of Dover to enable better management of those lorries before they reached Kent and once they reach Kent, as part of the solution. He considered that it was also important for Kent to build up a network of commercial lorry parks across the country which would require the government's support.

7. Mr Balfour then spoke on local commercial lorry parks. There was a need for those private commercial parks to be viable. He advised that KCC was making strong representations with Highways England. Members were advised that the former Gateway Committee had been reconvened. Its Membership included all



those local authorities concerned, freight representatives and as many of the operators of commercial lorry parks as possible, Kent Police, Kent and Medway Fire and Rescue and Highways England to find a solution on how best the commercial aspects of lorry parking, overnight storage, could best be done. This would also include the input from ship operators, ports, the Channel Tunnel etc.

8. Mr Balfour stated that it was vital that lorry drivers had surety that if they joined the queue or lorry park as number eight they were the eighth lorry to leave the queue.

9. Mr Balfour received comments and responded to questions by Members as follows:

- a) Mrs Waters broadly supported the report and strongly supported the local Member, Miss Carey. She reinforced the words on pages 88 and 89, paragraph 2.7, in the report regarding compensation and asked that KCC support those residents affected. She made the following comments; (i) Highways England's consultation document was vague which made it difficult to respond to. (ii) she was not convinced that this was the right solution to Operation Stack and that more work should have been carried out by Highways England. (iii) More commercial parks were needed north of the M20 which was where the majority of the lorries were travelling to; (iv) there was a need to look after our residents and businesses that were badly affected when Operation Stack was at its worst; (v) the miles of lorries parked up during Operation Stack in the Summer sent out the wrong messages to people coming to Kent; and (vi) was happy to support Dover District Council wish to retain Dover TAP. Mr Balfour agreed to reinforce the support for local residents receiving compensation in the response to the consultation.
- b) Mr Eddy agreed with the statement made by Cllr Collor.
- c) Mr Balfour agreed to the suggestion that the wording in a sentence in paragraph 2.4, line 5 from the words “; and the Port of Dover queue...” being reworded.
- d) Referring to page 87, paragraph 2.5, within the final sentence “..., including the bifurcation of traffic between the M20/A20 and M/A2 corridors....” a suggestion was made that if this happened it would require the duelling of the A2 at the Dover end which should be included in this document [This reference was in the “Growth without Gridlock” documentation]. Mr Balfour agreed to this being mentioned in the response to the consultation.
- e) He advised Members that there was the likelihood of KCC would respond to the Lower Thames Crossing in the future and that Highways England was being careful how they discuss the added infrastructure required.
- f) A comment was made that the feeling in Dover was that as the West of Kent was affected by Operation Stack for a relative short time gave additional impetus to a solution for Operation Stack.
- g) Mr Eddy said that Dover lived with Operation Stack in one way or another on a regular basis. This had a serious impact on Dover's economic regeneration programme and on existing businesses. He considered that this needed to be resolved not just in terms of a solution of a lorry park for particularly severe times but required consideration at a national level. He had sympathy with Miss Carey's local residents and felt that they were right to worry about air quality although the people of Dover had been putting up with problems with air quality for a long time.

- h) Mr Balfour advised all Members had received an invitation to a special briefing with Highways England held last week and the Highways England document had a locality map within it.
- i) Mr Caller considered that option three was the best option. He was pleased to note the comments regarding Dover TAP. He considered that part of the solution was for lorry parks to be located further north. Mr Balfour assured Members that national solutions were being considered. Dover offered speed and efficiency audit was impossible for Kent to dictate to hauliers how they travelled.
- j) A Member commented that this had been a well-balanced well constructive debate.
- k) Mr Whybrow advised that he did not support the recommendation in the report and considered the consultation a poor document that lacked detail. He considered it a kneejerk reaction. He suggested that KCC should respond saying that there should be a pause and that a more strategic look be taken to where the £250m should be spent. He said that he was unimpressed by the Highways England briefing where Members were advised that; (i) this was the only feasible site for the lorry park; and (ii) there could be only one large lorry park [a decision they advised was reached after consulting with the freight industry]; and (iii) the exit slip way was not going to be compliant and as a result there would be variable speed limit on the A20 to cope with the 3600 HGVs. Mr Whybrow advised that the predictions on the increased volume of HGVs coming through Dover meant that by the time the lorry park was built it would be taking up some of the increase in volume and this would still leave the same number of HGVs as there were now on the M20 when Operation Stack arose. Mr Whybrow considered that this report contradicted the work carried out by KCC a year ago on various sites for lorry parks when at the time the Stanford site was rejected due to issues of access and operation, landscape, serious environmental constraints, ecology, stakeholders and reference to the blight on Sellindge and Stanford. Mr Whybrow strongly suggested that this was not a proper consultation and the preferred option had already been decided.
- l) Mr Balfour stated that this was not a kneejerk reaction. He disagreed with the suggestion that KCC should respond to the consultation asking for Highway's England to look at this again. Kent had been trying to find a solution for many years, but did not have the funds for a solution. He stressed that this was not Kent's consultation and a considerable number of sites had been looked at by KCC and by Highways England, which had been specifically involved since February 2015. Kent would be doing all it could through the use of technology and developing commercial lorry parks across the country for a holistic solution of which this was a part.
- m) Mr Baldock made the following points: (i) this was not a solution and the proposed location was an unsuitable site and would not solve the problem. He suggested that; (ii) the countryside would be destroyed for the occasional use as a lorry park; (iii) it was not a money maker and therefore would not pay for itself; (iv) it would be a white elephant; (v) he agreed with Mr Whybrow's response to the consultation; (vi) as Highways England had disregarded KCC's policies he feared that this could be done again in the future; and (vii) he reflected on other schemes when compensation was not supported by the local authority.

- n) Mr MacDowall made the following comments; (i) he supported having lorry parks around the country; (ii) he agreed that a major lorry park being at the Stanford West site; (iii) he suggested that a representative from the Highways Agency or the freight industry be invited to a meeting with Members to discuss logistics and whether having the site near the port was the best one; (iv) he had concerns about the slip road not being compliant and made a request for this to be challenged; (v) he considered that Dover had suffered congestion in the area for many years but he would like to see Dover TAP removed but at a later date; (vi) he considered that the A2 should be duelled to create an alternate route out of Dover. Mr Balfour responded to Mr Baldock and Mr MacDowall confirming that the £250m would be used solely for the construction of the lorry park. He advised that HGV representatives had already been invited to private meetings and had met with the Gateway Committee. At those meeting they confirmed that Dover was where HGV's would travel to and from as it was quickest and shortest route from Europe to the UK.

10. Following Members comments, Mr Balfour concluded that the response to the Highway England would stand subject to the inclusion of (i) the need for a better TAP; (ii) reinforcing the need for proper compensation for residents; and (iii) a push for the other factors that were needed to ensure proper management of HGVs across the country because it was a national problem.

11. Mr Whybrow moved and Mr Baldock seconded, the following amendment:

*“That KCC’s response to the consultation paper should be that a more strategic look at the whole option of lorry parks and how the £250m was going to be spent and that Kent did not support the Stanford West lorry park fundamentally”.*

12. The Chairman asked Members to vote on the proposed amendment and agreed to Mr Whybrow and Mr Baldock request for the votes to be recorded, the votes cast were as follows:

*For (2)*

*Mr Baldock, Mr Whybrow*

*Against (11)*

*Mr Caller, Dr Eddy, Mr Chittenden, Mr Homewood, Mr Ozog, Mr Pearman, Mrs Stockell, Mr Simkins, Mrs Waters, Mr Wickham, Mr MacDowall.*

*Amendment lost*

13. The Chairman asked Members to vote on the recommendation in the report subject to the additional comments raised in paragraph above, the votes cast were as follows:

*For (11)*

*Mr Caller, Dr Eddy, Mr Chittenden, Mr Homewood, Mr Ozog, Mr Pearman, Mrs Stockell, Mr Simkins, Mrs Waters, Mr Wickham, Mr MacDowall.*

*Against (2)*

*Mr Baldock, Mr Whybrow*

*carried*

14. RESOLVED that:-

- (a) the comments and responses to questions by Members be noted; and
- (b) subject to the inclusion of; (i) the need for a better TAP; (ii) reinforcing the need for proper compensation for residents; and (iii) a push for the other factors that were needed to ensure proper management of HGVs across the nation as this was a national problem the Environment and Transport Cabinet Committee endorsed the proposed response to the Highways England Consultation on a proposal to create a Permanent Lorry Area adjacent to the M20 at Stanford as set out in the report.

**146. The Approach to Maintaining our Highway Assets**  
(Item C4)

1. The Interim Deputy Director Highways Transportation and Waste, Mr Loosemore, introduced a report on the approach taken to maintain the highway assets and highlighted the challenges faced by the County Council going forward. Mr Loosemore outlined the need for a Member Task and Finish Group to be set up to support the development of the approach to highway asset management in Kent.

2. Mr Balfour and Mr Loosemore responded to questions by Members as follows:

3. Mr Loosemore highlighted the changes to the block grant maintenance received from government. This had now been split into three different portions. We no longer receive block funding as a right. There were now two extra elements; (1) the Challenge fund bid and (2) the incentive fund bid. He then spoke on the importance of the Incentive Fund questionnaire, a self-assessment document that would need to be carried out and submitted to the DfE accompanied by supporting evidence. The score achieved would determine the level of funding received. Members noted that the aim was to achieve Band 2 overall to then work to a Band 3 score.

4. Mr Balfour agreed that there were more pressures with far less funding being made available. He suggested that there was a need to think more cleverly in dealing with Kent's highways assets. Mr Balfour advised that he regularly met with Mr Wilkin, Mr Loosemore and Mr Pearman to discuss highways issues. Maintenance of the highways assets needed to be carried out at the right level. Members noted that this would form part of the discussion on the next highways contract which was currently with Amey.

5. RESOLVED that:-

- (a) the responses to questions by Members be noted;
- (b) the Cabinet Committee noted the challenges highlighted in the report and supported further embedding of asset management principles in KCC approach to highways maintenance; and
- (c) a Member Task and Finish Group be set up to support the development of the approach to highway asset management in Kent.

**147. Kent County Council Response to the Department for Transport Report on the First Interim Evaluation of High Speed 1**  
*(Item C5)*

1. The Corporate Director for Growth Environment and Transport, Mrs Cooper, introduced a report that sets out Kent County Council's response to the Department for Transport's First Interim Evaluation of High Speed 1 (HS1) that had been operating since 2009. She advised that the report also included the direct impact on passenger numbers which had risen and the welcomed regeneration in areas such as Ashford and Canterbury along its route.
2. Mrs Cooper advised that Mr Gasche continued to pursue Network Rail and Southeastern for the repairs to be undertaken at a pace on the Dover Priory to Folkestone line.
3. Mrs Cooper responded to questions by Members which included the following:
  - a) Mr Baldock commented that he considered the report one sided as it did not reflect on the impact HS1 had on residents in rural areas, such as Newington, Teynham and Sellindge. He suggested that residents did not receive the train service in his electoral area, Swale West, they had enjoyed in the past because HS1 had superseded previous routes. He considered that the HS1 route from Sittingbourne to London St Pancras station that saved seven minutes journey time was to the wrong part of London ie, and cost more money. It was considered that the majority of people that worked in London required routes to London Bridge and London Victoria stations.
  - b) Mr Baldock stated that there had been a huge population growth in Kent over this period, mainly with people who moved to Kent and who travelled to work in London. The large increase in the number of train passengers on HS1 could be attributed to that growth and not HS1. People who lived and travelled to work within Kent were not serviced by HS1.
  - c) A suggestion was made that residents who had suffered the impact of HS1 through longer journey's to work and increased traffic congestion should be consulted and their comments included in the report. Mr Balfour advised that the report was on HS1 and not the classic service. KCC had to lobby government regarding the new Southeastern franchise this year. Reports on the classic service would be submitted to future meetings of the Cabinet Committee.
  - d) Mr MacDowall concurred with Mr Baldock's comments. He said that HS1 was more attractive if you lived or had a business along the HS1 line. He considered that the benefits that came from the HS1 service came at the expense of the classic service. A large number of Kent's population lived on the coastal strip between Dartford and Dover and they were not receiving a better service. Mr MacDowall considered that HS1 was high speed in name but not high speed throughout and if high speed was to improve the track from Ebbsfleet to St Pancras, London would need to be replaced long term to bring it up to the same standard, this would be costly. It would be difficult to limit annual increases to the cost of inflation. If demand grew it was likely that prices would rise with inflation to accommodate the demand.

- e) Mr Whybrow suggested two additions to the response to the consultation; (i) more investment needed in the competing mainline services; and (ii) a recommendation from KCC that HS1 opened up as much as possible to freight to reduce the HGV volume on Kent's roads. Mr Balfour agreed with Mr Whybrow that the Channel Tunnel should be used for freight. He advised that he and Mr Dance were meeting with operators and representatives from Euro Tunnel tomorrow afternoon to discuss how this can be moved forward.
- f) Mrs Waters praised the HS1 link from Ashford to London and that overall it had been successful for the Romney Marsh area and was a good thing for Kent.
- g) Mr Caller said that it was incorrect to say that the inter Kent services were detrimental because you could use those services within Kent but not on the high speed sections of the line. There were a lot of areas in Kent that benefitted from the high speed service, unfortunately it had to run on conventional lines from Ashford to Ebbsfleet it joined the North Kent Line. He questioned HS1 being used to for freight locomotives and wagons that would be travelling at 60 miles per hour on the same lines where trains were running at 140 miles per hour.
- h) Mr Simkins endorsed the report and considered that HS1 had been fantastic for Kent. The provider had increased services to meet the capacity. He did not feel that there was deterioration in the classic service and said that it was important that we say that the other services were still good, were used and available. It was important to ensure that they did not deteriorate.
- i) A comment was made that before the Dover to Folkestone line was shut indefinitely to trains after huge cracks appeared in the sea wall along the stretch, HS1 was particularly beneficial to those that lived in Deal and Walmer.

4. RESOLVED that:-

- (a) the responses to comments and questions by Members be noted; and
- (b) subject to consideration be given to additional comments being added to the response on the classic service and the line being opened to freight the Cabinet Committee endorsed the proposed service enhancements that Kent County Council would seek in its response to the Department for Transport's consultation on the new Southeastern franchise specification.

**148. Work Programme 2016**  
(Item C6)

1. The Cabinet Committee considered the proposed work programme and requested that the "draft business plan" be added to the March agenda.
2. RESOLVED that subject to the draft business plan being added to the March 2016 agenda the work programme 2016 be agreed.

From: Matthew Balfour, Cabinet Member for Environment & Transport  
Barbara Cooper, Corporate Director for Growth, Environment and Transport

To: **Environment and Transport Cabinet Committee – 12 February 2016**

Subject Decision No: 16/00018 - Proposed revision to the Street Lighting Policy

Classification: **Unrestricted**

Past Pathway of Paper: Environment and Transport Cabinet Committee on the 21 July 2015

Future Pathway of Paper: **Cabinet Member Decision**

Electoral Division: **All**

**Summary:**

Ahead of the roll out of the street light replacement programme the County Council has taken the opportunity to review its Street Lighting Policy. Part of this process included asking residents, Councils, Businesses and the Voluntary and Community Sector Organisations whether they would prefer All Night Lighting or Part Night Lighting. This paper outlines the consultation process, presents the results; and proposes changes to the Street Lighting Policy.

**Recommendation:**

The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Environment and Transport on the proposed decision to make changes to the Street Lighting Policy, including the introduction of optimised all night lighting (Option 3) as new LED streetlights are installed and commissioned on the Central Management System as attached at appendix E.

**1. Background**

- 1.1 Kent County Council is one of the largest lighting authorities in the UK and has 118,000 street lights and some 25,000 lit signs and bollards. The current annual cost of illuminating and maintaining the stock is over £9m, a cost that keeps rising.
- 1.2 In December 2013, following a Members policy decision in 2011, the Authority began converting approximately 60,000 street lights (half of the stock) under the Safe and Sensible Street Lighting (SSSL) project, to part-night operation to reduce energy consumption and carbon emissions. These measures were completed by autumn 2014 and have reduced annual energy costs by around £1m and carbon emissions by 5,000 tonnes.

- 1.3 The Authority has recently awarded a 15 year contract to Bouygues E & S Infrastructure UK Ltd where all of its street lights will be converted to Light Emitting Diode (LED) products. Additionally a Central Management System (CMS) will be provided and this will enable complete management of street lighting including dimming, switch on/off, fault reporting, metering, etc.
- 1.4 This conversion works will reduce energy and Carbon Reduction Commitment (CRC) costs by 60% and significantly reduce maintenance costs. The conversion works will cost around £40m and deliver a significant annual saving of up to £5.2m.
- 1.5 The benefits of CMS allow the Authority to manage its street light asset flexibly and provide suitable street lighting to Kent residents. Prior to the start of the conversion works it was proposed that the Authority review its Street Lighting policy.
- 1.6 A paper presented to the Environment and Transport Cabinet Committee on 21 July outlined the consultation process that commenced on the 21 September 2015 and ran for 10 weeks until 30 November 2015.
- 1.7 This paper outlines the results of the consultation and recommends a revised street lighting policy.

## **2 Consultation Approach**

- 2.1 Working with Lake Market Research (Lake), the Authority consulted residents, Councils, Businesses and the Voluntary and Community Sector Organisations within Kent on the following options for the street lighting operation:
  - Option 1: Part night lighting - current level of service (12am to 5:30am)
  - Option 2: All night lighting
- 2.2 The questionnaire also asked for respondents' views on dimming street lights when roads and footways are less busy within the following periods:
  - Late evening, e.g. 8pm to midnight
  - Overnight, e.g. midnight to 5am
  - Early morning, e.g. 5am to 8am, if dark
- 2.3 The consultation resulted in 3,790 responses across the following groups:
  - 3,586 Individuals (accounting for 95% of the sample)
  - 43 members of KCC staff (accounting for 1% of the sample)
  - 82 representatives of District / Town / Parish Councils (accounting for 2% of the sample)
  - 14 Businesses (accounting for 0.4% of the sample)
  - 36 Voluntary or Community Sector Organisations (accounting for 1% of the sample)
  - 29 Others



- 2.4 The most popular method of responding to the consultation was via the online questionnaire, with only 11% providing their response via a paper questionnaire. Based on the estimated 600,000 households within the county, the number of responses received equates to a response rate of 0.6%. However compared to other public sector consultations, this represents a good level of response.
- 2.5 In addition to the consultation questionnaire, Lake Market Research arranged and facilitated a number of focus groups and deliberative groups.
- 2.6 The recruitment of these groups was carried out independently by Lake Market Research and those electing to take part were invited to take part in either a Workshop session or a focus group (if they met the criteria) by a telephone interviewing team. Residents were recruited according to gender and age profiles to ensure a good representation of residents at each session. A small number of residents who had expressed an interest in taking part via the questionnaire were invited to top up particular age groups and to replace any last minute cancellations to the groups.

#### *Workshop groups*

- 2.7 Workshop groups were held in Ashford, Tunbridge Wells and Ramsgate. These were selected on the basis of geographical spread, parking facilities, public transport access and value for money.
- 2.8 Those attending the resident workshop groups were from a mixed demographic profile to ensure a good spread of residents attending each session. The breakdown of attendees is seen below;

	Ashford	Ramsgate	Tunbridge Wells
Total Attending	32	34	32
<b>Gender</b>			
Male	15	21	16
Female	17	13	16
<b>Age</b>			
16-34	6	8	10
35-59	16	13	10
60+	10	13	12
<b>Social Grade</b>			
ABC1	21	19	22
C2DE	9	15	10
Refused	2	0	0

#### *Focus Groups*

- 2.9 Lake Market Research undertook specific research with shift workers, the elderly and University and College Students as these groups were identified as being particularly affected by the change in policy in 2011. Two focus groups for shift workers were run in Maidstone and Ashford and two focus groups were run for the elderly in Sevenoaks and Maidstone.

- 2.10 Shift workers attending the groups were from a mix of occupations including emergency services, care workers, engineers and taxi drivers; worked a 10 or 12 hour shift, with no set work patterns. Many left home or arrived home in the middle of the night.
- 2.11 The age of elderly participants ranged from their 70's through to mid-80's and were a mix of singles and married/couples.
- 2.12 Two roadshows were held to capture the views of passing students. The roadshows were held at The University of Kent, Canterbury campus and Mid Kent College in Maidstone and took the form of information provision and short discussions with interested parties.
- 2.13 Also identified within the EqIA was the impact on religious groups visiting their place of worship during the evening/night. Lake Market Research approached various Kent based religious organisations/venues with a view to being involved through a telephone interview focus group. Copies of the consultation document, posters and postcards, including email and telephone contact details were provided to encourage these communities to give their views on the consultation. However, no direct contact was received from these communities and the planned specific engagement activity was not undertaken.

#### *Media Approach*

- 2.14 To encourage responses throughout the county a comprehensive communications plan was created and included:
- Local newspaper advertising, media and press briefings
  - Awareness raising via KCC's various social media platforms and Facebook advertising
  - Heart Radio advertising and KCC Cabinet Member interview on BBC Kent
  - Back of bus advertising
  - Promotion via electronic roadside messages and bus signs
  - Distribution of 16,000 promotional postcards across Kent
  - Briefing pack provided to all 84 Kent County Council Members
  - KCC's Community Liaison Team and Community Wardens promoting the consultation at local forums and public meetings and to their networks.
  - Banner on the homepage of Kent.gov.uk and links to the consultation webpage from the main Street lighting webpage
  - Hard copies of the Consultation Document and Postcards at Libraries and Gateways around the county and advertised on Library and Gateway screens
  - Email with electronic copies of consultation material to partners (including Parish and Town Councils and Voluntary and Community Organisations) and stakeholder groups so that they can also raise awareness of the consultation.
  - Invite to those registered with KCC's Consultation Directory

- Email newsletter to Kent businesses (approx. 5,000 businesses) and engagement with the Chamber of Commerce.
- Feature in Kent Association of Local Councils newsletter.

### 3 Results

#### *Part night vs all night lighting*

3.1 63% of respondents indicated they prefer 'all night lighting' with 37% indicating they prefer 'part night lighting'. Individuals and Voluntary or Community Sector Organisations show the lowest preference for 'part night lighting' at 36% and 39% respectively. 62% of the District / Town / Parish Council's responding indicated they preferred 'part night lighting'.

3.2 For those preferring all night lighting, the following reasons were given:

- Feeling of safety
- Reduces Crime/anti-social behaviour
- Visibility
- Impact on specific populations

3.3 For those preferring part night lighting, the following reasons were given:

- Financial/other priorities
- Environment
- No Need
- No link to crime/reduces anti-social activity
- Alternative suggestions

3.4 The breakdown of the consultation results based on individual responses (3,586) throughout the county has been provided in Appendix A.

3.5 Apart from Tunbridge Wells, all other districts preferred a return to “all night lighting”, with a high preference in the north and east of the county. It should be noted that areas within Sevenoaks and Tunbridge Wells have had part night lighting for the past 40 years.

#### *Dimming*

3.6 The second part of the consultation sought views on whether to dim at periods when the roads are less busy.

3.7 The results also show that a majority of respondents are prepared to accept (reducing illumination levels overnight as detailed below. Dimming across the other periods of time was not supported. A breakdown of responses is detailed in Appendices B and C.

#### *Deliberative groups*

3.8 While the deliberative groups showed some variance compared to the main consultation in terms of preference for all night Lighting and part night Lighting,

it did highlight similar qualitative comments as seen within the open consultation process. However, it was clear that some attendees were confused by the options presented to them and saw Part Night Lighting including dimming as an option, as well as those selecting All Night Lighting (also wanting dimming), and some liked the idea in principle of Part Night Lighting, but wanted different timings.

- 3.9 There was a general consensus from the discussion groups do indicate that people see All Night Lighting and dimming as the 'happy medium for cost savings and providing the level of light'.
- 3.10 The focus groups with Shift Workers showed a strong preference for All Night Lighting, with an element of dimming to also help to save money and provide 'a level of light'.
- 3.11 The focus groups with the Elderly showed less of consensus with some individuals wanting Part Night Lighting and others preferring All Night Lighting. Some felt happy with the concept of dimming, while others were very against this. This group tended to favour Part Night Lighting as many did not venture out during the midnight to 5am period.
- 3.12 The roadshows undertaken with University and College students showed a mix of preferences, with findings showing that the majority (over half) preferred the option of All Night Lighting; and this was mainly due to personal safety concerns; while just over a third shared a preference for the option of Part Night Lighting and the remainder were undecided.

#### *Consultation Report*

- 3.13 The Consultation Report with full details of the process undertaken can be found within at Appendix D.

## **4 Options**

**From the results of the consultation process, 3 options are identified:**

### *Option 1 - Part Night Lighting*

- 4.1 To maximise the savings required within this service, the Authority could continue with turning off streets lights for part of the night. Due to the benefits of CMS, an analysis of the current exclusion criteria could enable changes that expand the criteria for those lights that are lit all night or alternatively amend the hours of operation.
- 4.2 The technology has the ability to amend the period of time of when part night lighting starts. For example, locations such as train stations could be extended beyond the current switch off time of 12am to allow commuters on the last train home to have some light as they depart the station. Furthermore the current exclusion criteria could be extended to light all alleyways or any other area deemed necessary.

- 4.3 This would enable the Authority to meet its savings targets of £5.2m at a time when the Authority is facing difficult challenges with its overall budget.

#### *Option 2 - All Night Lighting*

- 4.4 Due to the implementation of the LED, the Authority can provide all night lighting at a more affordable cost as compared to the current assets. The Authority currently saves £1m by switching the lights off from 12am – 5am across residential areas. LED's consume 60% less energy than conventional street lights, and as a result it would cost £400k to turn the lights back on during this period.

#### *Option 3 – Optimised All Night Lighting*

- 4.5 However, the Authority still needs to look for savings and can reduce this figure should they profile the levels of illumination to both maximise highway safety and minimise disturbance to residents when the roads are less busy. We estimate a return to all night lighting would cost a maximum of £240k per annum.
- 4.6 This additional cost can be minimised through working with our appointed contractor - Bouygues - to analyse optimum lighting levels throughout the street light operating period. This approach should address the concerns of individuals, parishes and districts who support retaining part night lighting, whilst also being a source of reassurance for those that support all night lighting

### **5 Summary of responses**

- 5.1 The consultation has shown that the majority of the respondents to the consultation want a return to all night lighting.
- 5.2 It was clear throughout the consultation process that whilst the majority of respondents want a level of all night lighting, they also understand the cost savings that have to be achieved by the Authority.
- 5.3 While all night lighting could significantly reduce the required savings (£5.2m) expected throughout this project, there is scope to minimise this effect by working with Bouygues to optimise illumination levels throughout streetlight operation. This can be achieved through analysing the system on a street by street level, as each road has its own design specification which will enable different optimal illumination levels.

### **6 Preferred option**

- 6.1 It is recommended that Option 3, an 'optimised' all night lighting, is introduced once LED lighting and the CMS is installed, thereby meeting both the concerns of our communities, and our challenging savings targets. This will be delivered in conjunction with the Authority's appointed contractor - Bouygues. This will reduce the additional cost of returning to all night lighting.
- 6.2 The Authority has agreed a proposed programme with Bouygues for delivery of the LED project. It will take 14 months to complete the residential areas, so

dependent on where the individual district is within the programme; will determine when the new policy will be implemented. The draft programme for the residential areas and approximate timeline is as follows:

- Phase 1 – Ashford, Shepway and Dover – March to July 16
- Phase 2 – Sevenoaks, Dartford and Gravesham – July to September 16
- Phase 3 – Tunbridge Wells, Tonbridge & Malling and Maidstone – September to November 16
- Phase 4 – Swale, Canterbury and Thanet – November 16 – May 17

6.3 Whilst it is hope that the vast majority of residents will support this policy, it is accepted that there may be some areas that would like to alter the pattern of the lighting levels. It is proposed that in these instances such requests should be made by Parish Councils and/or District Councils which are then taken to the relevant Joint Transportation Board (JTB). The JTB will consider these requests and make a recommendation to the Cabinet Member for Environment and Transport.

## **7. Recommendation:**

The Cabinet Committee is asked to consider and endorse, or make recommendations to the Cabinet Member for Environment and Transport on the proposed decision to make changes to the street lighting Policy, including the introduction of optimised all night lighting (Option 3) as new LED streetlights are installed and commissioned on the Central Management System as attached at appendix E.

## **8. Background Documents**

Equalities Impact Assessment – Street Lights Options Review

## **9. Contact details**

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Lead Director:

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# EQUALITY IMPACT ASSESSMENT

## REVIEW OF STREET LIGHTING OPTIONS

September 2015

This document is available in other formats, please contact [alternativeformats@kent.gov.uk](mailto:alternativeformats@kent.gov.uk) or telephone 03000 421553



# KENT COUNTY COUNCIL

## EQUALITY IMPACT ASSESSMENT

### Directorate:

Growth, Environment and Transport

### Name of policy, procedure, project or service:

Review of Street Lighting Options

### What is being assessed?

Kent County Council are looking to replace all of its street light lanterns with Light Emitting Diode (LED) technology and control these remotely using a Central Management System (CMS).

The CMS coupled with LED technology will allow individual street lights or groups of street lights to be turned off or on, dim the brightness of the light and also to monitor the amount of energy being used.

Once all of the street lights have been upgraded to LED technology and CMS has been installed, this will give Kent County Council greater flexibility in delivering its street lighting service and enable it to change its current street lighting policy (see Appendix A).

Kent County Council will then have two options:

**Option 1** - Continue with 'Part-Night Lighting' across Kent for lights that do not meet the exclusion criteria as detailed under '*Areas where street lighting has not been switched off*' (on page 12). This means Kent County Council owned street lights are switched off in selected areas between 12 midnight and 5.30am during winter, or 1am and 6.30am during summer.

Kent County Council also has an additional option of dimming the brightness of all selected street lights that are left switched on during late evenings/early mornings.

**Option 2** – Have 'All-Night Lighting' across Kent, which means Kent County Council owned street lights are kept switched on all night long.

Kent County Council also has an additional option of dimming the brightness of all street lights in Kent that are switched on late evenings/through the night/early mornings.

This Equality Impact Assessment looks at the impact of Option 1 and Option 2 on Project Characteristics.



## **Responsible Owner/ Senior Officer**

Roger Wilkin, Interim Director (Highways, Transportation & Waste)

## **Date of Initial Screening:**

03/07/15

## **Date of Full EqIA:**

A public consultation will take place between 21 September and 29 November 2015, asking the people of Kent their thoughts and views on Option 1 and Option 2.

This EqIA will then be updated once the public consultation has finished and the consultation results are available. The full impact assessment will take into account the analysis by Protected Characteristics.

The consultation results will then be reviewed by Kent County Council's Cabinet Committee and they will choose either Option 1 or Option 2 to shape a new Kent County Council street lighting policy which will replace its old one. Whichever Option is chosen will then be applied county-wide to all Kent County Council owned street lights.

## **Other EqIAs:**

Once Cabinet Committee have reviewed the results of the consultation and a decision been made by them to go with either Option 1 or Option 2, their decision will then be used to inform the new street lighting policy.

A separate Equality Impact Assessment will need to be written on this new street lighting policy and any impact it will have on Protected Characteristics.

## **Record of changes to this Equality Impact Assessment**

<b>Version</b>	<b>Author</b>	<b>Date</b>	<b>Comment</b>
2	Iain Norman	10/08/15	First draft for review by Rob Clark and Akua Agyepong
3	Akua Agyepong	27/08/15	Comments made on first draft
4	Iain Norman	08/09/15	Revised version for review by Rob Clark following comments made by EqIA team
5	Akua Agyepong	17/09/15	Comments made on second draft
6	Iain Norman and Anne Wynde	18/09/15	Revised version for review by Rob Clark following comments made by EqIA team

**Initial Screening Assessment – Option 1: Part-Night Lighting** i.e. Selected street lights are switched off between the hours of 12 midnight and 5.30am (Greenwich Mean Time) or 1am and 6.30am (British Summer Time), with additional options for those street lights left on to dim during late evenings/early mornings).

Protected Characteristic	Could this policy, procedure, project or service, or any proposed changes to it, affect this group less favourably than others in Kent? YES/NO If yes how?	Assessment of potential impact <b>HIGH/MEDIUM</b> <b>LOW/NONE</b> <b>UNKNOWN</b>		Provide details: a) Is internal action required? If yes what? b) Is further assessment required? If yes, why?	Could this policy, procedure, project or service promote equal opportunities for this group?  YES/NO - Explain how good practice can promote equal opportunities
		Positive	Negative	Internal action must be included in Action Plan	If yes you must provide detail
Page 50 Age	Yes. Any impact from street lights being switched off or dimmed late at night will be in respect to mobility or where personal safety is an issue.	None	Low	a) No. Street lights will not be turned off at night outside of sheltered housing, other residences accommodating vulnerable people, formal pedestrian crossing, subways and enclosed footpaths and alleyways where one end links to a road that is lit all night, or areas with a 24 hour operational emergency service such as hospitals and nursing homes. These locations were identified as part of the Part-Night Lighting project as being considered not suitable for part-night lighting (see 'Areas where street lights have not been switched off').  b) No	n/a
Gender	No	None	None		
Gender identity	No	None	None		
Race	No	None	None		

Disability	Yes. Any impact from street lights being switched off or dimmed late at night will be in respect to mobility or where personal safety is an issue .	None	Low	<p>a) No. Street lights will not be turned off at night outside of sheltered housing, other residences accommodating vulnerable people, formal pedestrian crossing, subways and enclosed footpaths and alleyways where one end links to a road that is lit all night, or areas with a 24 hour operational emergency service such as hospitals and nursing homes (see '<i>Areas where street lights have not been switched off</i>').</p> <p>b) No</p>	n/a
Page 51  Religion or belief	Yes. Those who use places of worship late at night where personal safety is an issue	None	Low	<p>a) Yes. Further information is required on whether or not 'Religion or belief' is seen as a Protected Characteristic that will be impacted upon disproportionality should street lights be turned off at places of worship late at night.</p> <p>b) Yes. If any location or area has been identified during the consultation (which once Option 1 or Option 2 has been chosen) which by turning off street lights at night has an impact on 'Religion or belief', then Kent County Council will need to carry out an assessment to identify who owns the street lighting in that area (i.e. whether the street lights are owned by Kent County Council, the local Parish or Town Council, Borough or District Council or privately owned). If the street light is Kent County Council owned, then places of worship could be considered to be added to the list of places outside which lights would not be turned off (see '<i>Areas where street lights have not been switched off</i>').</p>	n/a

Sexual orientation	No	None	None		
Pregnancy and maternity	No	None	None	<p>a) No. Street lights will not be turned off at night outside of sheltered housing, other residences accommodating vulnerable people, formal pedestrian crossing, subways and enclosed footpaths and alleyways where one end links to a road that is lit all night, or areas with a 24 hour operational emergency service such as hospitals and nursing homes (see '<i>Areas where street lights have not been switched off</i>').</p> <p>b) No</p>	n/a
Marriage and Civil Partnerships	No	None	None		
Carer's responsibilities	No	None	None	<p>a) No. Street lights will not be turned off at night outside of sheltered housing, other residences accommodating vulnerable people, formal pedestrian crossing, subways and enclosed footpaths and alleyways where one end links to a road that is lit all night, or areas with a 24 hour operational emergency service such as hospitals and nursing homes (see '<i>Areas where street lights have not been switched off</i>').</p> <p>b) No</p>	n/a

<p>All Protected Characteristic groups</p> <p>Page 53</p>	<p>Yes. There maybe locations or areas not currently identified where street lighting will not be switched on at night or dimmed, which may then impact on All Protected Characteristics.</p> <p>Any impact from street lights being switched off or dimmed late at night will be in respect to mobility or personal safety.</p>	<p>None</p>	<p>Low</p>	<p>a) Yes. Any locations or areas identified during the consultation which aren't currently on the list of places where street lights are kept on all night (see '<i>Areas where street lights have not been switched off</i>') or will have an impact through dimming, will need to be reviewed following a decision by Cabinet Committee to go with either Option 1 or Option 2.</p> <p>b) Yes. If any location or area has been identified during the consultation (which once Option 1 or Option 2 has been chosen) which by turning off street lights at night or dimming has an impact on all Protected Characteristics, then Kent County Council will need to carry out an assessment to identify who owns the street lighting in that area (i.e. whether the street lights are owned by Kent County Council, the local Parish or Town Council, Borough or District Council or privately owned). If the street light is Kent County Council owned, then these locations or areas could be considered to be added to the list of places outside which lights would not be turned off (see '<i>Areas where street lights have not been switched off</i>').</p>	<p>n/a</p>
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**Initial Screening Assessment – Option 2: All-Night Lighting** (with additional options for dimming during late evenings/early mornings).

Protected Characteristic	Could this policy, procedure, project or service, or any proposed changes to it, affect this group <b>less</b> favourably than others in Kent? YES/NO If yes how?	Assessment of potential impact <b>HIGH/MEDIUM</b> <b>LOW/NONE</b> <b>UNKNOWN</b>		Provide details: a) Is internal action required? If yes what? b) Is further assessment required? If yes, why?	Could this policy, procedure, project or service promote equal opportunities for this group? <b>YES/NO - Explain how good practice can promote equal opportunities</b>
		Positive	Negative	Internal action must be included in Action Plan	If yes you must provide detail
Age	No				
Disability	No				
Gender	No				
Gender identity	No				
Race	No				
Religion or belief	No				
Sexual orientation	No				
Pregnancy and maternity	No				
Marriage and Civil Partnerships	No				
Carer's responsibilities	No				

<p>All Protected Characteristic groups</p> <p>Page 55</p>	<p>Yes. There maybe locations or areas not currently identified where dimming of street lighting late at night or early morning may have an impact on All Protected Characteristics.</p> <p>Any impact from street lights being dimmed late at night or early morning will be in respect to mobility or personal safety.</p>	<p>None</p>	<p>Low</p>	<p>c) Yes. Further information is required on whether or not 'All Protected Characteristics' will be impacted upon disproportionality should street lights be dimmed late at night. This information will come from the public consultation, specifically the analysis by Protect Characteristics.</p> <p>a) Yes. If a particular location or area has been identified during the consultation (which once Option 1 or Option 2 has been chosen) which by dimming street lights at night has an impact on all Protected Characteristics, then Kent County Council will need to carry out an assessment to identify who owns the street lighting in that area (i.e. whether the street lights are owned by Kent County Council, the local Parish or Town Council, Borough or District Council or privately owned). If the street light is Kent County Council owned, then these locations or areas could be considered as part of a list of places outside which street lights will not be dimmed.</p>	<p>n/a</p>
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## Part 1: INITIAL SCREENING (August 2015)

### Proportionality

Low	Medium	High
Low relevance or Insufficient information / evidence to make a judgement.	Medium relevance or Insufficient information / evidence to make a Judgement.	High relevance to equality, / likely to have adverse impact on protected groups

#### Option 1: Part-Night Lighting

(i.e. selected Kent County Council owned street lights are switched off between 12 midnight and 5.30am during winter, or 1am and 6.30am during summer, with the option to dim the brightness of those lights remaining switched on during late evenings/early mornings).

#### State rating & reasons

Based on the results from the initial screening assessment, the number of people potentially affected by Option 1: Part-Night Lighting will be more than 501. This gives a score of 4 on the Risk Rating Matrix.

Using the Risk Rating Matrix, a likelihood of 'Possible' and risk rating of 'Moderate Impact', combined with the score of 4 (for number of potential people affected) gives an overall score of 10 points which gives Option 1: Part-Night Lighting as having a 'Medium Impact'.

#### Option 2: All-Night Lighting

(i.e. all Kent County Council owned street lighting are kept switched on all night long, with the option to dim the brightness of these lights during late evenings/early mornings).

#### State rating & reasons

Based on the results from the initial screening assessment, the number of people potentially affected by Option 1: All-Night Lighting will be more than 501. This gives a score of 4 on the Risk Rating Matrix.

Using the Risk Rating Matrix, a likelihood of 'Unlikely' and risk rating of 'Minor Impact', combined with the score of 4 (for number of potential people affected) gives an overall score of 6 points which gives Option 1: Part-Night Lighting as having a 'Medium Impact'.



## **Context**

### *Legal requirement by Kent County Council*

Where street lighting is provided, Kent County Council is under a duty of care to ensure that it is maintained in accordance with all its legal obligations and that it adheres to professional guidance and good industry practice.

Kent County Council is required to maintain any street lighting it does provide in a safe condition for the benefit of the community it serves.

On the 1 April 1967, under the provisions of the Local Government Act 1966, Kent County Council assumed responsibility for the maintenance and operation of highway lighting throughout the County generally, including the provision of new installations.

District Councils also have the power to provide lighting as local lighting authority under the powers of the Public Health Act 1985.

Where District, Town or Parish Councils wish to provide lighting on a highway the consent of Kent County Council, as Highway Authority, is required.

The Highways Agency is the Highway Authority for road lighting on Trunk Roads and motorways, and will have its own policies and practices for the maintenance of those installations.

### *Introduction of Part-Night Lighting in 2013*

Between December 2013 and autumn 2014, part-night lighting was introduced following extensive discussion, debate and a 3 month public consultation.

Approximately 60,000 street lights, which is about half of the lights Kent County Council own, now turn off for part of the night. These are located mainly in residential and minor roads.

This means that all Kent County Council owned street lights are switched off between 12 midnight and 5.30am during winter (GMT or Greenwich Mean Time) and between 1am and 6.30am during summer (BST or British Summer Time)

Some Parish and District Councils maintain their own lights and so these aren't included in the part-night lighting scheme.

If you would like to see whether the street lights in your street have part-night lighting you can do this using your post code via the online map at the following website link: [link to street lights map](#)

### *Areas where street lights have not been switched off*

The following locations were considered not being suitable for part-night lighting and so the street lights have not been switched off at night time:

- Sites of potential road safety concerns
- On some main traffic routes
- Town centres
- Locations with a significant night-time traffic record between about midnight and 5.30am winter time (1am to 6.30am summer time)
- Areas identified by the police
- Areas provided with local authority or police CCTV surveillance equipment
- Areas with sheltered housing and other residences accommodating vulnerable people
- Areas with a 24 hour 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 in place on the highway

*(note: the word 'vulnerable' used in the above list is hard to define and depends really on each individuals particular circumstances in relation to part-night lighting).*

### **Aims and Objectives**

The aims and objectives of this street lighting project are to:

- ✓ Reduce energy consumption by around 60%
- ✓ Reduce carbon emissions by around 60%
- ✓ Reduce light pollution
- ✓ Make annual savings of around £5.2m (at today's prices)

The key steps to making this happen are:

1. Upgrade all of Kent County Councils current stock of 120,000 street lights to light emitting diode (LED) technology
2. Install a computerised Central Management System (CMS)
3. A public consultation on Option 1 (Part-Night Lighting) and Option 2 (All-Night Lighting) with additional options to dim the brightness of street lights lit late at night
4. A change in Kent County Council's current street lighting policy following Cabinet Committee's review of the public consultation results around Option 1 or Option 2
5. Put into action either Option 1 or Option 2 following Cabinet Committee's decision

## Beneficiaries

### Option 1: Part-Night Lighting

(i.e. selected Kent County Council owned street lights are switched off between 12 midnight and 5.30am during winter, or 1am and 6.30am during summer, with the option to dim the brightness of those lights remaining switched on during late evenings/early mornings).

The table below shows a list of benefits should Option 1 be chosen.

<b>Protected Characteristic</b>	<b>Benefits to Protected Characteristics if Option 1: Part-Night Lighting is chosen</b>	<b>Benefits to Protected Characteristics if Option 1: Part-Night Lighting is chosen, with additional options for dimming.</b>
Age	None	None
Disability	None	None
Gender	None	None
Gender Identity	None	None
Race	None	None
Religion or belief	None	None
Sexual orientation	None	None
Pregnancy/maternity	None	None
Managing Civil Partnerships	None	None
Carers responsibilities	None	None
All Protected Characteristic groups	None	None

### Option 2: All-Night Lighting

(i.e. all Kent County Council owned street lighting are kept switched on all night long, with the option to dim the brightness of these lights during late evenings/early mornings).

The table below shows a list of benefits should Option 2 be chosen.

<b>Protected Characteristic</b>	<b>Benefits to Protected Characteristics if Option 2: All-Night Lighting is chosen</b>	<b>Benefits to Protected Characteristics if Option 2: All-Night Lighting is chosen, with additional options for dimming.</b>
Age		
Disability		
Gender		
Gender Identity		

Race		
Religion or belief		
Sexual orientation		
Pregnancy/maternity		
Managing Civil Partnerships		
Carers responsibilities		
All Protected Characteristic groups	Roads, pavements, footpaths and access routes lit up late at night, meaning travelling through these areas is easier from a mobility point of view as well as a greater sense of personal safety in relation to crime.	Roads, pavements, footpaths and access routes are dimmed and so are partially lit up late at night, meaning travelling through these areas is easier from a mobility point of view as well as a greater sense of personal safety in relation to crime.

### Information and data

The people of Kent interact with street lighting we believe on a location-by-location basis. For example, elderly patients that live in the Tunbridge Wells region in most part generally use the Accident & Emergency Services at Pembury Hospital and interact with Kent County Council's street lighting at the entrance & exits to this hospital.

To help us understand how people generally interact with street lighting on a daily basis, we carried out a desktop exercise (see *Appendix B*). In this exercise; we looked at different locations and considered what times of the day those locations were approximately open until, so we have an idea of whether or not there's a potential for people visiting those locations late at night to be impacted on by part-night lighting/dimming.

We then carried out a second desktop exercise (see *Appendix C*). In our second desktop exercise, we looked at the same locations as the first exercise (as well as the times of the day those locations were approximately open until) then considered whether any of the 10 Protected Characteristics such as Age, Gender etc. were potentially affected by Option 1: Part-Night Lighting or Option 2: All-Night Lighting. We then used the findings from our second desktop exercise to inform the initial screening assessment.

For our initial screen assessment regarding the impact of Option 1: Part-Night Lighting on Protected Characteristics, we also referred to a previous Equality Impact Assessment (written in 2013) as part of the Part-Night Lighting Consultation (see *Appendix D*).

## **Involvement and Engagement**

The initial screen assessment for Option 1 (Part-Night Lighting) and Option 2 (All-Night Lighting, with additional options for dimming) has shown that further information is required regarding how Protected Characteristics are impacted upon by either option, in order that Cabinet Committee has enough information available to them to decide on whether to pick Option 1 or 2.

One source of data which will help Kent County Council identify any potential adverse impacts on Protected Characteristics as a result of Option 1 or Option 2 is via a public consultation.

A public consultation will take place between 21 September and 29 November 2015 and will consist of:

- A Consultation Document, which sets out the future options for street lighting
- 2 x Focus Groups especially for Older Residents (i.e. Aged 70 and over)
- 2 x Focus Groups with shift workers who travel to and from work after midnight and before 5.30am.
- Online questionnaire
- Paper questionnaire
- An Easy Read version of the Consultation Document and Questionnaire
- 3 x Deliberative Events across Kent with a representative sample of Kent residents

The consultation will be supported by a comprehensive Communications Plan, which will include:

- Direct mail/emails to key stakeholder groups
- Newspaper, radio and bus advertising
- Press release and media briefings
- Advertising in Libraries and Gateways with hard copies of the consultation document and promotional postcard available
- Consultation document and promotional material provided to the Community Warden and Community Liaison Officer Team for distribution at the public meetings they attend
- Social media
- Invites to those registered with Kent County Council's Consultation Directory

## Potential Impact

### Option 1: Part-Night Lighting

#### *Adverse Impact:*

(i.e. selected Kent County Council owned street lights are switched off between 12 midnight and 5.30am during winter, or 1am and 6.30am during summer, with the option to dim the brightness of those lights remaining switched on during late evenings/early mornings).

The initial screening assessment shows there is a potential adverse impact on the following Protected Characteristics is Option 1: Part-Night Lighting is chosen:

Protected Characteristic	Aspect of Option 1: Part-Night Lighting that will impact on group	Aspect of Option 1: Part-Night Lighting (with dimming) that will impact on group
Age		
Disability		
Gender		
Gender Identity		
Race		
Religion or belief	Street lights switched off late at night near places of worship may have an impact on this Protected Characteristic Groups sense of personal safety	Street lights dimmed late at night near places of worship may have an impact on this Protected Characteristic Groups sense of personal safety
Sexual orientation		
Pregnancy/maternity		
Managing Civil Partnerships		
Carers responsibilities		
All Protected Characteristic groups	Street lights switched off late at night in locations or areas not currently identified may have an impact on all Protected Characteristic Groups sense of personal safety or their personal mobility	Street lights dimmed late at night in locations or areas not currently identified may have an impact on all Protected Characteristic Groups sense of personal safety or their personal mobility

*Positive Impact:*

The initial screening assessment has not shown there to be any positive impact with regards to Option 1: Part-Night Lighting.

## Option 2: All-Night Lighting

*Adverse Impact:*

(i.e. all Kent County Council owned street lighting are kept switched on all night long, with the option to dim the brightness of these lights during late evenings/early mornings).

The initial screening assessment shows there is a potential adverse impact on the following Protected Characteristics is Option 2: All-Night Lighting is chosen:

<b>Protected Characteristic</b>	<b>Aspect of Option 2: All-Night Lighting that will impact on group</b>	<b>Aspect of Option 1: All-Night Lighting (with dimming) that will impact on group</b>
Age		
Disability		
Gender		
Gender Identity		
Race		
Religion or belief		
Sexual orientation		
Pregnancy/maternity		
Managing Civil Partnerships		
Carers responsibilities		
All Protected Characteristic groups		Street lights dimmed late at night in locations or areas not currently identified may have an impact on all Protected Characteristic Groups sense of personal safety or their personal mobility

*Positive Impact:*

The table shown under the 'beneficiaries' section has shown that Option 2: All-Night Lighting will have a positive impact on All Protected Characteristics.

This is due to all roads, pavements, footpaths and access routes being lit late at night, meaning travelling through these areas is easier from a mobility point of view as well as a greater sense of personal safety in relation to crime.

<b>JUDGEMENT</b>
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### Option 1: Part-Night Lighting

*(i.e. selected Kent County Council owned street lights are switched off between 12 midnight and 5.30am during winter, or 1am and 6.30am during summer, with the option to dim the brightness of those lights remaining switched on during late evenings/early mornings).*

It is acknowledged that a number of Protected Characteristics will be impacted upon by Option 1: Part-Night Lighting, as switching off street lights in selected areas late at night will affect people's personal mobility and have impact on their sense of personal safety.

To help mitigate people's fears around personal safety, Kent County Council worked very closely with Kent Police as part of the 2013 Part-Night Lighting Project, using their crime statistics and experience to identify sites with a record of crime. These sites continue to be lit on an all-night basis. We have also excluded sites with a history of accidents. We are continuing to work with the police. If there is a negative effect on crime levels or road safety that can be attributed to the absence of street lighting the decision will be reviewed and lights may be turned back on.

Also as part of the 2013 Part-Night Lighting Project, there were a number of areas and locations considered not suitable for part-night lighting and a decision was made not to have their street lights switched off late at night (see section '*Areas where street lights have not been switched off*').

It is acknowledged from the initial screening assessment that there maybe additional areas and locations that will need to be reviewed and possibly included on the list of areas not suitable for part-night lighting; taking into account the results of the public consultation should Option 1 be chosen.

It is also acknowledged from the initial screening assessment that further information is required regarding which Protected Characteristics may be affected by Option 1 along with how they are affected. The results of the public consultation will help with this should Option 1 be chosen.



## Option 2: All-Night Lighting

*(i.e. all Kent County Council owned street lighting are kept switched on all night long, with the option to dim the brightness of these lights during late evenings/early mornings).*

It is acknowledged from the initial screening assessment that there maybe areas and locations that will need to be reviewed a list created of areas not suitable for dimming; taking into account the results of the public consultation should Option 1 be chosen.

It is also acknowledged from the initial screening assessment that further information is required regarding which Protected Characteristics may be affected by Option 1 if dimming is applied, along with how these Protected Characteristics are affected. The results of the public consultation will help with this should Option 1 with dimming be chosen.

<b>Option 1 – Screening Sufficient</b>	<b>NO</b>
<b>Option 2 – Internal Action Required</b>	<b>NO</b>
<b>Option 3 – Full Impact Assessment</b>	<b>YES</b>

*Only go to full impact assessment if an adverse impact has been identified that will need to undertake further analysis, consultation and action.*

## Initial EqIA - Sign Off

*I have noted the content of the equality impact assessment and agree the actions to mitigate the adverse impact(s) that have been identified.*

### Senior Officer

Signed:



Date: 18<sup>th</sup> September 2015

Name: Robert Clark

Job Title: LED Streetlighting Programme Manager

### DMT Member

Signed:



Date: 18<sup>th</sup> September 2015

Name: Roger Wilkin

Job Title: Interim Director of Highways, Transportation and Waste

**Action Plan – Equality Impact Assessment as part of the pre-consultation/policy review stage (August 2015)**

Protected Characteristic	Issues Identified	Action to be taken	Expected outcomes	Owner	Timescale	Cost implications
All Protected Characteristics	There is insufficient information or data on the views of Protected Characteristics with regards to Option 1 or Option 2 and their thoughts on dimming with either option	Public consultation will be required	We will understand much clearer from a Protected Characteristic's perspective what the likely impact of either Option 1 or Option 2 will be along with their thoughts on dimming with either option.	Rob Clark	Public consultation to take place between 21 September – 29 November 2015	Cost to run a full public consultation
All Protected Characteristics	Until the results of the public consultation have been reviewed by Cabinet Committee and a decision made by them whether to go with Option 1 or Option 2 (and dimming with each), the direction of a new street lighting policy is not known and the impact on Protected Characteristics is not known	Cabinet Committee decision required	Cabinet Committee will review the public consultation results and chose either Option 1 or Option 2 and whether to dim any street lights lit late at night.  The future direction of a new street lighting policy will be known and a review of any impact on Protected Characteristics can then take place.	Rob Clark	Cabinet Committee decision date:  To be confirmed	None

## **APPENDIX A: Kent County Council Street Lighting Policy for Kent (July 2010)**

### **Kent County Council Street Lighting Policy for Kent**

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Kent Highway Services (KHS) provides and maintains street lights, lit signs and lit bollards for the benefit of highway users and to aid crime prevention. However, there is no statutory requirement on highway authorities to provide public lighting, therefore this policy document lays out the ways in which lighting is provided and maintained.

#### ***Energy and Carbon Emission***

Kent Highway Services are committed to the reduction of energy consumption and CO<sub>2</sub> emissions through a variety of policy commitments:-

*SL P1* - When installing new or when replacing existing units, energy efficient, low wattage 'white' lighting will be used. In specific locations 'white' light may not be appropriate, in these instances other energy efficient lighting will be used.

*SL P2* – Newly lit streets or streets that are benefiting from replacement lighting will be designed to use the minimum amount of units or minimum energy consumption and will be assessed to consider if de-illumination, part night lighting, light dimming or removal of certain units is appropriate. These options will only be carried out after full consultation with the emergency services and representatives of the local community.

*SL P3* – All streets in the County that are currently lit will be assessed and will be given a 'lighting category' from the British Standard for Street Lighting Design. Based on this category and other factors such as local amenities, night-time activity, traffic flows, community safety and crime levels. KHS will assess whether the same lighting level is required for the street all night and consider if de-illumination; part night lighting; light dimming or switch off and removal of certain units is appropriate.

*SL P4* – All lit signs will be assessed to current standards and replaced with non illuminated signs where appropriate. All signs that remain lit will be lit during the hours of darkness only, using low energy units. Where accessibility for maintenance is difficult or expensive, long life lamps will be considered.

*SL P5* – All lit bollards will be assessed to current standards and replaced with high-reflectivity, non-illuminated bollards where appropriate. All bollards that remain lit will be lit during the hours of darkness only, using low energy units. Where accessibility for maintenance is difficult or expensive, long life lamps will be considered.

*SL P6* – All 'mercury' type units have been replaced with efficient low energy units (6300 units) during 2009-10.

#### ***Maintenance***

Kent Highway Services are committed to maintenance in accordance with the principles set out in 'Well-lit Highways – Code of Practice for Highway Lighting Management'. The following policies enable KHS to provide an effective maintenance regime

*SL P7* – All reported faults will be assessed and visited with the intention of affecting a permanent repair within 28 working days (a permanent repair may not be possible on the first visit due to the need for specialist parts or because of electricity supply faults). If the unit is unlit because of an electrical supply fault the electricity supply company will be notified.

*SL P8* – As appropriate, lamps will be bulk changed on a cyclical basis to ensure efficiency of maintenance and certainty of lighting.

*SL P9* – The selection of new or replacement apparatus will take account of whole life cost, including repair, vandal resistance, energy consumption, other lighting styles in the vicinity and ongoing maintenance. Minimising environmental impact such as sky glow will also be a consideration.

*SL P10* – All lit units and private cable installations will be the subject of an electrical test every 6 years in accordance with BS7671.

*SL P11* – Structural testing of lighting columns will be carried out as recommended by the Institution of Lighting Engineers Technical Report No22, and 'Well-lit Highways – Code of Practice for Highway Lighting Management'.

### ***Efficiency and Cost Reductions***

Kent Highway Services are committed to providing value for money for the residents of Kent. The cost of energy and maintenance is reviewed regularly and the following policies support the aims of an efficient street lighting service

*SL P12* – The cost of energy for street lighting will be assessed and paid based on half-hourly meter readings.

*SL P13* – The inventory of the Kent lighting stock will be completely reviewed by the end of June 2010 and continuously maintained to ensure unmetered electricity payments are correct, maintenance regimes can be planned accurately and future reductions can be targeted.

*SL P14* – All redundant equipment will be assessed for potential reuse where appropriate, recycled or disposed in accordance with current waste disposal standards.

*SL P15* – New technological developments and methods of working will be assessed and implemented if they are deemed appropriate and will ensure a sustainable lighting service.

**APPENDIX B: Desktop exercise to help us understand how residents, businesses and those travelling through Kent interact with street lighting on a daily basis**

Location	<i>Opening times (very approximate)</i>	<i>Interaction with street lighting late at night</i>
Police stations	24 hrs	All groups at night
Road lay-bys	24 hrs	All groups at night
Showground's/Events Parks	24 hrs	All groups at night
Taxi ranks	24 hrs	All groups at night
Sports grounds	7 – 7pm	Closed at night time
Adventure parks	7 – 7pm	Closed at night time
Support group locations	7 – 7pm	Closed at night time
Caravan / camping sites	24 hrs	All groups at night
Leisure centres	7 – 7pm	Closed at night time
Post offices	7 – 7pm	Closed at night time
Veterinarians	7 – 7pm	Closed at night time
Law Courts / Local Magistrates	7 – 7pm	Closed at night time
Military facilities	24 hrs	Military personnel at night
Houses (front and rear)	24 hrs	All groups at night
Mobile home/Travellers sites	24 hrs	All groups at night
Sheltered housing	24 hrs	Workers, relatives, services and residents at night
Residential homes	24 hrs	Workers, relatives and services only at night
Blocks of flats	24 hrs	All groups at night
Prisons	24 hrs	Workers and services only at night
Psychiatric institutions	24 hrs	Workers and services only at night
Hospitals	24 hrs	All groups at night
Banks / Building Societies	24 hrs	Security staff only at night
Accident & Emergency centres	24 hrs	All groups at night
Out-patients	7 – 7pm	Closed at night time
Nurseries	7 – 7pm	Closed at night time
Community support groups	7 – 7pm	Closed at night time
Day centres	7 – 7pm	Closed at night time
Registry offices	7 – 7pm	Closed at night time
Crematoriums	7 – 7pm	Closed at night time
Community Centres	7 – 7pm	Closed at night time
Town halls	7 – 7pm	Closed at night time
Village halls	7am – 2am	Private parties, Firework events, wedding receptions etc. therefore all groups at night
Public houses	11am – 4am	All groups at night
Restaurants	7am – 2am	All groups at night
Night clubs	24 hrs	All groups at night
Airports	24 hrs	All groups at night
Shopping malls	7 – 7pm	Security staff only at night
Industrial estates (shopping malls)	7 – 7pm	Security staff only at night
Industrial estates (business parks)	7 – 7pm	Security staff only at night
Garden centres	7 – 7pm	Closed at night time

Petrol service stations	24 hrs	All groups at night
Car parks	24 hrs	All groups at night
Public parks / recreational grounds / open green spaces	24 hrs	Any that aren't closed, then all groups at night using
Dentists	7 – 7pm	Closed at night time
Businesses (in town centres)	24 hrs	Workers, services and customers
Places of worship (churches, mosques, gurdwara's, synagogues' etc.)	24 hrs	Access to religious places of worship during the night as part of religious requirements
Alleyways	24 hrs	All groups at night
Alleyways (rear of houses)	24 hrs	All groups at night
Underpasses	24 hrs	All groups at night
Pedestrian footway/bridges	24 hrs	All groups at night
Bridges	24 hrs	All groups at night
Rural footpaths	24 hrs	All groups at night
Motorway slip-roads	24 hrs	All groups at night
Bus stops	5am – 2am	All groups at night
National cycle routes	24 hrs	All groups at night
Locks / canals	24 hrs	All groups at night
Ferry ports	24 hrs	All groups at night
Train stations	24 hrs	All groups at night

**APPENDIX C: Desktop exercise for use in the Initial Screening Assessment which helps us to understand how Protected Characteristics are affected by Option 1: Part-night lighting or Option 2: All-night lighting**

For use with Option 1 (Part-night lighting) in the the table below, the following areas were considered not suitable for part-night lighting and so the street lights have not been switched off at night time:

1. Sites of potential road safety concerns
2. On some main traffic routes
3. Town centres
4. Locations with a significant night-time traffic record between about midnight and 5.30am winter time (1am to 6.30am summer time)
5. Areas identified by the police
6. Areas provided with local authority or police CCTV surveillance equipment
7. Areas with sheltered housing and other residences accommodating vulnerable people
8. Areas with a 24 hour operational emergency services site including hospitals and nursing homes
9. Formal pedestrian crossings, subways and enclosed footpaths and alleyways where one end links to a road that is lit all night
10. Where road safety measures are in place on the highway

Location	Opening times (very approximate)	Protected Equality Characteristics disproportionately affected by: <b>Option 1 – Part-Night Lighting</b>	Protected Equality Characteristics disproportionately affected by: <b>Option 2 – All-Night Lighting</b>
Police stations	24 hrs	n/a – lights switched on all night (i.e. areas identified by the police or provided with local authority or police CCTV equipment)	n/a
Road lay-bys	24 hrs	n/a – lights switched on all night (on some main traffic routes and sites of potential road safety concerns)	n/a
Showground's/ Events Parks	24 hrs	n/a – not open late at night	n/a
Taxi ranks	24 hrs	n/a – lights switched on all night in town centres	n/a
Sports grounds	7 – 7pm	n/a – not open late at night	n/a
Support group locations	7 – 7pm	n/a – not open late at night	n/a
Adventure parks	7 – 7pm	n/a – not open late at night	n/a
Caravan / camping sites	24 hrs	n/a – camping site lights usually on 24 hours and are privately owned	n/a
Leisure centres	7 – 7pm	n/a – not open late at night	n/a
Post offices	7 – 7pm	n/a – lights switched on all night (i.e. areas identified by the police or provided with local authority or police CCTV equipment)	n/a
Veterinarians	7 – 7pm	n/a – not open late at night	n/a
Law Courts /	7 – 7pm	n/a – lights switched on all night (i.e. town	n/a

Local Magistrates		centres, areas identified by the police or provided with local authority or police CCTV equipment)	
Military facilities	24 hrs	n/a – lights switched on all night (i.e. areas identified by the police or provided with local authority or police CCTV equipment)	n/a
Houses (front and rear)	24 hrs	n/a – rural & some residential areas. Lights switched on all night in town centre areas	n/a
Mobile home/Traveller sites	24 hrs	n/a – camping site are rural based where there is no street light provision or street lights are privately owned	n/a
Sheltered housing	24 hrs	n/a – lights switched on all night (i.e. areas with sheltered housing and other residences accommodating vulnerable people)	n/a
Residential homes	24 hrs	n/a – lights switched on all night (i.e. areas with sheltered housing and other residences accommodating vulnerable people)	n/a
Blocks of flats	24 hrs	n/a – lights switched on all night (i.e. areas with sheltered housing and other residences accommodating vulnerable people)	n/a
Prisons	24 hrs	n/a – lights switched on all night (i.e. areas identified by the police or provided with local authority or police CCTV equipment)	n/a
Psychiatric institutions	24 hrs	n/a – lights switched on all night (i.e. areas with sheltered housing and other residences accommodating vulnerable people, or 24 hour operational emergency services site including hospitals and nursing homes)	n/a
Hospitals	24 hrs	n/a – lights switched on all night (i.e. 24 hour operational emergency services site including hospitals and nursing homes)	n/a
Banks / Building Societies	24 hrs	n/a – lights switched on all night (i.e. areas identified by the police or provided with local authority or police CCTV equipment)	n/a
Accident & Emergency centres	24 hrs	n/a – lights switched on all night (i.e. 24 hour operational emergency services site including hospitals and nursing homes)	n/a
Out-patients	7 – 7pm	n/a – not open late at night	n/a
Nurseries	7 – 7pm	n/a – not open late at night	n/a
Community support groups	7 – 7pm	n/a – not open late at night	n/a
Day centres	7 – 7pm	n/a – not open late at night	n/a
Registry offices	7 – 7pm	n/a – not open late at night	n/a
Crematoriums	7 – 7pm	n/a – not open late at night	n/a



Community Centres	7 – 7pm	n/a – not open late at night	n/a
Town halls	7 – 7pm	n/a – not open late at night	n/a
Village halls	7am – 2am	Applies to all Protected Characteristic groups at night.	n/a
Public houses	11am – 4am	n/a – lights switched on all night (i.e. areas identified by the police or provided with local authority or police CCTV equipment)	n/a
Restaurants	7am – 2am	n/a – lights switched on all night (restaurants based in town centres only). Otherwise, applies to all Protected Characteristic groups at night.	n/a
Night clubs	24 hrs	n/a – lights switched on all night (i.e. areas identified by the police or provided with local authority or police CCTV equipment)	n/a
Airports	24 hrs	n/a – lights switched on all night (i.e. areas identified by the police, provided with local authority or police CCTV equipment or locations with a significant night-time traffic record between about midnight and 5.30am winter time (1am to 6.30am summer time))	n/a
Shopping malls	7 – 7pm	n/a – not open late at night	n/a
Industrial estates (shopping malls)	7 – 7pm	n/a – not open late at night	n/a
Industrial estates (business parks)	7 – 7pm	n/a	n/a
Garden centres	7 – 7pm	n/a – not open late at night	n/a
Petrol service stations	24 hrs	n/a – lights usually privately owned. Or lights switched on all night as they are locations with a significant night-time traffic record between about midnight and 5.30am winter time (1am to 6.30am summer time)	n/a
Car parks	24 hrs	n/a – lights usually privately owned or owned by the local borough/district council	n/a
Public parks / recreational grounds / open green spaces	24 hrs	n/a - Most parks close at night. Street lighting are usually around, not in the middle of open green spaces/recreational grounds. Any lights in the middle are usually privately owned or owned by the local borough/district council	n/a
Dentists	7 – 7pm	n/a – not open late at night	n/a
Businesses (in	24 hrs	n/a – lights switched on all night in town	n/a

town centres)		centre areas	
Places of worship (churches, mosques, gurdwara's, synagogues' etc.)	24 hrs	n/a if located in town centre areas as lights switched on all night. If located however in rural or other areas, then the 'Religion' Protected Characteristic may be disproportionately affected, as entrances and exits to places of worship will be unlit street lights late at night.	n/a
Alleyways	24 hrs	n/a – lights switched on all night (i.e. formal pedestrian crossings, subways and enclosed footpaths and alleyways where one end links to a road that is lit all night)	n/a
Alleyways (rear of houses)	24 hrs	n/a – lights switched on all night (i.e. formal pedestrian crossings, subways and enclosed footpaths and alleyways where one end links to a road that is lit all night). If n/a – then applies to all Protected Characteristics.	n/a
Underpasses	24 hrs	n/a – lights switched on all night (i.e. formal pedestrian crossings, subways and enclosed footpaths and alleyways where one end links to a road that is lit all night). If n/a – then applies to all Protected Characteristics.	n/a
Pedestrian footway/bridges	24 hrs	n/a – lights switched on all night (i.e. formal pedestrian crossings, subways and enclosed footpaths and alleyways where one end links to a road that is lit all night). If n/a – then applies to all Protected Characteristics.	n/a
Bridges	24 hrs	n/a – lights switched on all night (i.e. formal pedestrian crossings, subways and enclosed footpaths and alleyways where one end links to a road that is lit all night). If n/a – then applies to all Protected Characteristics.	n/a
Rural footpaths	24 hrs	n/a – lights switched on all night (i.e. formal pedestrian crossings, subways and enclosed footpaths and alleyways where one end links to a road that is lit all night). If n/a – then applies to all Protected Characteristics.	n/a
Motorway slip-roads	24 hrs	n/a – lights switched on all night (i.e. sites of potential road safety concerns, locations with a significant night-time traffic record between about midnight and 5.30am winter time (1am to 6.30am	n/a

		summer time), some main traffic routes, or where road safety measure are in place on the highway)	
Bus stops	5am – 2am	n/a – lights switched on all night (i.e. sites of potential road safety concerns, locations with a significant night-time traffic record between about midnight and 5.30am winter time (1am to 6.30am summer time), some main traffic routes, where road safety measure are in place on the highway or located in a town centre)	n/a
National cycle routes	24 hrs	n/a – lights switched on all night if on a main traffic routes, or if in a location with a significant night-time traffic record between about midnight and 5.30am winter time (1am to 6.30am summer time). If n/a, then it applies to all Protected Characteristics.	n/a
Locks / canals	24 hrs	n/a – lights switched on all night if the area has been identified by police. If n/a, then it applies to all Protected Characteristics.	n/a
Ferry ports	24 hrs	n/a – lights switched on all night if the area has been identified by police, on a main traffic routes, or if in a location with a significant night-time traffic record between about midnight and 5.30am winter time (1am to 6.30am summer time), or provided with local authority or police CCTV equipment. If n/a, then it applies to all Protected Characteristics.	n/a
Train stations	24 hrs	n/a – lights switched on all night if the area has been identified by police or provided with local authority or police CCTV equipment. If n/a, then it applies to all Protected Characteristics.	n/a

## APPENDIX D: Initial Screening Assessment from the Part-Night Lighting Equality Impact Assessment 2013

### Screening Grid

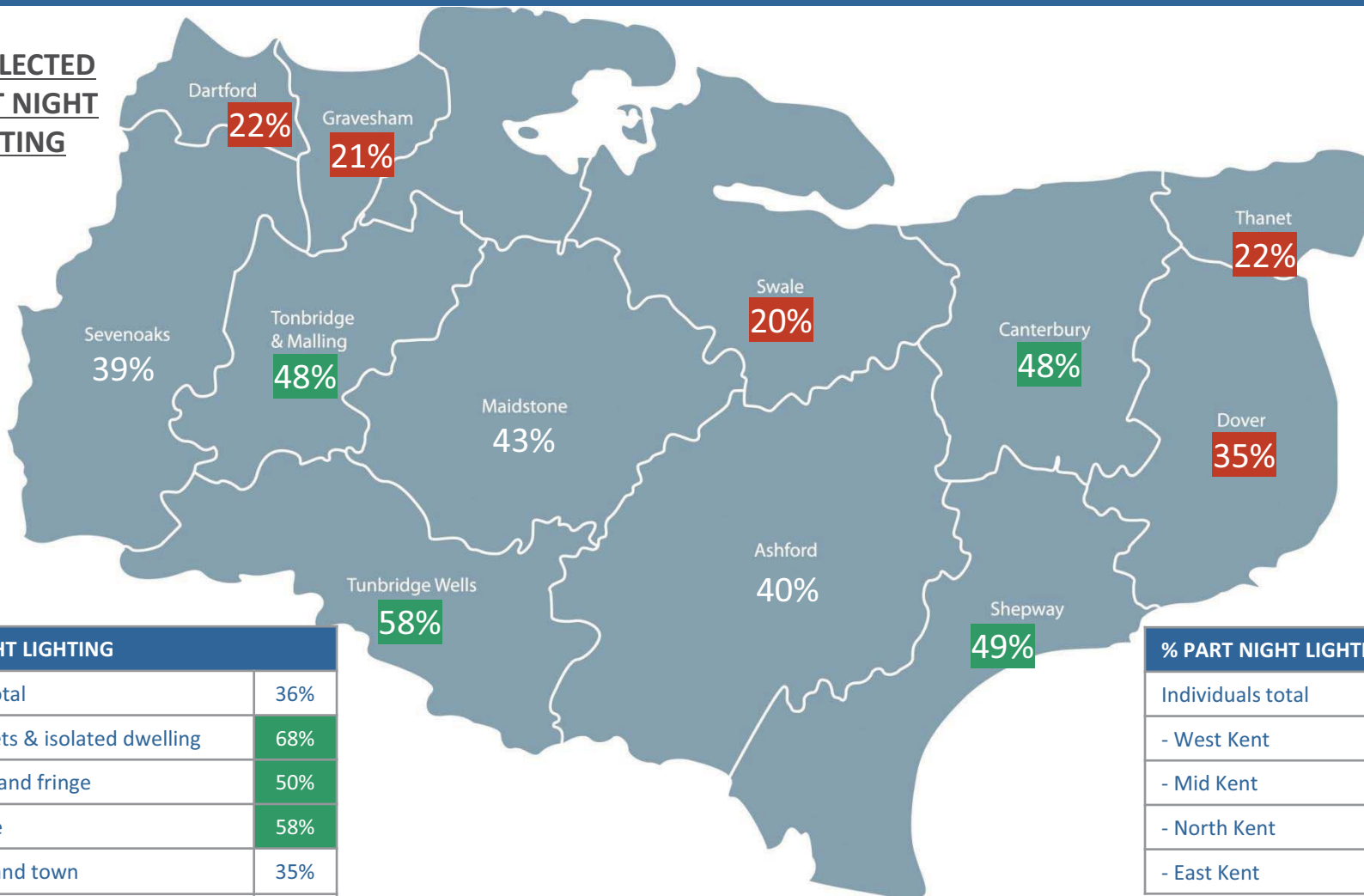
Characteristic	Could this policy, procedure, project or service affect this group less favourably than others in Kent? YES/NO If yes how?	Assessment of potential impact HIGH/MEDIUM LOW/NONE UNKNOWN		Provide details: a) Is internal action required? If yes what?  b) Is further assessment required? If yes, why?	Could this policy, procedure, project or service promote equal opportunities for this group? YES/NO - Explain how good practice can promote equal opportunities
		Positive	Negative		
Age Page 76	Yes	Med	Low	The exception criteria recognise that the proposals could have a disproportionate adverse impact on elderly or vulnerable people, particularly in emergency situations such as ambulance call-out. For this reason all-night, lighting will be maintained in areas with sheltered housing and other residences accommodating vulnerable people. All-night, lighting will also be maintained in areas with 24hr operational emergency services sites including hospitals.	
Disability	Yes	Med	Low	The exception criteria recognise that the proposals could have a disproportionate adverse impact on those with a disability, particularly in emergency situations such as ambulance call-out. For this reason all-night lighting will be maintained in areas with sheltered housing and other residences accommodating vulnerable people. All-night, lighting will also be maintained in areas with 24hr operational emergency services sites including hospitals.	
Gender	No	None	None		
Gender identity	No	None	None		

<b>Race</b>	No	None	None		
<b>Religion or belief</b>	No	None	None		
<b>Sexual orientation</b>	No	None	None		
<b>Pregnancy and maternity</b>	No	None	None	Maternity: All-night, lighting will be maintained in areas with 24hr operational emergency services sites including hospitals.	
<b>Marriage and Civil Partnerships</b>	No	None	None		

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# The options for street lighting are outlined in the Consultation document. Please indicate which you would prefer?

## % SELECTED PART NIGHT LIGHTING



% PART NIGHT LIGHTING	
Individuals total	36%
- Rural hamlets & isolated dwelling	68%
- Rural town and fringe	50%
- Rural village	58%
- Urban city and town	35%
- Urban major conurbation	17%

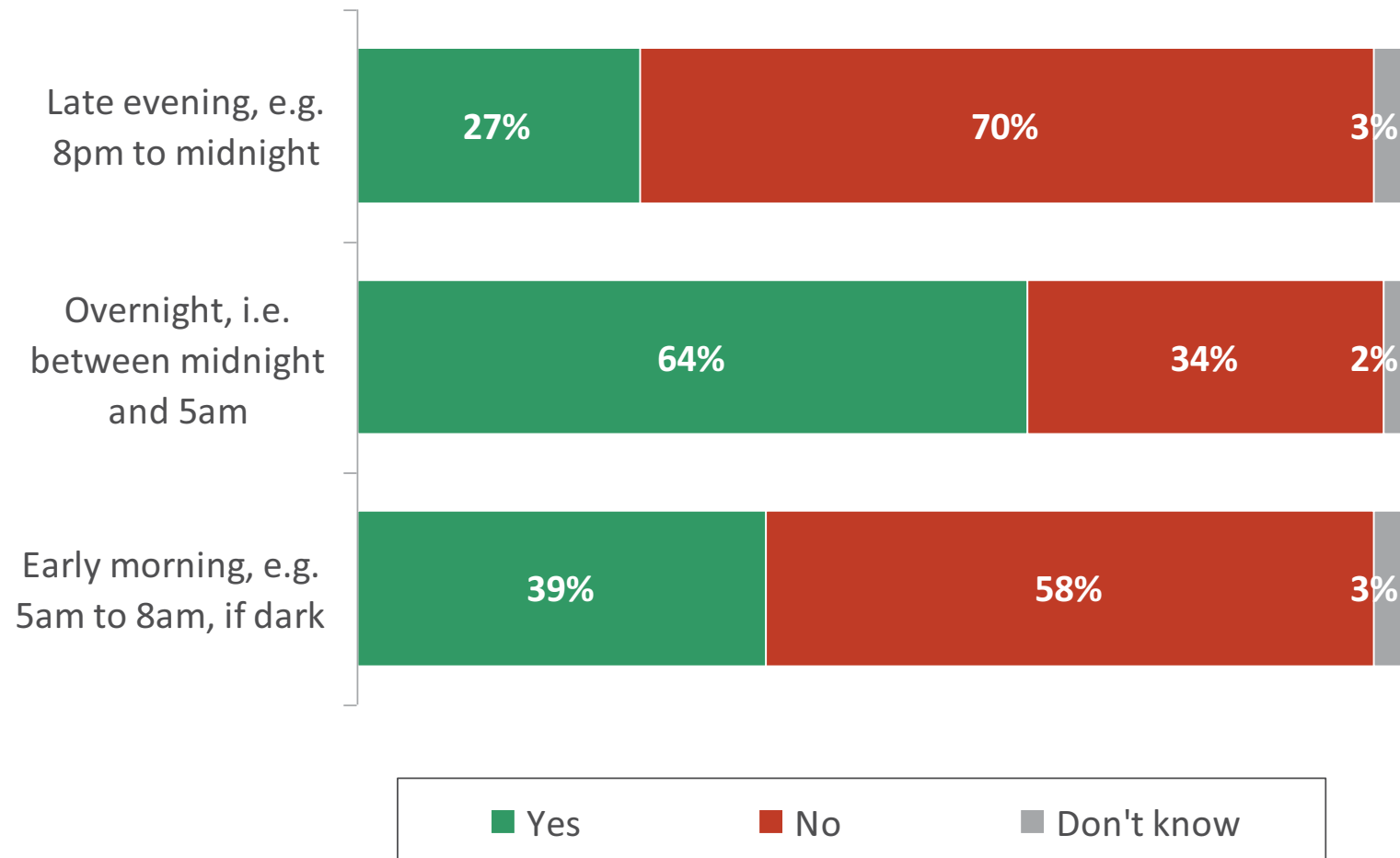
% PART NIGHT LIGHTING	
Individuals total	36%
- West Kent	49%
- Mid Kent	33%
- North Kent	21%
- East Kent	37%

Significantly HIGHER than rest of sample at 95% confidence level

Significantly LOWER than rest of sample at 95% confidence level

Base: All Individuals answering (3,579)

## Do you think it's a good idea to dim street lights when the roads and footways are less busy?

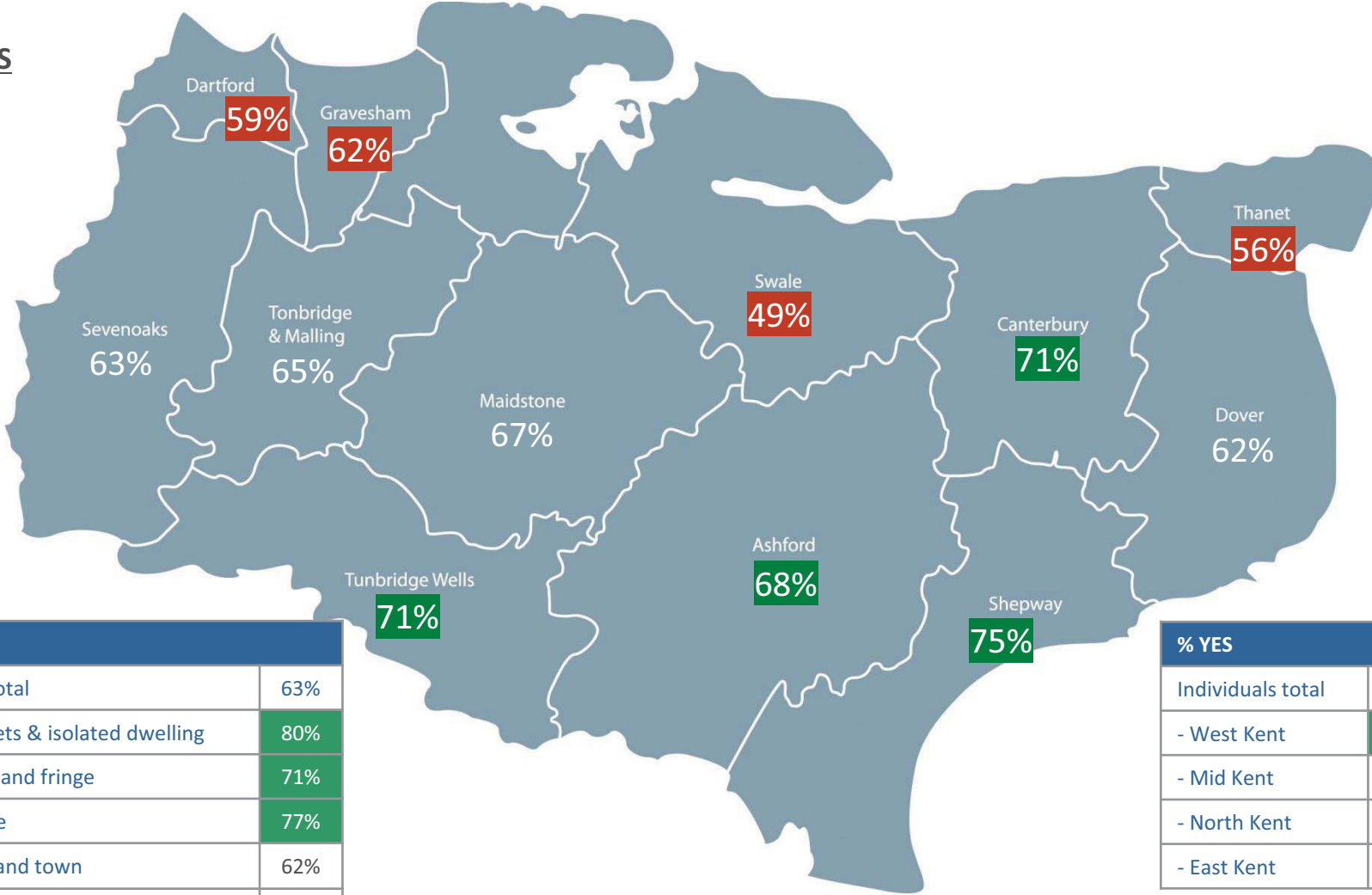


Base: All Individuals answering (3,219)



# Do you think it's a good idea to dim street lights when the roads and footways are less busy? OVERNIGHT, E.G. MIDNIGHT TO 5AM

**% YES**



% YES	
Individuals total	63%
- Rural hamlets & isolated dwelling	80%
- Rural town and fringe	71%
- Rural village	77%
- Urban city and town	62%
- Urban major conurbation	57%

% YES	
Individuals total	63%
- West Kent	66%
- Mid Kent	61%
- North Kent	61%
- East Kent	65%

Significantly HIGHER than rest of sample at 95% confidence level

Significantly LOWER than rest of sample at 95% confidence level

Base: All Individuals answering (3,579)



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KENT  
COUNTY  
COUNCIL

**Main Report**  
**Street Lighting Consultation**



Prepared by Lake Market Research for Kent County Council

Main Report – January 2016

- During the months of September to November 2015, the KCC Street Lighting Consultation ran a series of workshops (undertaken in Ashford, Tunbridge Wells and Ramsgate) with Kent residents along with four further smaller focus groups and two roadshows. There was also a widely advertised paper and online questionnaire available for completion on the Kent County Council Consultation website.
- The quantitative component of the Consultation shows that **All Night Lighting is the most preferred option** for the majority of respondents (63%). 37% indicated they prefer Part Night Lighting.
- The primary reasons for preferring All Night Lighting were based around the following issues:
  - Feel safer / peace of mind / improves personal safety / community safety
  - Reduces crime in general / offers greater security
  - Can't see in the dark / reduced visibility / issues for pedestrians/ uneven pavements
  - Impacts on shift workers / finish work late / start work early
  - All-night offers improved vision for drivers / road safety / less accidents
  - Reduces "break-ins" / burglary / theft / have personally experienced these issues
  - Perceived impact on people with disabilities /elderly / vulnerable
  - Perceived impact on emergency services / Police / finding addresses
- Responses to the quantitative Consultation also showed that many residents were **happy with an element of dimming**, in particular during the hours of midnight and 5am.
- Perhaps one of the most important findings emerging from full consultation is that the majority of residents require **a level of light provided during the darker hours** and this is largely related to issues of personal safety, property safety, pedestrian and driver safety and crime levels.
- The three large workshop groups held around Kent showed that **'All Night Lighting' was the preference** by the majority of respondents, with the proviso that this was undertaken with an **element of dimming**; to reduce costs further and to provide 'a level of light'.
- Many residents were very unsure of the level of light provided by dimming, and while they were supportive of the concept of dimming, many actually wanted to experience the level of light that dimming would provide at certain percentages (say 40%). Some residents proposed a 'criteria' of what they would expect to see with dimmed lights. Overall, residents felt strongly that the most cost effective option was to **combine both All Night Lighting and dimming**.
- Further focus groups with shift workers (with a variety of roles including fireman, taxi drivers, train drivers, signallers, care workers, engineers) also showed a strong preference for All Night Lighting, with an element of dimming to also help to save money and provide 'a level of light'.
- Separate focus groups with the elderly showed less of consensus with some individuals wanting Part Night Lighting and others preferring All Night Lighting. Some felt happy with the concept of dimming, while others were very against this. This group tended to favour Part Night Lighting as many did not venture out during the midnight to 5am period.
- Roadshows undertaken with University and College students in Kent also showed a mix of preferences, with findings showing that the majority (over half) preferred the option of All Night Lighting; and this was mainly due to personal safety concerns; while just over a third were for the option of Part Night Lighting and the remainder were undecided.

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## 1.0 Background

Kent County Council launched a Street Lighting Consultation on the subject of part night vs. all night lighting and the concept of dimming in residential areas of Kent. The Consultation took place between 21<sup>st</sup> September and 29<sup>th</sup> November 2015. Lake Market Research worked in conjunction with Kent County Council (KCC) to deliver a robust and thorough public consultation on the subject. The following is an overview of the main constituents of the consultation.

**A Paper & Online Questionnaire open to Kent residents, KCC staff, Parish/Borough/Town Councils, Businesses and Voluntary and Community Sector Organisations, widely publicised around the County.**

**3 x three hour workshop groups amongst Kent residents, comprising approximately 100 participants in total (circa 35 in each deliberative session) across a spread of demographics representative of population.**

**Targeted research amongst stakeholder groups such as The Elderly, Shift Workers and University & College Students**

## 1.1 Online and Paper Questionnaires

A questionnaire and information pack designed and produced by Kent County Council was prepared and available in a variety of places, and also available online for completion. The questionnaire and consultation itself was widely publicised through a number of different avenues such as the press, adverts on buses, and information signs to name a few. The widespread advertising of the Consultation is evident in the results of the recent quarterly telephone tracker conducted amongst residents (n=600 sample across Kent) whereby 28% indicated they were aware of the Consultation.

The consultation document and questionnaire can be seen in Appendix 1. The consultation document and questionnaire was also available in an Easy Read format.

Despite encouraging awareness levels and a robust sample size taking part in the Online / Paper Consultation, relatively low levels of engagement are apparent (in comparison to those perhaps expected) with the recent quarterly tracker identifying that only 13% of those aware of the Consultation actually took part and selected their preferred option going forward. 50% of those aware of the Consultation, however, did say they mentioned it to family and friends.

## 1.2 Resident Workshop Groups

Kent residents' landline numbers were selected at random and residents were invited to take part in either a Workshop session or a focus group (if they met the criteria) by our telephone interviewing team. Residents were recruited according to gender and age profiles to ensure a good spread of residents attended each session. We also invited a small number of residents who had expressed an

interest in taking part via the online questionnaire to top up particular age groups and to replace any last minute cancellations to the groups.

Engagement levels from a recruitment perspective were relatively low and again support a perceived lack of engagement or opinion on this topic amongst a number of Kent residents. When recruiting, we experienced a 68% refusal rate for taking part in the resident workshop groups – this is higher than we have experienced on other workshop projects (please note the refusal rate is based on ‘usable sample’ i.e. getting through to a person at that household).

Three venues were chosen to hold the workshop groups – 1 in Ashford, 1 in Tunbridge Wells and 1 in Ramsgate. Venues were selected on the basis of geographical spread, parking facilities, public transport access and value for money.

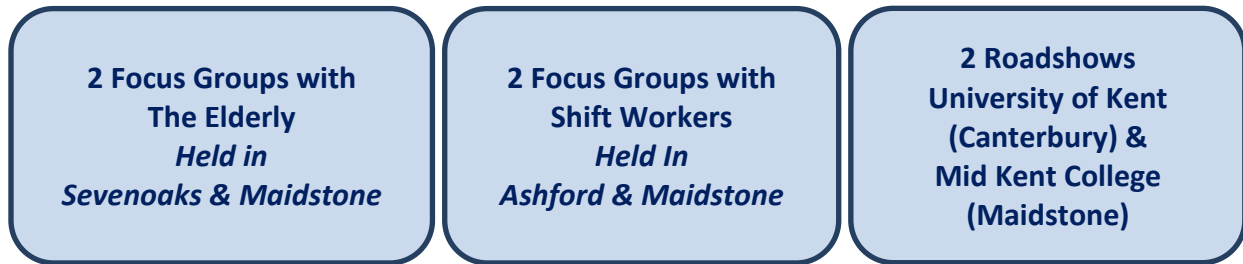
Those attending the resident workshop groups were from a mixed demographic profile to ensure a good spread of residents attended each session: The breakdown of attendees is seen below;

	<b>ASHFORD</b>	<b>RAMSGATE</b>	<b>TUNBRIDGE WELLS</b>
<b><u>TOTAL ATTENDING</u></b>	32	34	32
<b><u>GENDER</u></b>			
<b>Male</b>	15	21	16
<b>Female</b>	17	13	16
<b><u>AGE</u></b>			
<b>Aged 16-34</b>	6	8	10
<b>Aged 35-59</b>	16	13	10
<b>Aged 60+</b>	10	13	12
<b><u>SOCIAL GRADE</u></b>			
<b>ABC1</b>	21	19	22
<b>C2DE</b>	9	15	10
<b>Refused</b>	2	0	0



### 1.3 Stakeholder Groups

Research was undertaken specifically with Shift Workers, the Elderly and both University and College Students. The approach taken is outlined below;



Whilst there was a good proportion of shift workers, the elderly, and students and young people (of college and university age) in the larger workshop groups, Kent County Council also required separate sessions to be run with shift workers, the elderly and young people to ascertain their views in more depth. Two focus groups for shift workers were run in Maidstone and Ashford and two focus groups were run for the elderly in Sevenoaks and Maidstone. Focus groups were undertaken using a similar discussion guide to the resident workshop groups (to enable comparison) and an abridged version of the presentation on the Street Lighting options by KCC.

Shift workers attending the groups were a mix of occupations; Shift times for most were a 10 or 12 hour shift, with no set patterns. For many, they left home or arrived home in the middle of the night.

- Fireman
- On line Shopper fulfiller
- Care workers
- Sales Manager
- Engineer – Royal Mail
- Taxi Driver
- MOD police
- Train Driver
- Signaler
- Shunter Driver
- Border Control
- Food Engineer
- Train Engineer

Groups for elderly respondents were held in Maidstone and Sevenoaks and respondents were not just local to these areas and had travelled from further afield in Kent. The age range of the respondents was early 70's through to mid 80's – so a mix of age groups and attitudes were present. The respondents were a mix of both singles and those in couples/married.

Research among University and College students took the form of two roadshows, trying to capture interest of passing students and obtaining their views. These roadshows were undertaken at The University of Kent, Canterbury campus and Mid Kent College in Maidstone and took the form of information provision and short discussions with any interested parties.

KCC and Lake Market Research would have liked to undertake research with Kent based religious groups regarding their views of the Street lighting options, in-particular those groups who may be visiting their place of worship during Part Night lighting hours, for example during Ramadan. Various Kent based religious organisations/venues were approached by KCC, with a view to being involved in the survey.

These were;

- Guru Nanak Darbar Gravesend
- Shri Guru Ravidass Bhawan – Gravesend
- Gravesend and Dartford Muslim Cultural Centre
- Gravesend Shahjalal Masjid

Information such as copies of the consultation document and postcards, including email and telephone contact details were provided to encourage these communities to give their views on the consultation. KCC and Lake did not specifically receive any direct contact from these communities, however it is expected that these communities used the on line or paper approach to engage.

## 2.1 Quantitative Consultation Profile

### Key Summary

- Just under two thirds (63%) of Consultees indicated they prefer 'All Night Lighting' to 'part night lighting'. Preference for 'Part Night Lighting' is higher amongst KCC staff (as expected) and also District / Town / Parish Councils (63% and 62% respectively).
- There are significant differences in Individual preference noted by district with a higher preference for 'part night lighting' amongst Tunbridge Wells, Tonbridge & Malling, Canterbury and Shepway residents. Conversely, there is a lower preference for 'part night lighting' amongst Dartford, Gravesham, Swale, Dover and Thanet residents. We believe these district variations are due to a combination of factors: perceptions of crime levels, the current level of service in operation in relation to lighting as well as publicity surrounding the service in the local area to the residents answering.
- A high proportion of Consultees (64%) are in favour of dimming street lights overnight (e.g. between midnight and 5am). 27% of Consultees are in favour of dimming street lights early evening and 39% of Consultees are in favour of dimming street lights early morning, if dark.
- When cross referencing Individual Consultees response to either 'Part Night Lighting' / 'All Night Lighting' with their preferences for dimming, there is an appetite for dimming late evening and early morning amongst those who prefer 'Part Night Lighting' and just under half (47%) of those who prefer 'All Night Lighting' would compromise and agree to overnight dimming.

3,790 responses have been recorded for this Consultation across Individuals, KCC staff, District / Town / Parish Councils, Businesses and Voluntary or Community Sector Organisations:

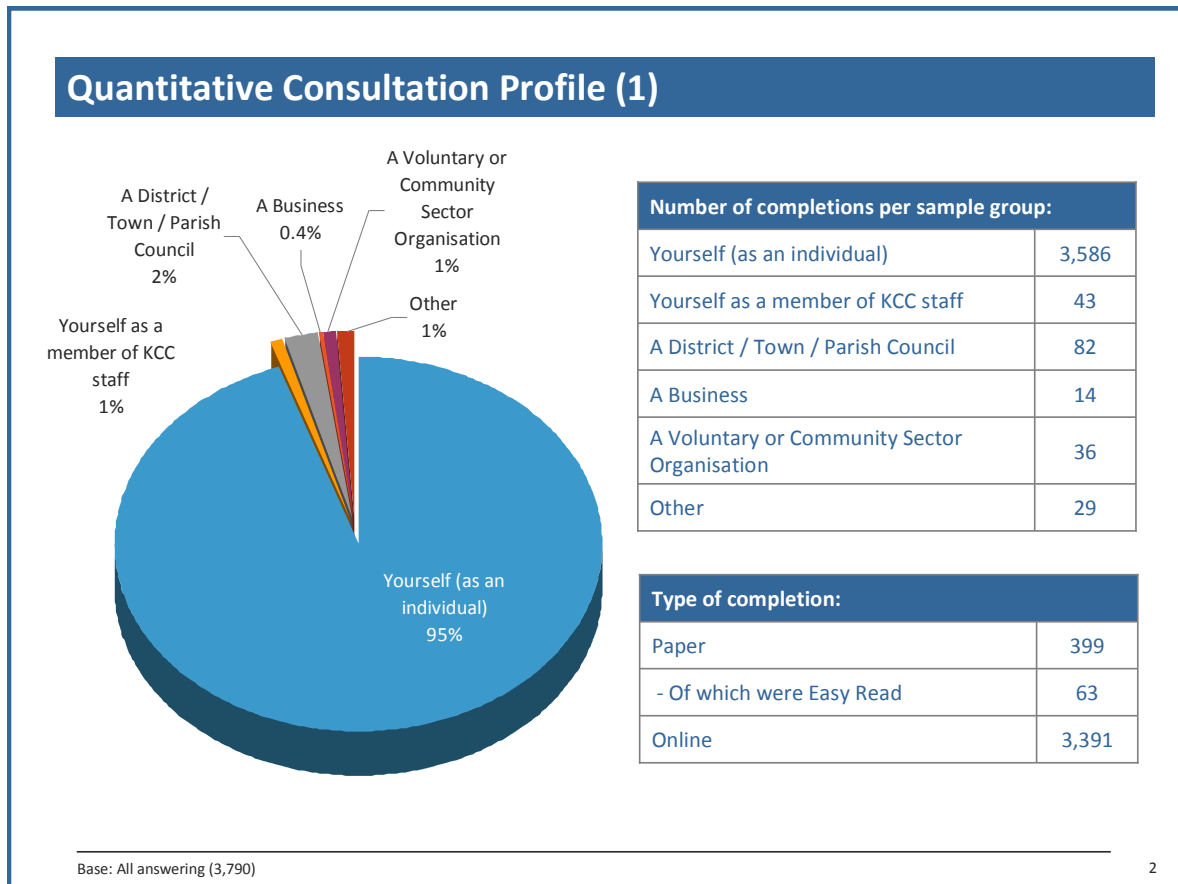
- 3,586 Individuals (accounting for 95% of the sample)
- 32 members of KCC staff (accounting for 1% of the sample)
- 82 representatives of District / Town / Parish Councils (accounting for 2% of the sample)
- 14 Businesses (accounting for 0.4% of the sample)
- 36 Voluntary or Community Sector Organisations (accounting for 1% of the sample)

Online was the most popular completion method with 89% taking part in the Consultation via the Consultation online portal. 11% submitted their response via a paper questionnaire.

Although the Consultation exercise was self selecting in nature, overall results for Individuals can be said to be accurate to a confidence interval (also called margin of error) of +/- 1.6% at the 95% confidence level. There are three factors that determine the size of the confidence interval for a given confidence level: sample size; percentage; and population size. In calculating the general level of accuracy for reporting purposes we have used:

- The effective sample size of 3,586 achieved
- The worst case percentage (50% - when responses are for example 51% and 49% the chances of sampling error are greater than at 99% or 1%. To determine a general level of accuracy for a sample interviewed you should use the worst case percentage (50%) to calculate it.);

- 2011 Census data estimate of 1,103,200 residents across the Kent County Council Council area aged 16+.



Focusing specifically on the Individuals responding, those responding to the Consultation are from a range of age groupings and both gender groups. 48% of those responding are male and 52% are female. 10% of those responding are 34 years old and under, 27% are 35-59 years old, 26% are 50-59 years old and 27% are 60 years old and over.

9% of those responding consider themselves disabled as set out in the Equality Act 2010. 41% of these indicated they have a physical impairment and 13% indicated they have a sensory impairment. 37% indicated they have a long standing illness or health condition.

11% of the Individuals responding to the Consultation preferred not to answer the ethnicity question. 85% of the Individuals responding indicated they are White English; 4% indicated they are of BME origin.

16% of the Individuals responding to the Consultation preferred not to disclose their religious beliefs. 35% of the Individuals responding indicated they belong to a religion.

## Profile of Individuals responding (excluding staff) (1)

Gender	
Male	45%
Female	48%
Prefer not to say / not answered	7%

Age	
15 - 24	2%
25 - 34	8%
35 - 49	25%
50 - 59	24%
60 - 64	12%
65 and over	23%
Prefer not to say / not answered	8%

Method of completion	
Paper	11%
Online	89%

Disabled as set out in Equality Act 2010	
Yes	9%
No	82%
Prefer not to say / not answered	9%

Type of impairment applies for those answering yes	
Physical impairment	41%
Long standing illness or health condition	37%
Sensory impairment	13%
Mental health condition	7%
Learning disability	9%
Other	6%

3

## Profile of Individuals responding (2)

Ethnicity	
White English / Scottish	85%
White Irish	1%
White Other	3%
BME	4%
Mixed White & Black Caribbean	0.1%
Mixed White & Asian	0.3%
Mixed Other	0.2%
Asian / Asian British – Indian	0.4%
Asian / Asian British – Pakistani	0.1%
Asian / Asian British – Other	0.1%
Black / Black British – Caribbean	0.1%
Black / Black British – African	0.1%
Prefer not to say / not answered	11%

Belong to a particular religion	
Yes	35%
No	49%
Prefer not to say / not answered	16%

Religious beliefs applies for those answering yes	
Christian	95%
Buddhist	1%
Sikh	0.5%
Jewish	0.3%
Muslim	0.3%
Hindu	0.2%
Prefer not to say / not answered	3%

\* Black Minority Ethnic (BME) population is defined as all ethnic groups excluding White British, White Irish and White Other

4

At the end of the questionnaire, Individual Consultees were asked to enter their postcode for classification purposes. The postcodes collected have been assigned to an area/district accordingly for analysis purposes.

The table below represents the proportions of questionnaires submitted by residents living in each of the Kent areas/districts. Representation has been achieved across all areas; validating the Consultation approach and marketing activity. Only 2% of Individuals responding preferred to not identify their postcode.

<b>Profile of Individuals responding (3)</b>	
<b>AREA</b>	
Ashford	7%
Canterbury	9%
Dartford	7%
Dover	6%
Gravesham	9%
Maidstone	13%
Sevenoaks	4%
Shepway	5%
Swale	12%
Thanet	9%
Tonbridge & Malling	9%
Tunbridge Wells	6%
Outside Kent	2%
Prefer not to answer / not answered	2%

---

5

The Individuals responding to the Consultation are from a range of age groupings and both gender groups. Gender proportions responding to the Consultation are in line with 2011 Census Population Statistics - 48% male, 52% female. As perhaps expected, younger residents are underrepresented in the Consultation response compared to Census statistics at 10% compared to 26% in reality. However the proportion recorded is in line with the profiles typically recorded in local authority Consultations and research surveys. 27% of those responding are 35-59 years old, 26% are 50-59 years old and 27% are 60 years old and over.

The response profile was also compared to the ONS rural / urban indicator for Kent and the proportions recorded. This comparison reveals that broadly consistent proportions are recorded in both; validating the representativeness of the Consultation profile.

Finally the response profile was compared to the district profile of Kent as recorded by the 2011 Census Statistics. This also reveals that the Consultation response is broadly in line with Census Statistics and not skewed towards any particular districts.

## Profile of Known Individuals responding VS. Census statistics (1)

	2011 Census Population statistics *1	Profile of Consultation response
<b>GENDER</b>		
Male	48%	48%
Female	52%	52%
<b>AGE</b>		
18 – 24	11%	2%
25 – 34	15%	8%
35 – 49	27%	27%
50 – 59	16%	26%
60 and over	31%	27%

<b>URBAN / RURAL CLASSIFICATION</b>	2011 Census Population statistics *2	Profile of Consultation response
Rural hamlets & isolated dwelling	5%	2%
Rural town and fringe	14%	13%
Rural village	8%	4%
Urban city and town	61%	61%
Urban major conurbation	12%	17%
Could not identify	n/a	2%

\*1 Source: 2011 Census Statistics as published on Kent County Council's website.

\*2 Source: Office of National Statistics, PAF households

## Profile of Known Individuals responding VS. Census statistics (2)

	2011 Census Population statistics *1	Profile of Street Lighting Consultation response
<b>AREA</b>		
Ashford	8%	7%
Canterbury	10%	9%
Dartford	7%	7%
Dover	8%	6%
Gravesham	7%	9%
Maidstone	11%	13%
Sevenoaks	8%	4%
Shepway	8%	5%
Swale	9%	12%
Thanet	9%	9%
Tonbridge & Malling	8%	9%
Tunbridge Wells	8%	6%
Outside Kent	n/a	2%

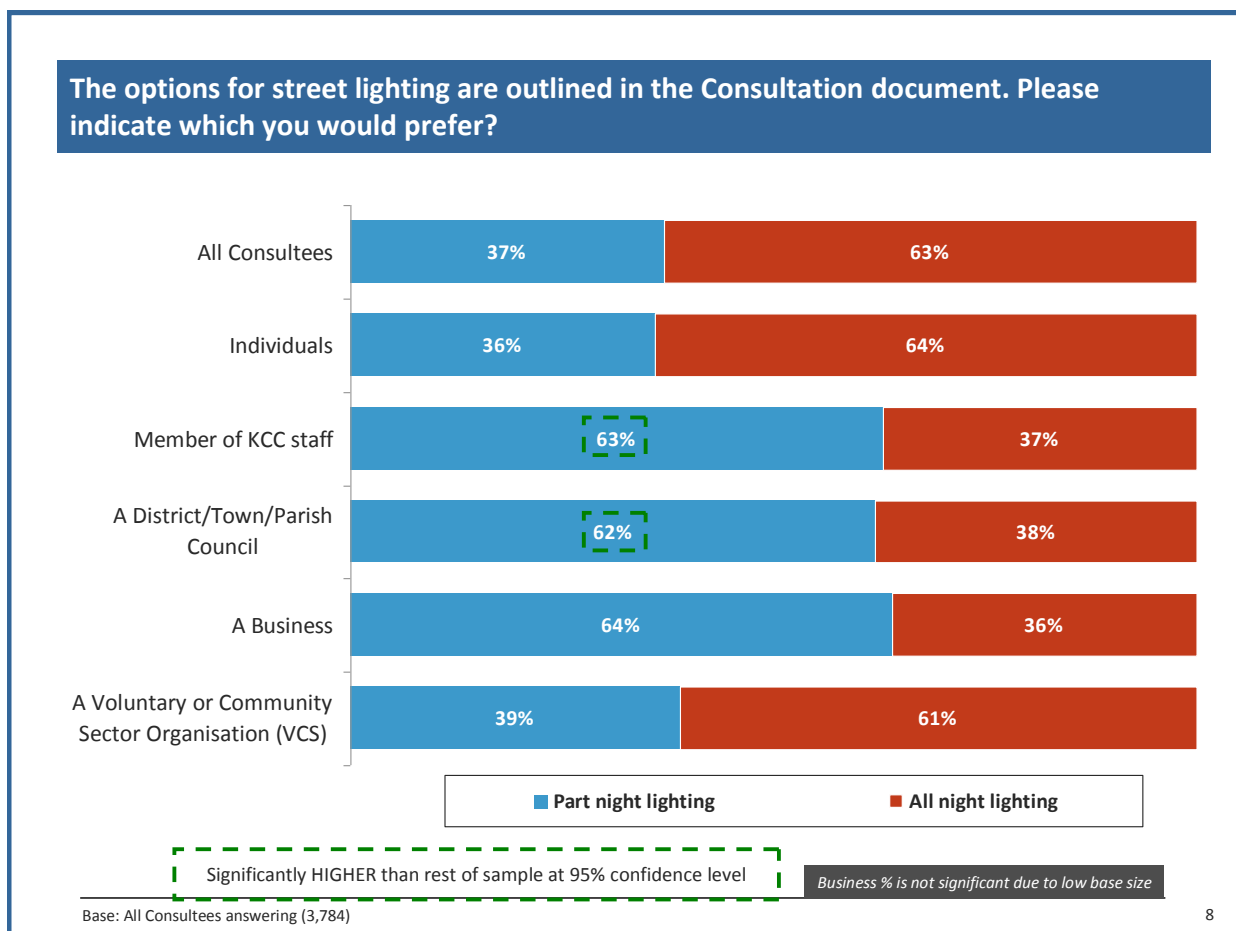
\*1 Source: 2011 Census Statistics as published on Kent County Council's website.

## 2.2 Consultee Preference - Part Night Lighting Vs. All Night Lighting

Further to their review of the Consultation document, Consultees were first asked to indicate whether they preferred 'Part Night Lighting - the current level of service' or 'All Night Lighting' although not explicitly referenced in the question text itself, the options were referring to the hours of midnight to 5am).

37% of all Consultees indicated they prefer 'Part Night Lighting - the current level of service'; conversely 63% indicated they prefer 'All Night Lighting'. Individuals and Voluntary or Community Sector Organisations show the lowest preference for 'Part Night Lighting' at 36% and 39% respectively.

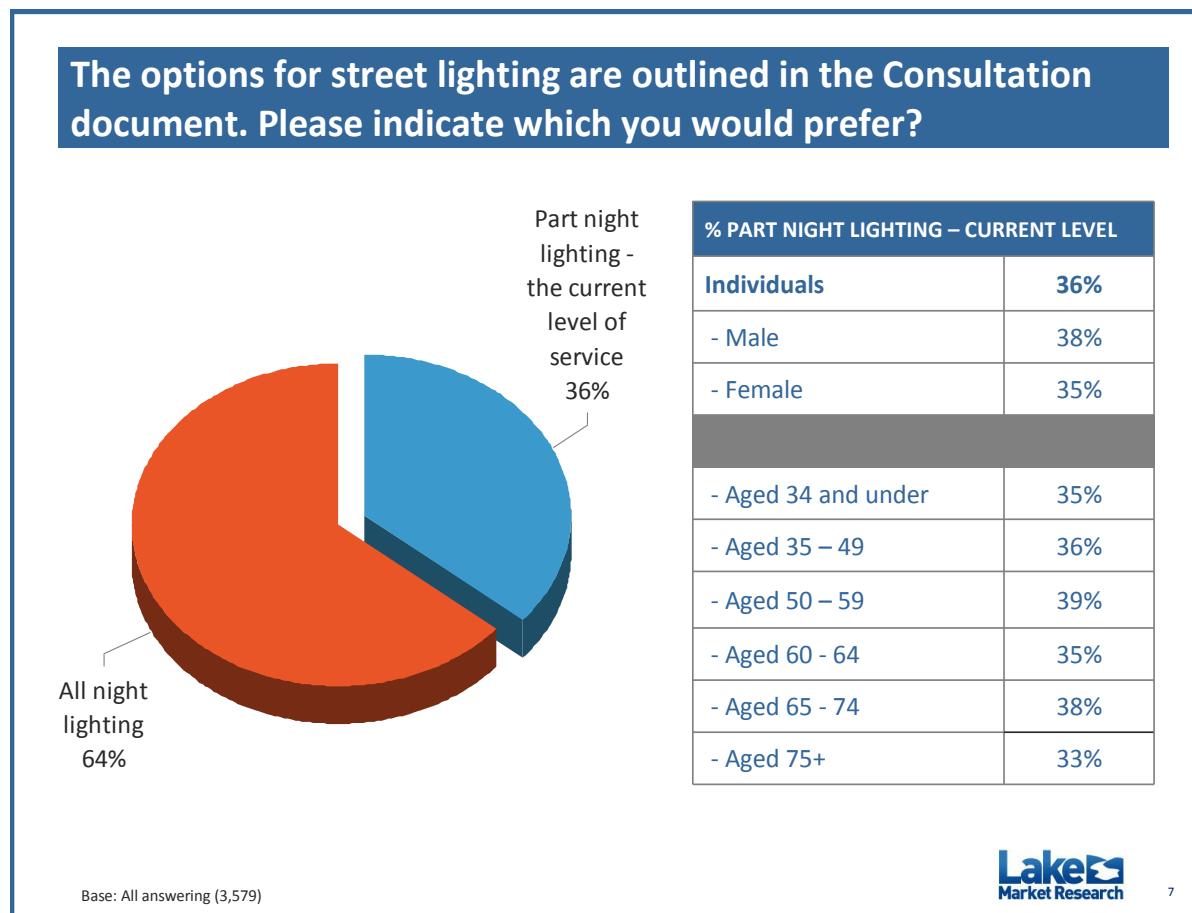
62% of the District / Town / Parish Council's responding indicated they preferred 'Part Night Lighting'. As perhaps expected, 63% of KCC staff indicated they preferred 'Part Night Lighting'; likely recognising the cost savings required across the Council.





### Individuals

Focusing specifically on the response from Individuals, it is apparent that there are no significant differences observed by gender or by age group.

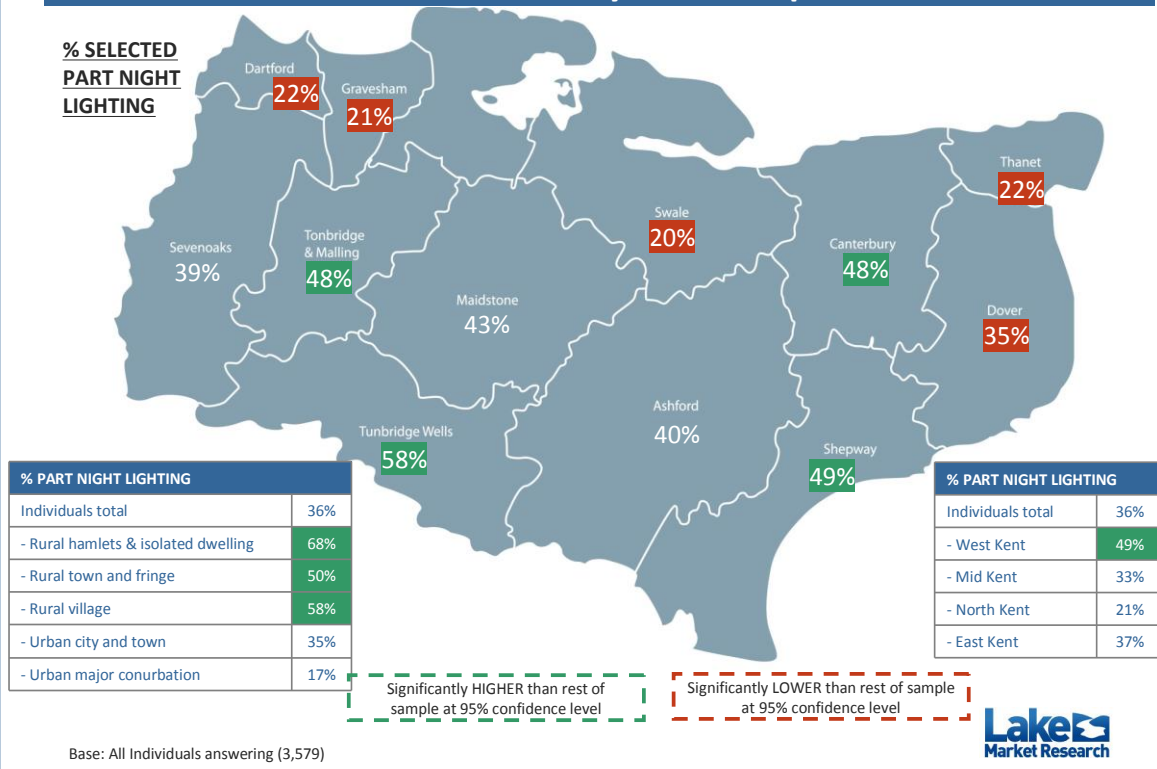


However there are significant differences in terms of districts and residents from urban vs. rural areas:

- A significantly higher proportion of residents prefer 'Part Night Lighting - the current level of service' in Tunbridge Wells, Tonbridge & Malling, Shepway and Canterbury (58%, 48%, 49% and 48% respectively);
- A significantly higher proportion of residents from rural areas prefer 'Part Night Lighting - the current level of service' with 68% of residents selecting in rural hamlets and isolated dwellings, 50% selecting in rural town and fringe areas and 58% selecting in rural village areas;
- A significantly lower proportion of residents prefer 'Part Night Lighting - the current level of service' in Dover, Thanet, Dartford, Gravesham and Swale (35%, 22%, 22%, 21% and 20% respectively).

## The options for street lighting are outlined in the Consultation document. Please indicate which you would prefer?

### % SELECTED PART NIGHT LIGHTING



Consultees were then asked to describe why they preferred either 'Part Night Lighting' or 'All Night Lighting' in their own words. We have reviewed the comments provided and have grouped the comments into common themes in order to report the degree to which each were cited.

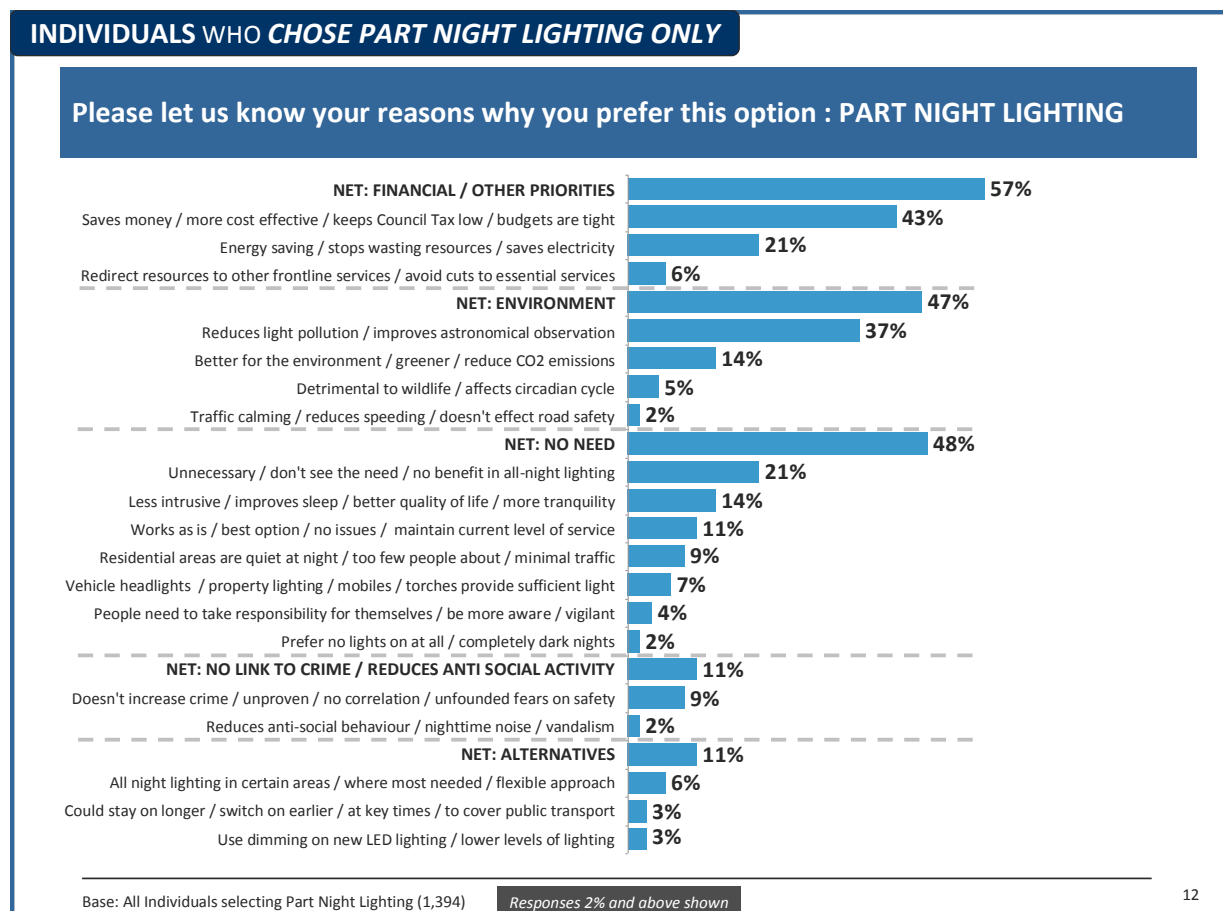
### Individuals - Those Selecting Part Night Lighting

Five overriding themes were apparent when reviewing the comments of Individual Consultees: financial / other priorities for the Council (57%), environmental considerations (47%), a perceived lack of need for All Night Lighting (48%), no perceived link to crime / anti social activity (11%) as well as perceived alternatives (11%).

Detailed response within these key themes are as follows:

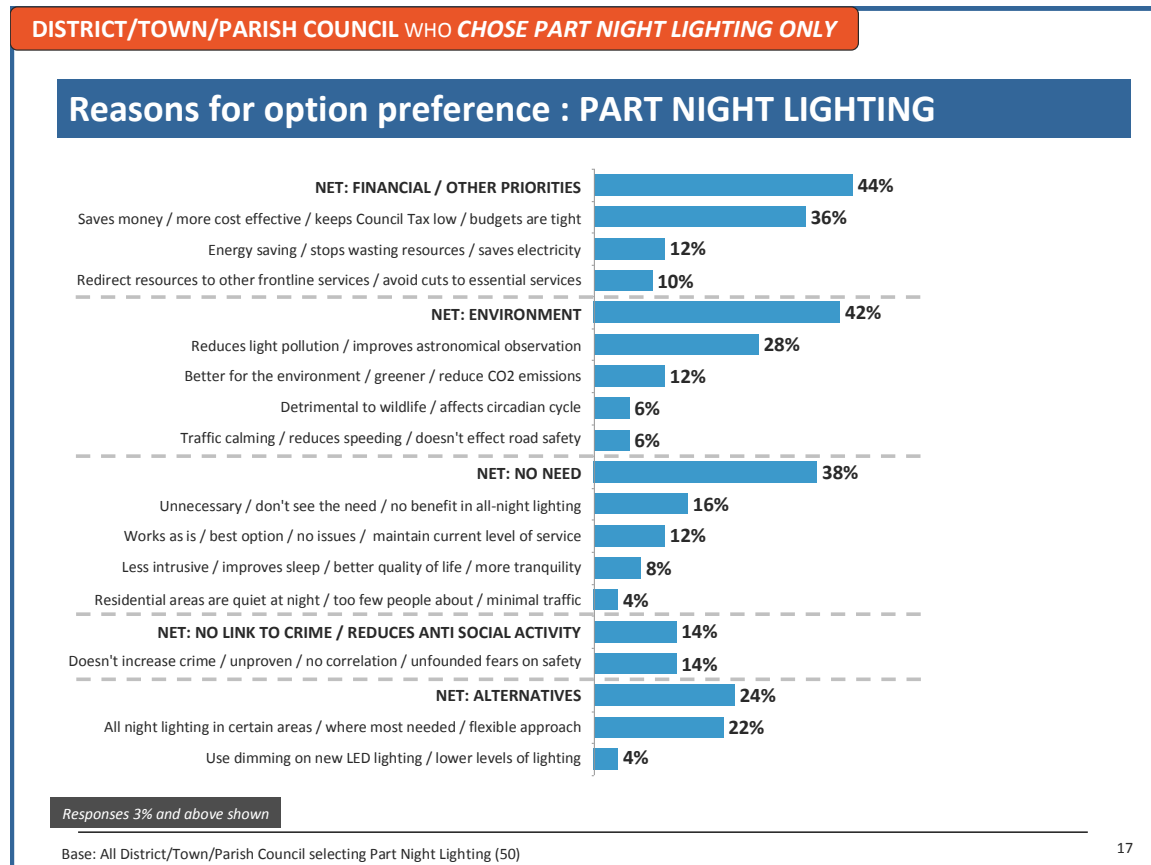
- Financial / other priorities (57% selecting at least one of the codes below)
  - Saves money / more cost effective / keeps Council Tax low / budgets are tight – 43%
  - Energy savings / stops wasting resources / saves electricity – 21%
  - Redirect resources to other frontline services / avoid cuts to essential services - 6%
- Environment (47% selecting at least one of the codes below)
  - Reduces light pollution / improves astronomical observation – 37%
  - Better for the environment / greener / reduce CO2 emissions – 14%
  - Detrimental to wildlife / affects circadian cycle - 5%
  - Traffic calming / reduces speeding / doesn't affect road safety - 2%

3. No need (47% selecting at least one of the codes below)
  - Unnecessary / don't see the need / no benefit in all night lighting – 21%
  - Less intrusive / improves sleep / better quality of life / more tranquillity – 14%
  - Works as it is / best option / no issues / maintain current level of service - 11%
  - Residential areas are quiet at night / too few people about / minimal traffic - 9%
  - Vehicle headlights / property lighting / mobiles / torches provide sufficient light - 7%
  - People need to take responsibility for themselves / be more aware / vigilant - 4%
  - Prefer no lights on at all / completely dark nights - 2%
  
4. No link to crime / reduces anti social activity (11% selecting at least one of the codes below)
  - Doesn't increase crime / unproven / no correlation / unfounded fears on safety – 9%
  - Reduces anti social behaviour / night time noise / vandalism - 2%
  
5. Alternative suggestions (11% selecting at least one of the codes below)
  - All night lighting in certain areas/ where most needed / flexible approach – 6%
  - Could stay on longer / switch off earlier / at key times / to cover public transport - 3%
  - Use dimming on new LED lighting / lower levels of lighting - 3%



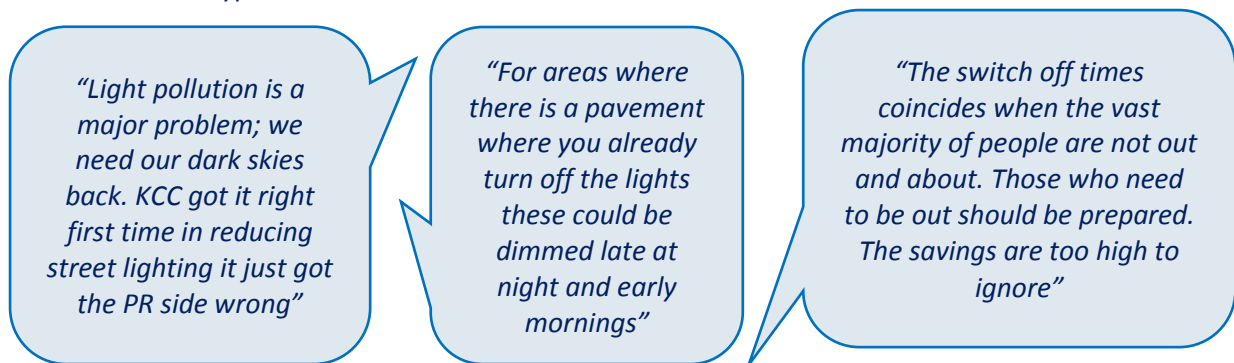
### District / Town/ Parish Councils - Those Selecting Part Night Lighting

Consistent reasons are put forward by District / Town / Parish Councils and span the five categories highlighted amongst Individuals. Financial / other priorities is marginally less common, however, at 44% of those selecting 'Part Night Lighting'. The proportion putting forward alternative suggestions is higher, however, at 24% of those selecting 'Part Night Lighting'; likely reflecting differing local needs.



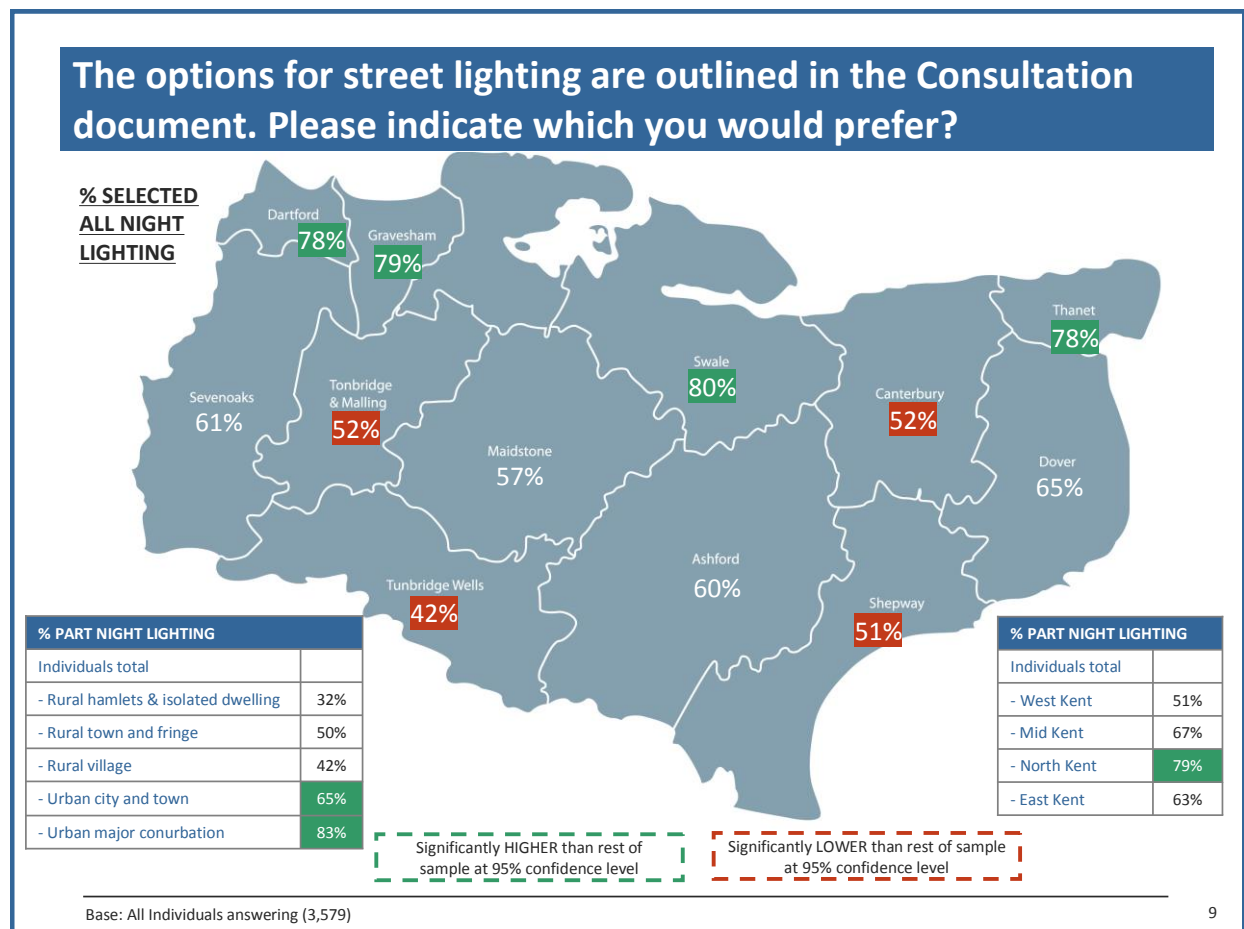
### Voluntary or Community Sector Organisations - Those Selecting Part Night Lighting

Bases sizes do not permit for theme analysis by Voluntary or Community Sector Organisations (14 entered a comment for Part Night Lighting), but a few example verbatims have been included below to reference the types of comments made:



## Individuals - Those Selecting All Night Lighting

The chart below summarises the proportions of Individuals that selected 'All Night Lighting' by district. The significant differences by district echo those observed for 'Part Night Lighting':



Four overriding themes were apparent when reviewing the Individual Consultees comments in relation to their support of 'All Night Lighting': feeling of safety (60%), crime / anti social behaviour (44%), visibility (40%) and a perceived impact on specific populations (28%).

Detailed response within these key themes are as follows:

### 1. Feeling of safety (60% selecting at least one of the codes below)

- Feel safer / peace of mind / improves personal safety / community safety - 56%
- Fear of the dark / people lurking / feel vulnerable - 10%

### 2. Crime / anti social behaviour (44% selecting at least one of the codes below)

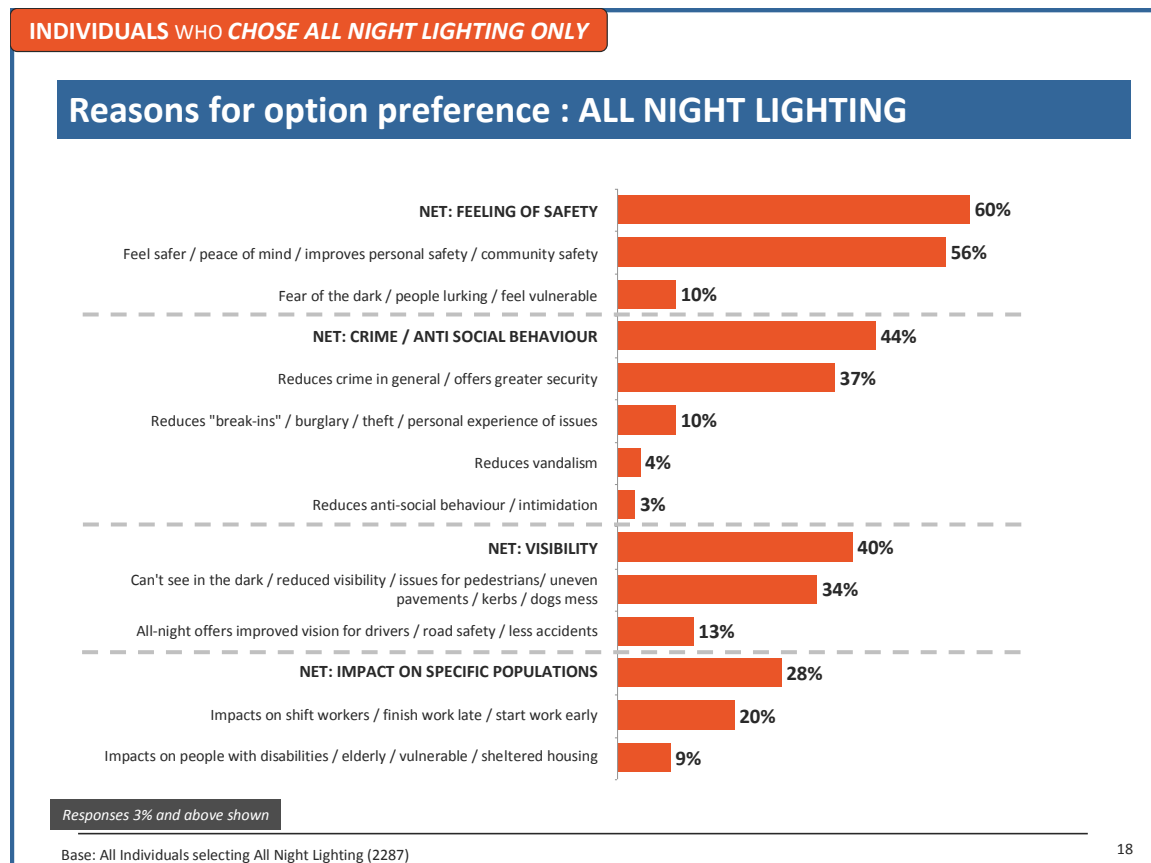
- Reduces crime in general / offers greater security - 37%
- Reduces 'break-ins' / burglary / theft / personal experience of issues - 10%
- Reduces vandalism - 4%
- Reduces anti-social behaviour / intimidation - 3%

3. Visibility (40% selecting at least one of the codes below)

- Can't see in the dark / reduced visibility / issues for pedestrians / uneven pavements / kerbs / dog mess - 34%
- All night lighting offers improved vision for drivers / road safety / less accidents - 13%

4. Impact on specific populations (28% selecting at least one of the codes below)

- Impacts on shift workers / finish work late / start work early - 20%
- Impacts on people with disabilities / elderly / vulnerable / sheltered housing - 9%



**Voluntary or Community Sector Organisations - Those Selecting All Night Lighting**

Bases sizes do not permit for theme analysis by Voluntary or Community Sector Organisations (22 entered a comment for Part Night Lighting), but a few example verbatims have been included below to reference the types of comments made:

*"KCC must pay more attention than during the switch off trials to the needs of cyclists and other vulnerable road users. Switch off can pose massive problems for cyclists, both in seeing the road and in being seen. Many cyclists commute to and from work during the hours of darkness in winter and are using busy A roads. Switching off street lights hugely increases the risk of cycling and will in fact deter many cyclists altogether"*

*"I have elderly residents living alone around me who have said that they feel isolated and lonely when the street lights are off. Elderly often wake at night with health problems."*

*"Several carers have asked us to respond to this consultation to highlight concerns on their behalf. Some have concerns about the increased risk of falls for those they care for who have mobility problems. Others feel adult sons and daughters with a learning disability will experience a sense of increased vulnerability that will negatively impact their freedom to go out and return home late at night."*

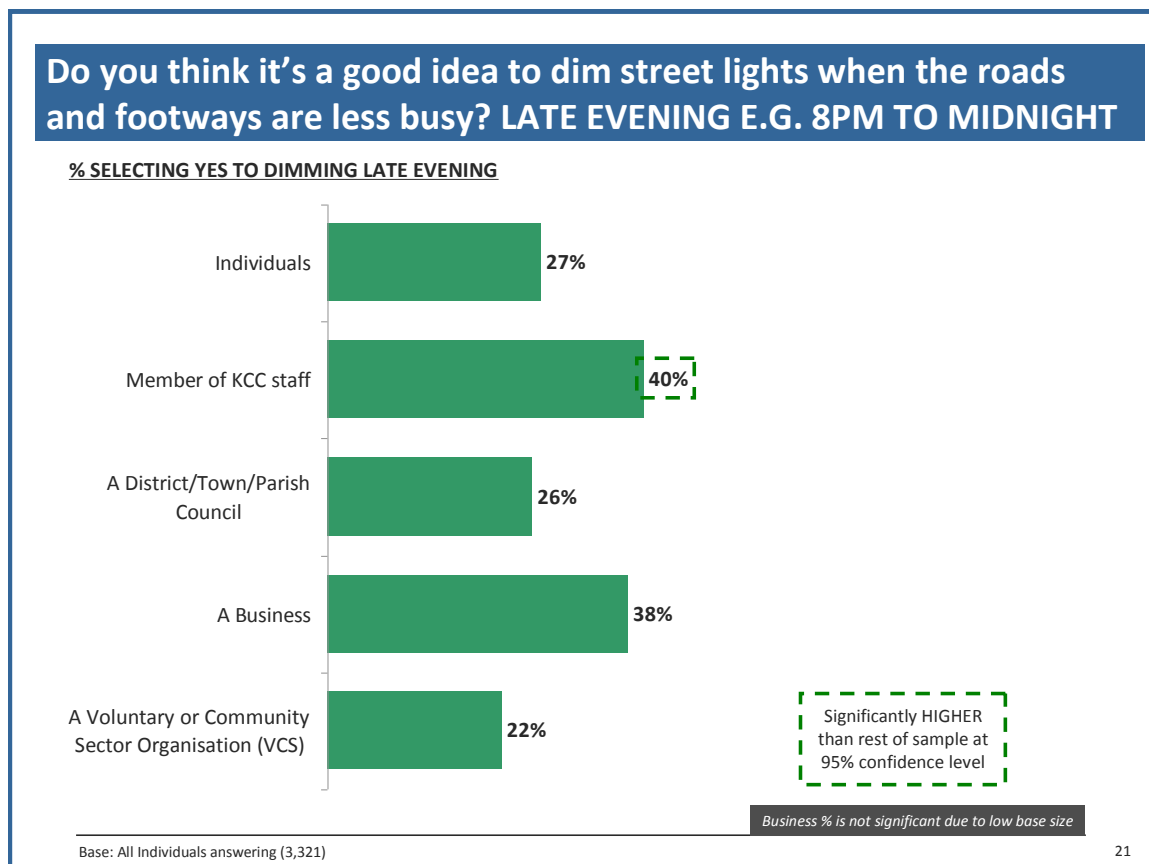
### 2.3 Dimming

Consultees were then asked to indicate whether they think it's a good idea to dim street lights when the roads and footways are less busy across three timeframes, by simply selecting 'yes', 'no' or 'don't know':

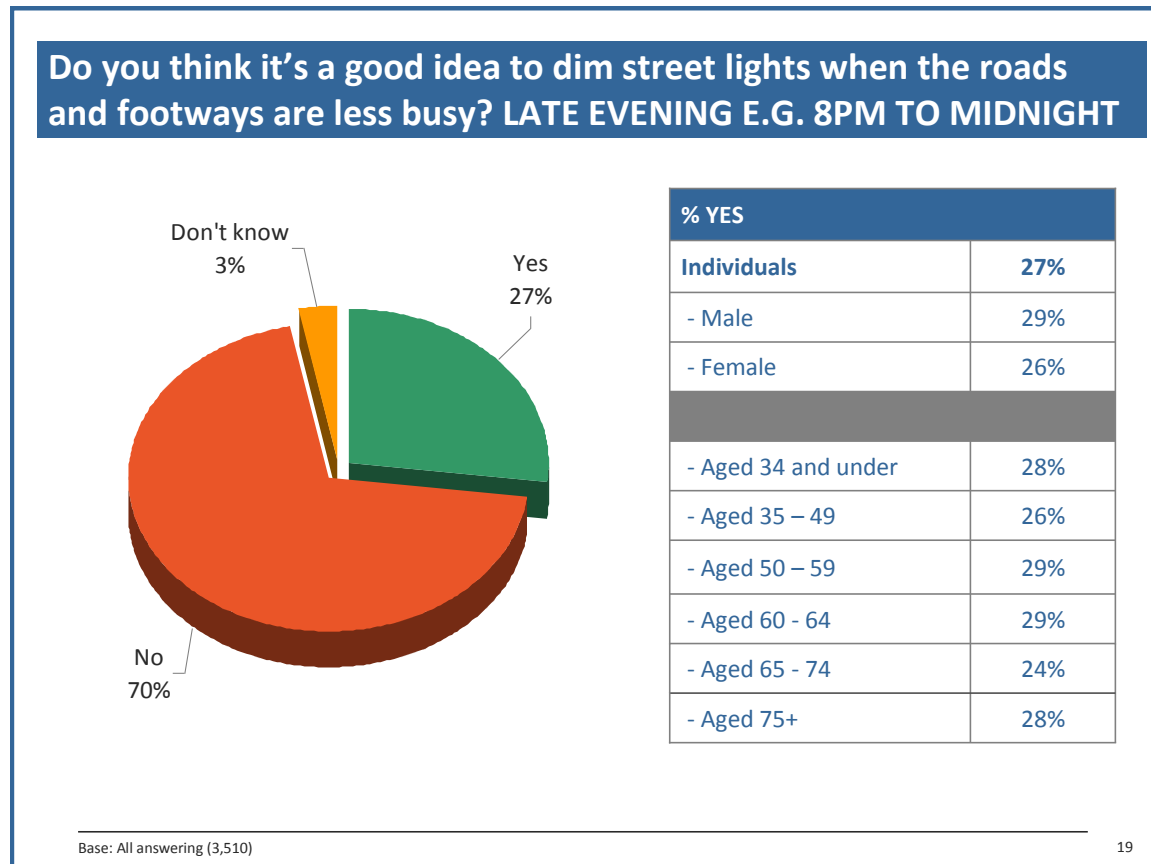
- Late evening e.g. 8pm to midnight
- Overnight, e.g. midnight to 5am
- Early morning, e.g. 5am to 8am, if dark

#### Late Evening

Only 27% of all Consultees indicated they thought it was a good idea to dim street lighting late evening (e.g. 8pm to midnight). This trend is common amongst the majority, including Individuals, District / Town / Parish Council and Voluntary or Community Sector Organisations at 27%, 26% and 22% respectively. Agreement is higher amongst KCC staff at 40%.



When focusing on Individuals specifically, it is apparent that there are no significant differences in agreement in terms of gender and age groups.



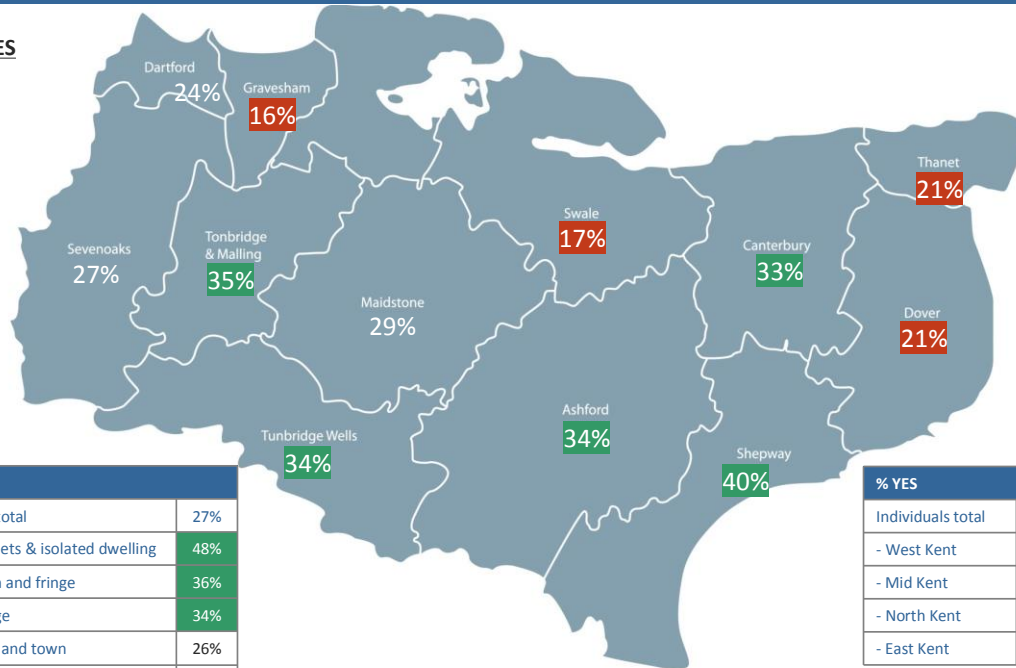
However there are significant differences in terms of districts and residents from urban vs. rural areas:

- A significantly higher proportion of residents said 'yes' in Tunbridge Wells, Tonbridge & Malling, Ashford, Shepway and Canterbury (34%, 35%, 34%, 40% and 33% respectively);
- A significantly higher proportion of residents said 'yes' with 48% of residents selecting in rural hamlets and isolated dwellings, 36% selecting in rural town and fringe areas and 34% selecting in rural village areas;
- A significantly lower proportion of residents said 'yes' in Dover, Thanet, Dartford, Gravesham and Swale (21%, 21%, 16% and 17% respectively).



**Do you think it's a good idea to dim street lights when the roads and footways are less busy? LATE EVENING E.G. 8PM TO MIDNIGHT**

**% YES**



% YES	
Individuals total	27%
- Rural hamlets & isolated dwelling	48%
- Rural town and fringe	36%
- Rural village	34%
- Urban city and town	26%
- Urban major conurbation	18%

% YES	
Individuals total	27%
- West Kent	32%
- Mid Kent	25%
- North Kent	20%
- East Kent	28%

Significantly HIGHER than rest of sample at 95% confidence level

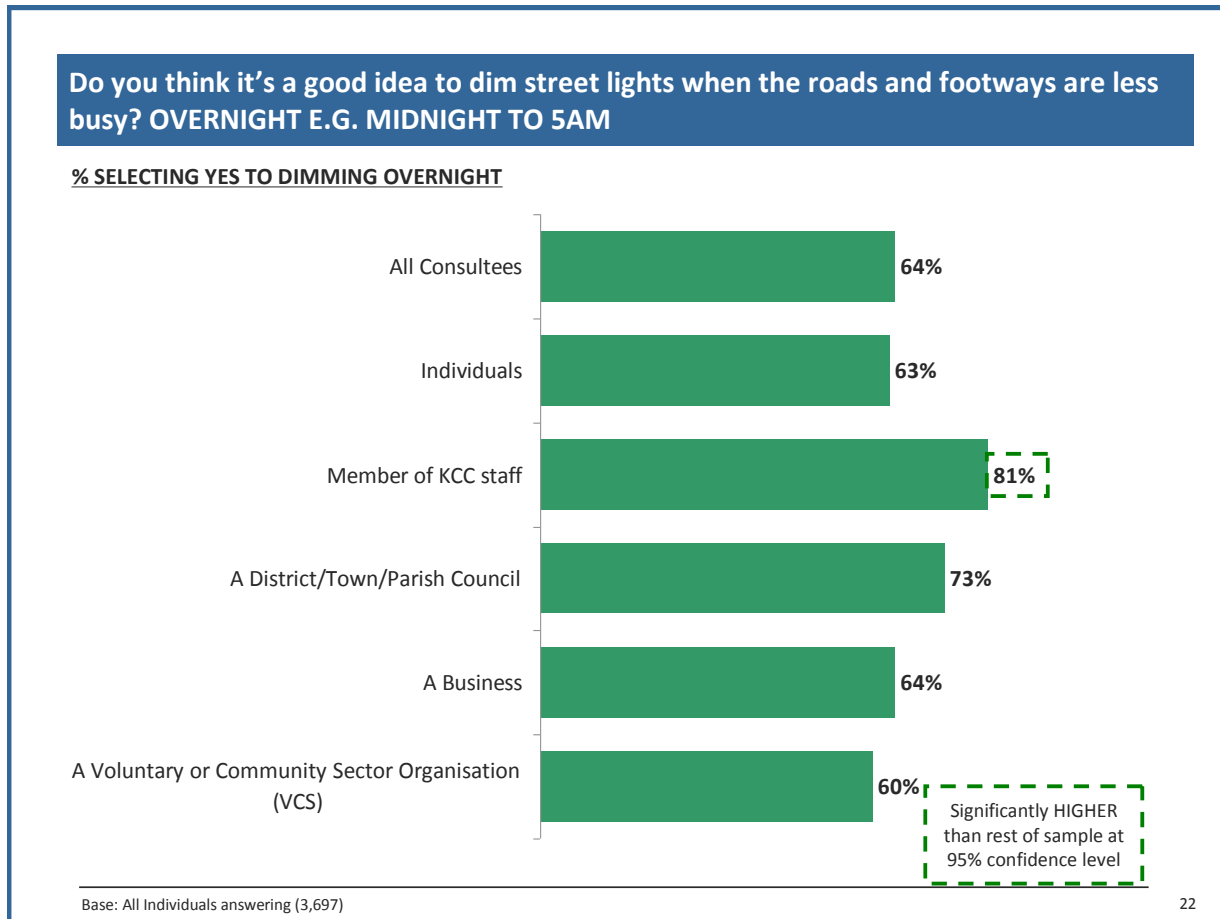
Significantly LOWER than rest of sample at 95% confidence level

Base: All Individuals answering (3,321)

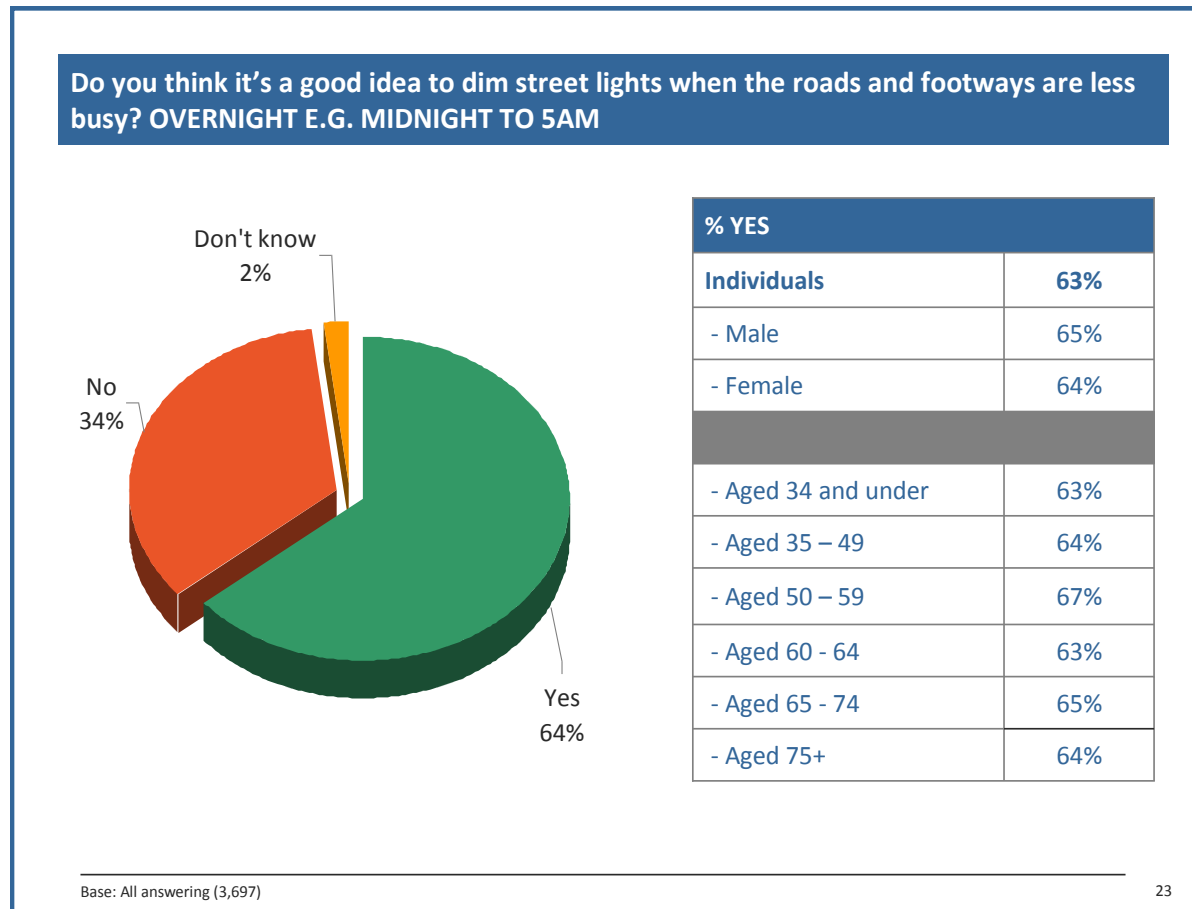


## Overnight

Support is much high for overnight dimming with just under two thirds (64%) of all Consultees indicated they thought it was a good idea to dim street lighting overnight (e.g. midnight to 5am). This trend is common amongst all Consultee groups with 63% amongst Individuals, 81% amongst KCC staff, 73% amongst District / Town / Parish Councils and 60% amongst Voluntary or Community Sector Organisations.



When focusing on Individuals specifically, it is apparent that there are no significant differences in agreement in terms of gender and age groups.

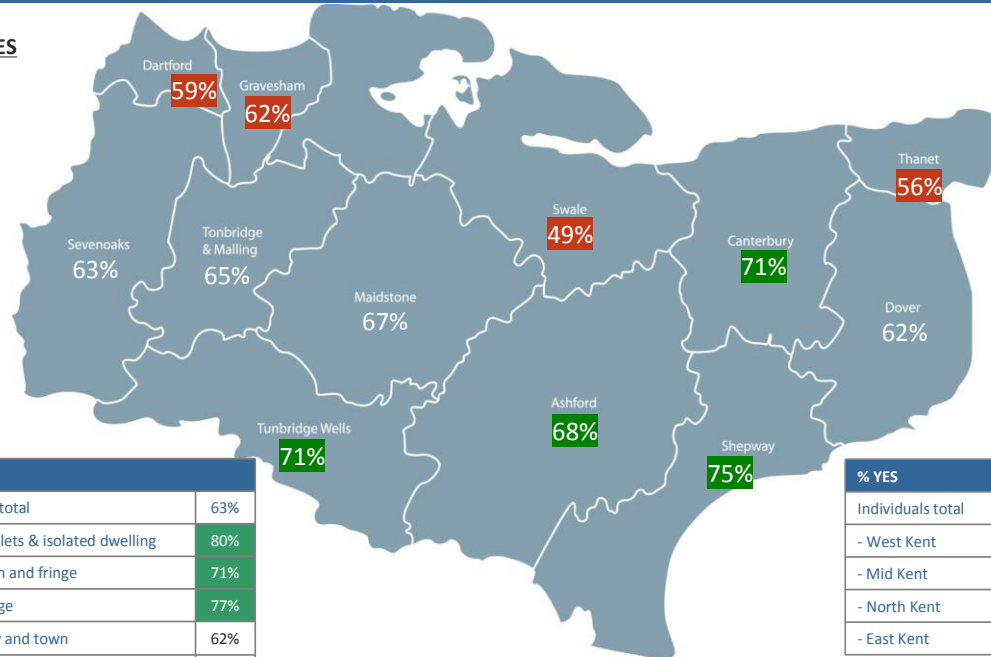


However there are significant differences in terms of districts and residents from urban vs. rural areas:

- A significantly higher proportion of residents said 'yes' in Tunbridge Wells, Canterbury, Shepway and Ashford (71%, 71%, 75% and 68% respectively);
- A significantly higher proportion of residents said 'yes' with 80% of residents selecting in rural hamlets and isolated dwellings, 71% selecting in rural town and fringe areas and 77% selecting in rural village areas;
- A significantly lower proportion of residents said 'yes' in Gravesham, Dartford, Thanet and Swale (62%, 59%, 56% and 49% respectively).

**Do you think it's a good idea to dim street lights when the roads and footways are less busy? OVERNIGHT, E.G. MIDNIGHT TO 5AM**

**% YES**



% YES	
Individuals total	63%
- Rural hamlets & isolated dwelling	80%
- Rural town and fringe	71%
- Rural village	77%
- Urban city and town	62%
- Urban major conurbation	57%

% YES	
Individuals total	63%
- West Kent	66%
- Mid Kent	61%
- North Kent	61%
- East Kent	65%

Significantly HIGHER than rest of sample at 95% confidence level

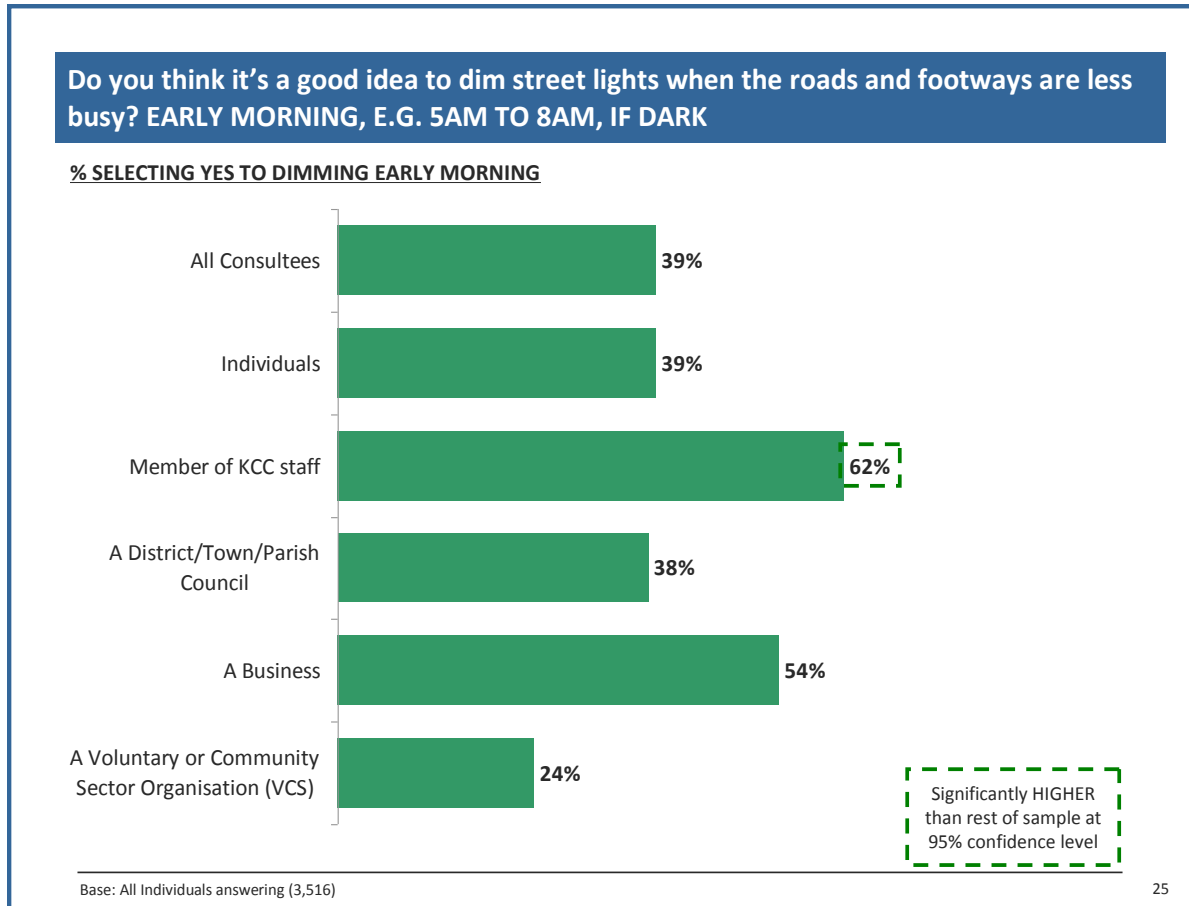
Significantly LOWER than rest of sample at 95% confidence level

Base: All Individuals answering (3,579)

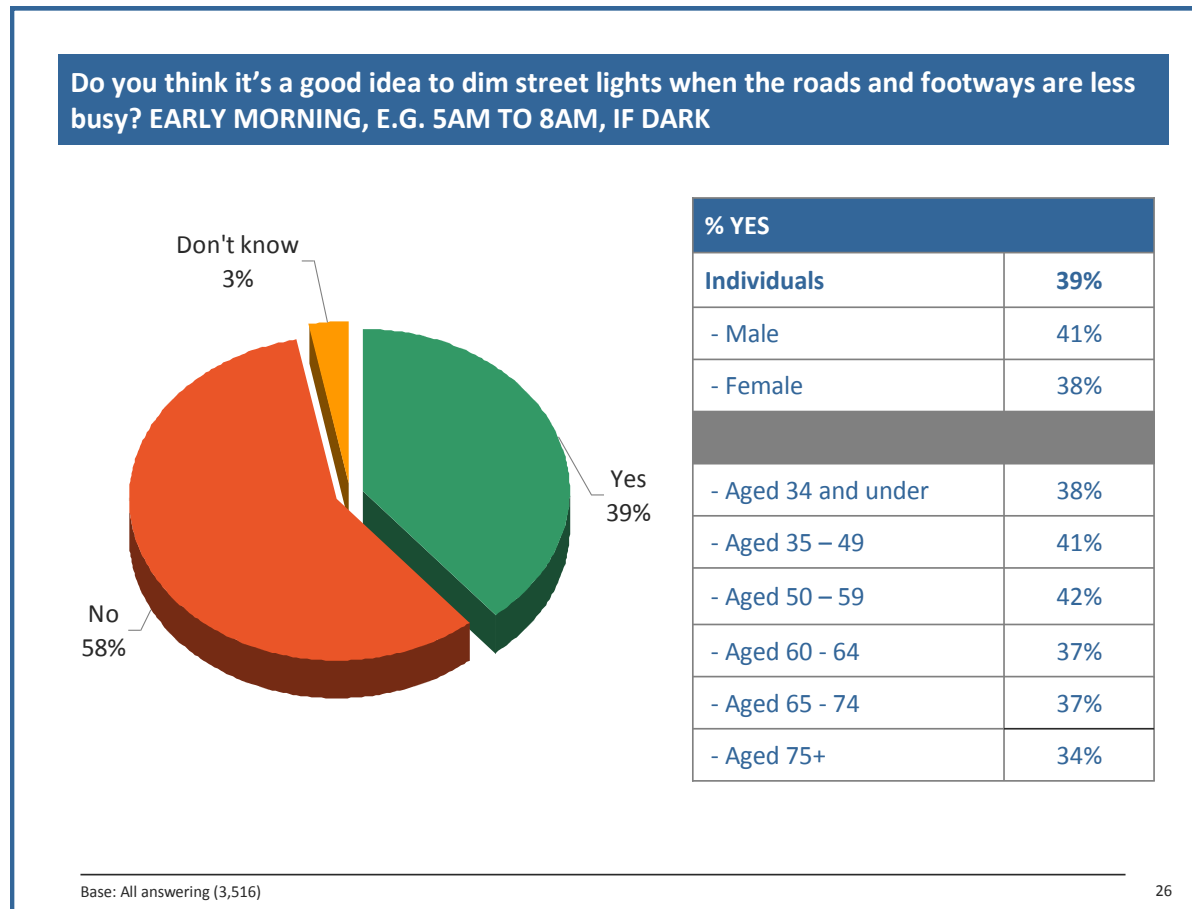


### Early Morning

Just under four in ten (39%) of all Consultees indicated they thought it was a good idea to dim street lighting early morning (e.g. 5am to 8am if dark). This trend is common amongst the majority, including Individuals, District / Town / Parish Council and Voluntary or Community Sector Organisations at 39%, 38% and 24% respectively. Agreement is higher amongst KCC staff at 62%.



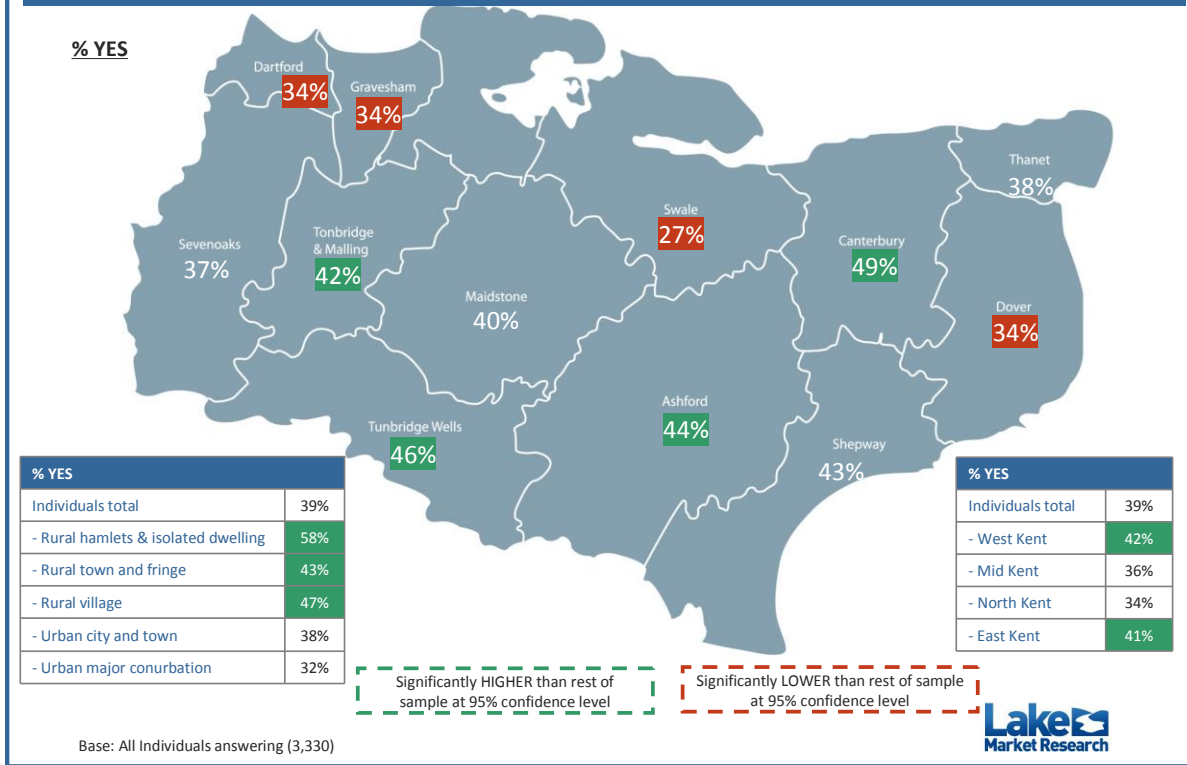
When focusing on Individuals specifically, it is apparent that there are no significant differences in agreement in terms of gender and age groups.



However there are significant differences in terms of districts and residents from urban vs. rural areas:

- A significantly higher proportion of residents said 'yes' in Tunbridge Wells, Tonbridge & Malling, Ashford and Canterbury (46%, 42%, 44% and 49% respectively);
- A significantly higher proportion of residents said 'yes' with 58% of residents selecting in rural hamlets and isolated dwellings, 43% selecting in rural town and fringe areas and 47% selecting in rural village areas;
- A significantly lower proportion of residents said 'yes' in Gravesham, Dartford, Dover and Swale (34%, 34%, 34% and 27% respectively).

**Do you think it's a good idea to dim street lights when the roads and footways are less busy? EARLY MORNING, E.G. 5AM-8AM, IF DARK**



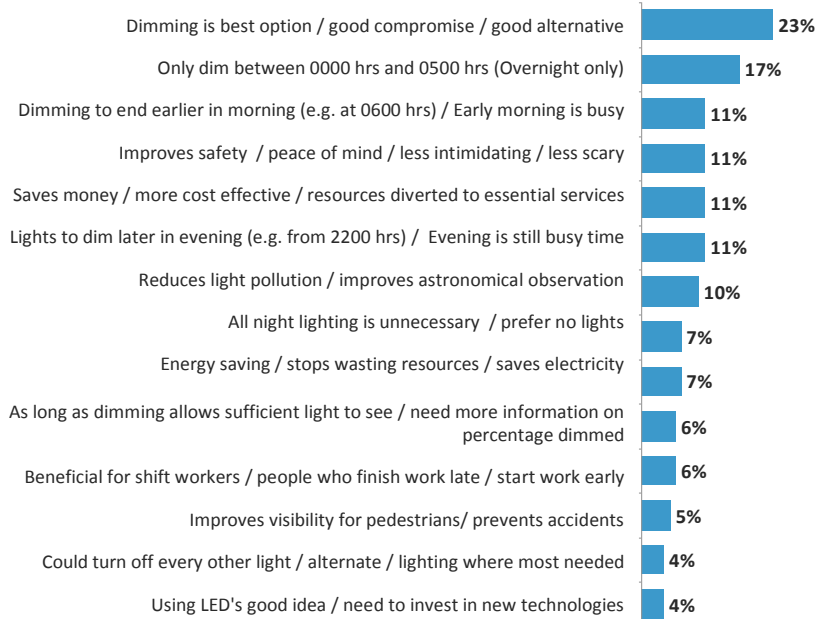
Consultees were then asked for supporting comments to their dimming preferences in their own words. A variety of comments were made and a significant proportion of comments covered both positive and negative comments reflecting the differing appeals of dimming times. We have reviewed the comments provided and have grouped the comments into common themes in order to report the degree to which each were cited. For the purposes of reporting, we have summarised the themes identified filtered by those that indicated they agreed with dimming street lights overnight (between midnight and 5am) and those that disagreed.

Focusing on those that said they agreed with the concept of dimming overnight, the most common responses were that 'dimming is the best option / good compromise / alternative' at 23% and that street lights 'should only be dimmed between midnight and 5am' at 17%.

11% believe it 'improves safety / peace of mind and is less intimidating / scary' and 11% believe it 'saves money / is cost effective so resources are directed to essential services'.

## SAID YES TO OVERNIGHT DIMMING

### Dimming supporting comments



Responses above 3% shown

Base: All yes to overnight dimming (1,402)

25

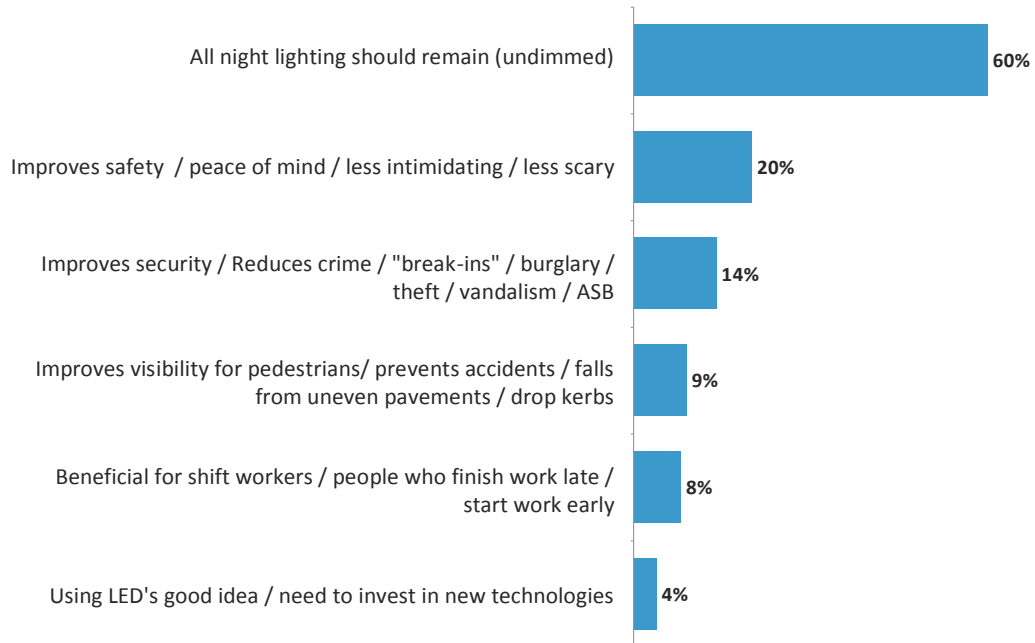
Focusing on those that said they disagreed with the concept of dimming overnight, the most common responses were that 'all night lighting should remain' at 60% and that all night lighting 'improves safety / peace of mind and is less intimidating and scary' at 20%.

14% believe it 'improves security / reduces crime / 'break ins' / burglary / theft / vandalism and anti social behaviour'. 9% believe it 'improves visibility for pedestrians / prevents accidents / falls from uneven pavements and kerbs' and 8% believe it is 'beneficial for shift workers / people who finish work late /start work early'.



## SAID NO TO OVERNIGHT DIMMING

### Dimming supporting comments



Responses above 3% shown

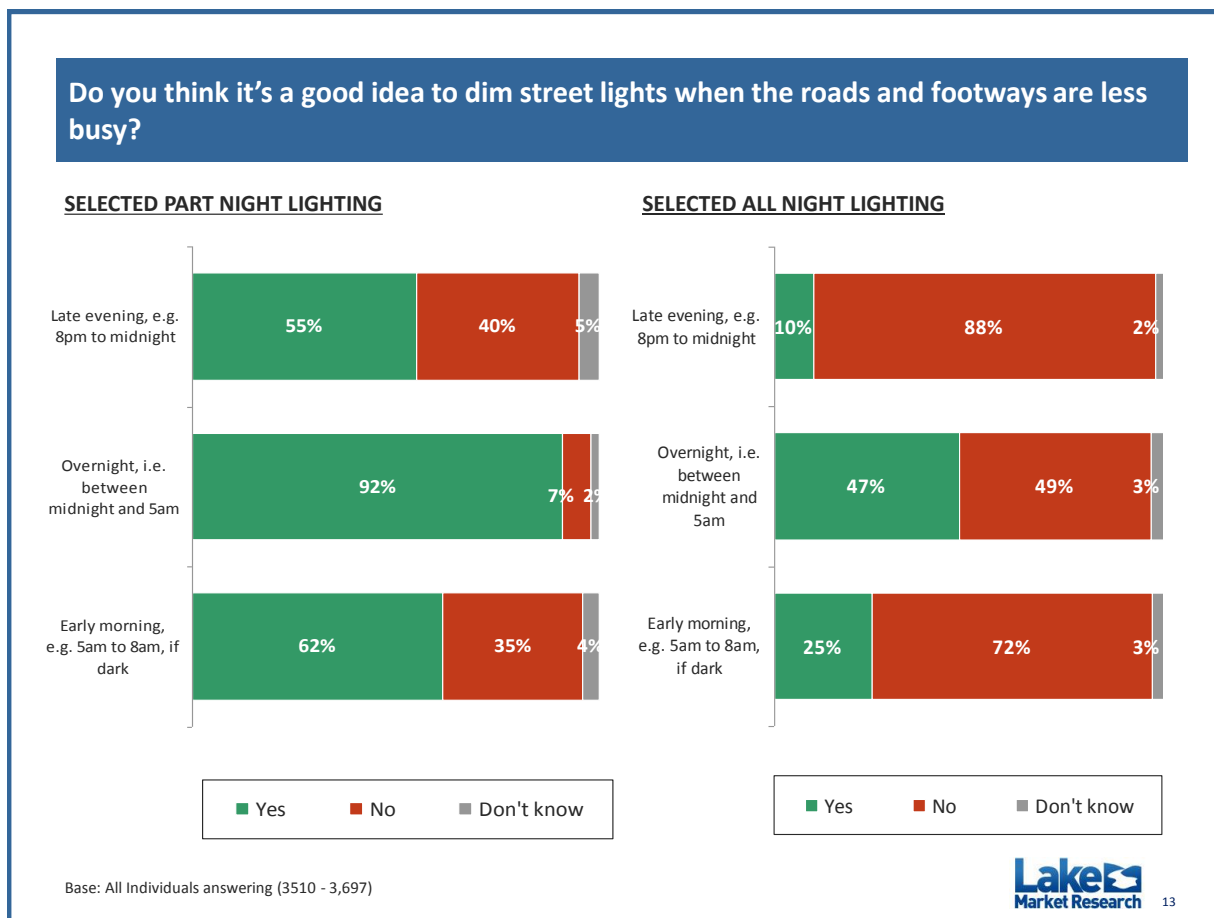
Base: All yes to overnight dimming (735)

26

## 2.4 Appeal Of Dimming Amongst Those Who Prefer Part Night Or All Night Lighting

When cross referencing Individual Consultees response to either 'Part Night Lighting' / 'All Night Lighting' with their preferences for dimming, it is evident that:

- Amongst those who prefer Part Night Lighting, there is also an appetite for dimming late evening and early morning at 55% and 62% agreement respectively
- Amongst those who prefer All Night Lighting, just under half would compromise with overnight dimming (47%);
- Amongst those who prefer All Night Lighting, the proportion who would support dimming early evening and early morning are low (10% and 25% respectively).



## 2.5 Further Comments On The Options For Street Lighting

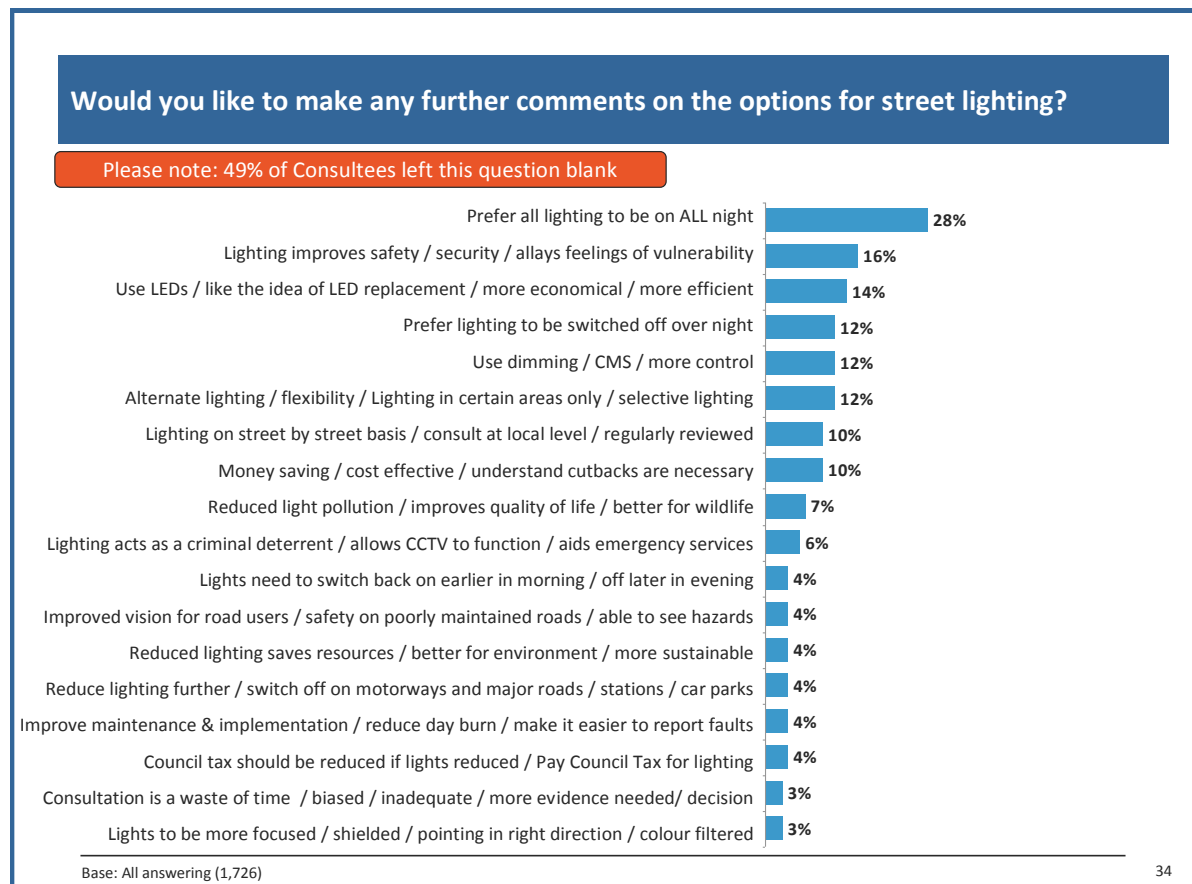
Consultees were also asked to describe any further comments they had concerning the options for street lighting. 49% of Consultees left the question blank and 5% noted they had nothing to add.

The majority of comments made re-iterated those already made concerning the two main options and the concept of dimming:

- Prefer lighting to be on all night - 28%
- Lighting improves safety / security - 16%
- Prefer lighting to be switched off overnight - 14%
- Money saving / cost effective / understand cut backs are necessary - 10%
- Reduced light pollution / improves quality of life / better for wildlife - 7%

There were also some comments with regards to the perceived benefits of using LEDs and a flexible management system:

- Use LEDs / like the idea of LED replacement / more economical / more efficient - 14%
- Use dimming / CMS / more control - 12%
- Alternate lighting / flexibility / lighting in certain areas - 12%
- Lighting on street by street basis / consult on local level - 10%



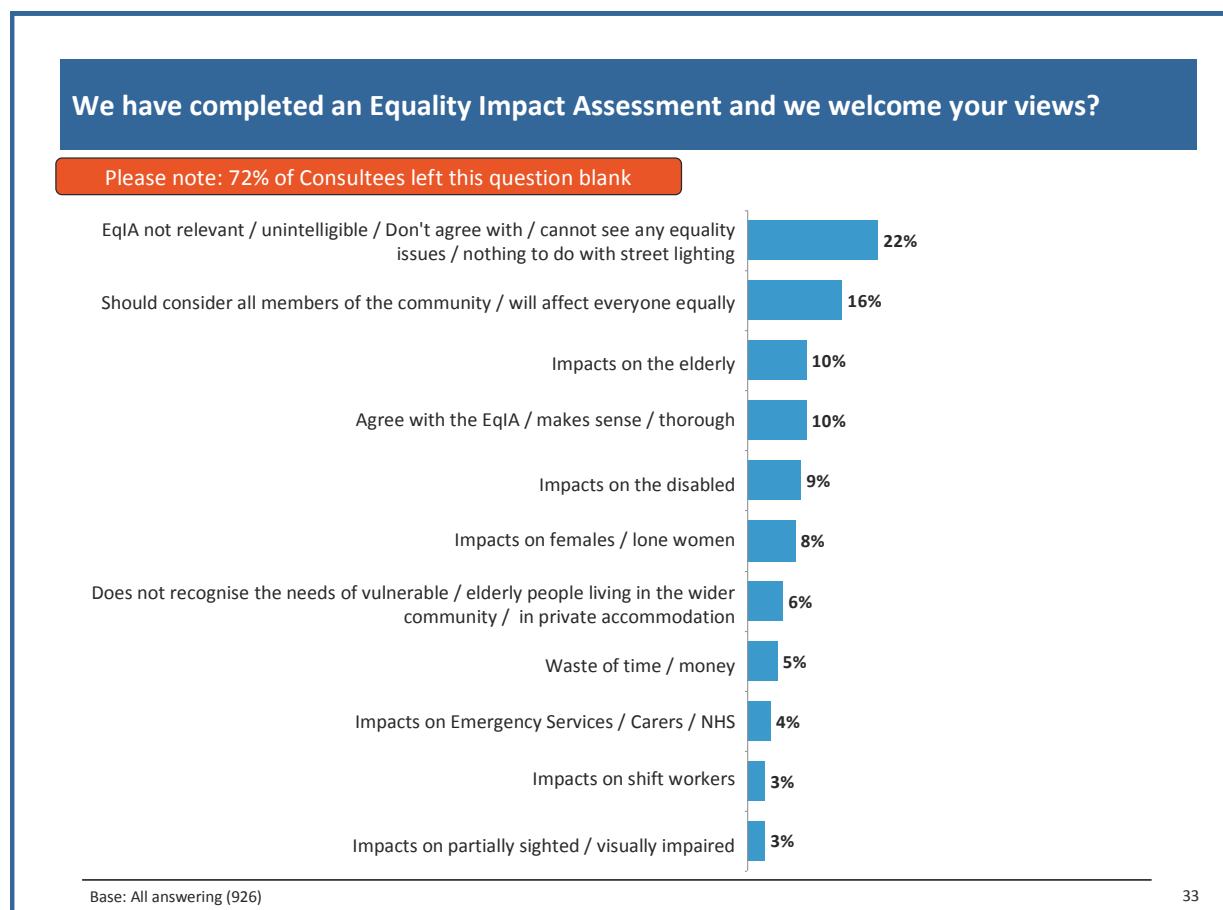
## 2.6 Equality Impact Assessment

Kent County Council completed a consultation stage Equality Impact Assessment to see if the policy change could affect anyone unfairly. The Consultation questionnaire invited Consultees to note their views on the assumptions that had been made and the conclusions drawn. The Consultation document provided a link to the Assessment conducted.

81% of Consultees left this question blank and 4% noted that they had nothing to add.

Of those that had an opinion, the most common mentions surrounding the fact that Equality Assessment was not relevant (22%) and the decision should consider all members of the community equally (16%). In contrast, 10% thought the Equality Impact Assessment makes sense and was thorough.

Other mentions surrounded references to groups that Consultees felt would be impacted by the Consultation, i.e. elderly (10%), disabled (9%), females / lone women (9%), vulnerable people (6%), emergency services / carers / NHS (4%), shift workers (3%) and the partially sighted / visually impaired (3%).



## 3.0 Introduction

*It should be noted that the workshop groups are QUALITATIVE in their nature and this is not a summary of quantitative data where percentages can be applied. This was solely an exercise to gain attitudes and opinions of residents towards the street lighting options presented. Care should be taken to ensure that this is understood to be an overview of attitude and opinion and not a statistical overview of views of Kent residents.*

As outlined earlier, three workshop groups were run, each holding approximately 35 people. The Groups were a mix of warm up sessions, smaller group based sessions and a presentation from KCC with a Q & A session which followed. Results from the warm up sessions are seen in Appendix 3.

## 3.1 Main Results Of The Resident Workshop Groups

### Key Summary

- The majority of respondents in the resident groups were of the opinion that All Night Lighting in conjunction with dimming was the way forward and the option they most preferred. There was a very strong positive response to the concept of dimming and as a result it is this factor that many respondents caveated their choice of All Night Lighting with.
- While dimming was seen as an option almost universally approved by the respondents, there was an element of uncertainty regarding how much could be seen at a reduced level of light. Many respondents wanted to experience dimming at 40%, 50% and 60% before they fully committed to the idea of dimming, but in principle agreed with the concept as they felt this was a good compromise of saving money and maintaining light.
- Some older respondents in the workshop groups were much more pro-switching off lights and opting for a Part Night Lighting scheme in place, as many did not venture out during the switch off period (Midnight – 5.00am) and felt there was no need to have lights on when people were asleep. For a few of the older respondents that were for All Night Lighting they did stress that they would be happy with an element of dimming overnight to try and reduce costs.
- Younger respondents (late teens and early twenties) were quite split in their views with many wanting All Night Lighting on for purely personal safety issues, while others felt that it was more of a personal responsibility to remain safe in the hours of darkness and not rely on the Council to do it through the provision of street lighting.
- With respect to dimming, the majority of respondents generally felt that lights could be dimmed at other times (not just from Midnight to 5.00am); in particular late at night from say 9.30pm, through until midnight, when they could perhaps be dimmed further. This could also being the case in the mornings where they felt that graded dimming could be applied prior to morning switch off.

## 3.2 Perceived Main Benefits Of Street Lighting

Narratives from the groups highlighted that the primary reason that respondents wanted lights on (or some level of light provided) was for personal safety reasons; and this was for factors such as visibility (in terms of seeing pavements and obstacles), as well as being seen by motorists or cyclists. There was also a very strong perception among some attendees that lights on at night reduced crime against people and some felt it also reduced crime against property.

At the start of the groups respondents were asked to note down what they perceived the three main benefits of street lighting to be.



Many areas were cited as benefits and these were broadly in the areas of safety, being able to see (obstacles in road or pavement, pedestrian safety, cyclist safety). Specific mentions were:

- Safe at night
- Road safety
- Maintain sense of security
- Find way around
- Safe against crime
- Visibility for emergency services
- Security of property/possessions
- See road obstacles
- See footpaths
- Cyclist awareness
- Get home safely after a few beers
- Visual clarity of obstacles
- Clear sight of signage
- Deters crime
- Find addresses in the dark
- Safer for kids coming home in the dark
- Be seen by motorists.

Specific comments from respondents surrounding what they feel to be the benefits of street lighting were;

*"We live in a 24/7 society and when young girls are coming out of the clubs at night I am sure they would prefer to walk in a lit area. Tesco and other supermarkets are open all night so the street lighting needs to match that whether you want to dim or turn every other one off, it needs to be on to some degree. I am open to suggestions but it is a safety requirement"*

*"Security of people and property, I have been burgled, first time ever since the lights went off at midnight. We were away and the house was burgled. This is the sort of thing we are opening ourselves up for"*

*"I'd like to see more statistics on crime because I actually think it is going down in terms of properties and online theft / fraud is going up. I think opportunists are always going to be there, day or night, lit or unlit"*

*"The Police told me that they had spoken to Kent County Council about the street lights being switched off and that there are issues with it being off at night and as it makes their jobs harder"*

*"Would there be any impact from an insurance perspective? If we have blackouts in certain areas in 1 or 2 years' time in an area, insurance companies will become aware of this and put our premiums up. Questions on your insurance questionnaire will be, are the lights lit in your area at night? / do you have street lights? It then becomes a postcode lottery"*

### 3.3 Current Issues Cited By Respondents

Respondents at the residents groups were from a wide ranging area and a good variety of rural, semi-rural and urban living. As expected, a number of respondents live in the areas where Part Night Lighting is in operation, while others were not affected by it. As part of the introductions in the sessions, respondents were asked whether they had any general issues that they wanted to raise prior to being specific about street lighting. As a general overview the following were raised;

- State of the roads ; (mentioned extensively), potholes and poor road repairs
- Rubbish issues; collection of rubbish, frequency and recycling issues.
- Anti-social behaviour generally in areas.
- Commuter parking and the dangers
- General sense of malaise in some areas (Thanet area primarily)
- Rural crime not being addressed
- Traffic congestion and unsafe areas in towns (should be 20 mph).

Specific comments were:

*"There have been a couple of occasions where I have had trouble with youths at night. There was one night where I woke up and they were outside letting down the tyres and taking my wing mirror off"*

*"There is just a decline in services, the streets are filthy, the grass verges aren't looked after, when they are the grass is blowing all over the pavement, there's just a complete and utter decline, particularly in the Northdown Road. That is the main shopping centre, it used to be an upmarket area and it is now like a ghetto."*

*"We have some local youths that are a bit of a pain. I can't light up the whole garden and they were getting in the garden. The other day we were watching the TV and a rock hit the window. I've had to put cameras up now and spend a fortune on the garden securing it and repairing it. I don't feel safe now when I'm out on the roads.....if you have street lights you can see what's going on more. You don't want to amplify the problem by not having street lights"*

Issues that residents had with their area and lighting of their area were related to safety and visibility and specific comments were:





### 3.4 Workshop Groups – Part Night Lighting – Option 1.

Comments and discussions from respondents overall, showed that the main consensus of views was for the preference of Option of All Night Lighting WITH Dimming, however, there was a still a sizeable group of respondents that felt Part Night lighting was their preferred option.

#### 3.4.1 Perceived Positives Of Part Night Lighting

The main benefits of Part Night Lighting was seen by respondents as being cost savings, as well as more controllability when used in conjunction with dimming and the new management system. A few people mentioned benefits to the environment and a reduction in light pollution, but they were in a minority and personal safety issues were much more of a primary consideration. It was interesting to note that some respondents felt safer having the lights off under Part Night Lighting, although there were much greater numbers who felt the opposite.

Some older respondents were much more pro-switching off lights and opted for a Part Night lighting scheme, as many did not venture out during the switch off period (Midnight – 5.00am) and felt there was no need to have lights on when people were asleep.

*"I like them being off, people should be in bed then anyway (midnight to 5am) and if they are up and about, they can use a torch"*

*"I have never slept so well since the lights in my road have been out at night"*

There was a number of respondents in the Ashford Group who were very positive about Part Night lighting and it was found that the more positive respondents were those living in areas where the Part Night light scheme was in operation. These respondents had experienced many benefits as a result of the Part Night Lighting (such as better sleep, less anti social behaviour in their areas), although it is worth noting that many of the respondents were in the older age range or approaching the older age range.

*"I like it; I don't get half as many people walking down my road now they are off"*

*"People don't hang about and chat now there aren't any light – it's just seems like they want to get home"*

*"I'm really pleased; it doesn't shine in my bedroom window anymore. I aet a lot more sleep"*

Some respondents that were positive about Part Night Lighting were of the opinion that Town Centre lights should remain on and that residential areas should be carefully selected for switch off. Respondents were unsure whether areas of trouble that are renowned for anti-social behaviour, would be better with the lights on or off.

*"It depends where it is.....certain residential areas are Ok, but others won't be"*

*"Troublesome areas need to be lit at night and not switched off"*

Other respondents that were pro-switching them off (Part Night Lighting), felt that there should be more flexibility regarding when the lights are switched off. This was echoed by a few younger respondents in the groups who suggested that the areas of Part Night Lighting were turned into All Night Lighting on Friday and Saturdays when people were more likely to be out and about.

*"I think it's a good idea, but they need to leave the lights on later. Until 3am at weekends...coming back from London (commuting) the last train arrives well after 1am"*

### 3.4.2 Perceived Negatives Of Part Night Lighting

There were many respondents that had issues with the option of Part Night Lighting and most of these were centered on nervousness, safety concerns and fear of the dark. This fear being driven by personal safety concerns, crime concerns and youths and undesirables 'hanging about'.

Some of the younger respondents in the groups who were female expressed concerns regarding walking home in the dark when the street lights were off.

*"Also, if the lights aren't on how do you stop falling over and falling down holes?"*

*"You feel so much more vulnerable when there are no lights, totally unsafe"*

*"I still wouldn't feel safe in the pitch dark"*

Respondents living in the Margate area (attending the Ramsgate workshops) were concerned about personal safety as many areas of were considered by the group to be unsafe for lone individuals at night time.

*"My little sister goes out and our area is pitch black, you can't see a thing, so it's really worrying, even when I pull up in the car at home it's pitch dark; I don't want her out at that time when it's that dark, the area isn't safe"*

Other respondents in the Ashford area echoed concerns regarding personal safety in their areas.

*"The park across the road from us has had to be lit at night now because of the amount of people being stabbed and attacked over there"*

Some respondents felt that Part Night Lighting was affecting their social lives and also affecting their ability to work.

*"I think the part Night Lighting is stopping people making journeys because of fear – I make less journeys now that I can't see at that time"*

*"It's forcing me to use my car because I don't feel safe, or not go out at all"*

*"I have to visit the elderly at night and sometimes it's quite dark – it would be easier for me and for the people I am visiting if the lights were on"*

*"Are we now saying that everyone needs to go out with a torch in their pocket because the council can't afford to put the lights on? Whatever next?"*

### 3.4.3 Other Comments Surrounding Part Night Lighting

In the Tunbridge Wells and Ramsgate group there were also a number of mentions across all of the workshops surrounding concerns about CCTV not working if the lights were out and this was raised repeatedly as a question of concern.

*"There is a conflict in that we have a lot of CCTV cameras around for the right reasons but they won't work without light.....Won't they only work with light?"*

*"If the lights are off then CCTV won't work properly will it?"*

Many comments (particularly in the Tunbridge Wells group) surrounded the decision making criteria that the council have for deciding where street lights are switched off and where street lights are left on. Some respondents felt that this should be a consensus based arrangement, which others others in the Part Night Lighting scheme wanted to know whether they could appeal the decision for their area.

*"I would like to appeal the list of criteria that has plunged me into darkness....I wasn't told this was going to happen, I didn't get a letter, why can't I appeal?"*

*"I think there should be more of a community voice in deciding which areas should be lit"*

There was a number of respondents that mentioned taking matters into their own hands if Part Night Lighting was the policy moving forward. They felt that every individual could make themselves feel safer by installing outside lights and lights with sensors. One respondent suggested the following:

*KCC should work with a contractor to supply personal lighting and make a small contribution towards it. This would take some of the pain away from turning the lights off and still provide residents with an approved route to getting personal lighting....a good scheme for the less able or elderly"*

### 3.5 Workshop Groups – All Night Lighting – Option 2

Many respondents in the workshops were vocal regarding All Night Lighting being their preferred option, but this was mainly chosen as long as it was in conjunction with dimming – and this is a crucial point to note. As with Part Night Lighting, there were a number of respondents that were absolutely adamant that All Night Lighting should be provided and were highly vociferous surrounding the subject. In contrast there was a number of individuals that felt All Night Lighting was a waste of money and not necessary.

#### 3.5.1 Perceived Positives Of All Night Lighting

The benefits of having the street lights on all night were nearly all focused on safety and the perception of safety. Many residents outlined the positives as being:

- Seeing cars and pavements/obstacles
- Reduce fear factors (fears of attack and muggings),
- Safer for drivers and cyclists
- Perceived reduction to crime

Younger respondents across the locations were keen to help the environment and save money by reducing the use of street lights or using them with dimming, but the female respondents tended to feel much more vulnerable in the dark and still wanted a level of light.



Older respondents were mixed in their views with some wanting All Night Lighting and some feeling that this was a 'luxury' and not necessary. As many individuals rarely went out past midnight they saw no need for lights to be on during these periods.



Younger respondents suggested different patterns of lighting – for example All Night Lighting on throughout Fridays and weekends for town centres and also residential areas. Some did temper this with lights on but dimmed – so in essence, they wanted a level of light to be provided.

*“Town centres, especially on Friday and Saturday nights, definitely should have all night lighting”*

*“It needs to be on all night, just around houses, even if you’re just walking down the street so you can see”*

The group of younger respondents in the Margate/Ramsgate area felt that residents needed to take some responsibility too and be proactive in making themselves feel safer rather than relying on the council to do it, and suggested using movement sensor security lights in very dark areas, as an alternative to lights on all the time.

*“Although I don’t feel safe when I am in areas where the lights are off, I do think that I have to take some responsibility for my own safety and not put myself at risk”*

*“It’s all about not being alone in the dark and you making sure you can get to where you are going safely”*

### 3.5.2 Perceived Negatives Of All Night Lighting

Some of the negatives mentioned by respondents were centered on issues of lights being on in areas where they are not needed. Respondents felt more analysis should take place of areas that are lit, but don’t necessarily need to be as they feel money is being wasted in these areas and that perhaps sensors could be used instead.

*“Sometimes you get lights in places where there are no footpaths or where people would not walk and that just wastes electricity”*

*“It is unnecessary to have it on in all places, where only a very minimal amount of people will be affected by it”*

*“I find it unnecessary in places because we are the ones who foot the bill at the end of the day and it is unnecessary to deal with it all night, light pollution and the carbon footprint”*

*“Some areas really don’t need to be lit as much – for example, the Thanet Way is too bright”*

Environmental concerns were outlined by some a few older respondents and some younger ones, but this as not as much of a concern as safety considerations.

*“Less carbon emissions meaning they don’t have to pay the carbon charges”*

*“Carbon emissions – of course they’re important but no more important than Council drivers taking their trucks home every night and then taking them to work again in the morning”*

*"I am bothered about carbon emissions, but what we do here is a drop in the ocean when you compare us to the emissions that China produces – they are a massive polluter"*

Some of the younger respondents in the groups were also concerned about environmental issues.

*"I think it's so wasteful to have them on all the time – we need to look at the bigger picture and take some responsibility"*

*"Leaving lights on will increase carbon emissions' – but focus on solar energy and renewable energy powered by wind potentially"*

### 3.5.3 Cost Element Of All Night Lighting

A number of respondents were very surprised at the difference in cost for keeping the lights on between midnight and 5am, which was cited in KCC's presentation as being £400,000. For many, they felt that this level of cost was small and worth the cost of keeping them on all night and providing a level of light. They understood this to be further reduced if dimming was also introduced.

*"I don't think there is enough savings to justify not being able to see at night ...they should just leave it alone – it's a small amount in the scale of things – leave them on"*

*"What surprises me with this is if you look at the figures...the saving isn't that big, I would have expect it to be a lot more, so then you have to ask yourself the question for the sake of £400k is it worth having the lights on all night. Don't understand that figure, doesn't make sense"*

*"I think it's enough of a saving from an LED perspective; I would take the £4.8 million savings and say well done. If you were going to save another £3 million by switching them off at night I could understand why you are pushing it here"*

*"In the long term it (all-night lighting) might actually save more – say for example someone fell over and injured themselves because of no street lighting then they could sue KCC, whereas if it was lit up they couldn't"*

*"If it's broken down for people like .....it's going to cost £1 a week then I think people will be more than happy"*

There were a number of comments from respondents surrounding the cost overall of the changeover to LED and how the amount of keeping lights on all night was small in the overall scale of

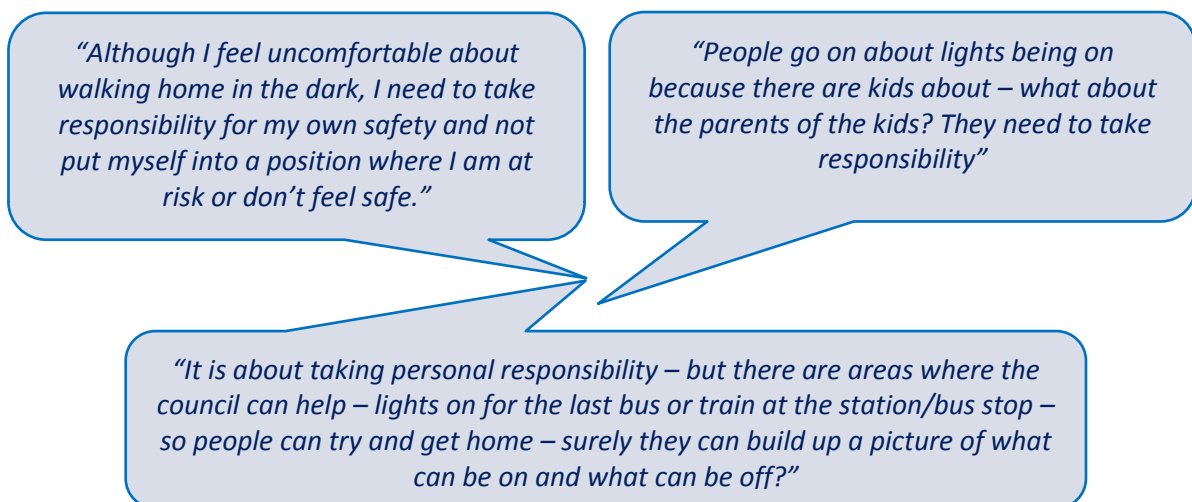
the expenditure. Comments were also made regarding the levels of savings to be achieved, with many respondents feeling that the amount of savings is likely to be much greater than KCC anticipate.

### 3.5.4 Other Issues With All Night Lighting

Other comments from a few respondents were focused on the perceived 'need for light' with some respondents feeling that as a society we have got used to having lights on and not being in the dark as it was during the 1970's and 1980's.



Some of the younger respondents in the larger resident groups felt that lights should be on in key areas (hospitals, junctions, high streets, fast roads etc), but were quite positive regarding lights being off at night. Generally they felt that if the lights had to be turned off then people needed to take more responsibility for themselves and it was not the job of the council to make people feel safe at night.



Quite a few respondents were mindful regarding the effect that switching lights off at night would have on shift workers and felt that they were an important group to remember and that society needed to be mindful of their safety.

“What about the doctors and nurses who are out at night – surely they’ll need lights on so they don’t feel vulnerable?”

“All night lighting benefits those shift workers or those that need to travel around at night and visit homes”

“Don’t know who its benefiting between hours of 12 and 5 in the morning, yes there are the emergency services but there are not many people....yes shift workers but they are going from their property to their destination....don’t know how many people are walking out there to warrant all that extra expenditure with having them on all the time”

### 3.6 WorkshopGroups – Dimming

In the views of the majority of respondents across the workshop groups, the concept of dimming was the solution to the issue of lights being off at night (under Part Lighting or on with All Night Lighting). The bulk of respondents saw the solution of dimming the lights throughout the night as their preferred solution. Overall, the majority of respondents felt that dimming was a good idea with only a very small minority feeling the opposite. It was interesting to note that once respondents were informed of this as a potential money saving solution, then this tended to be treated by respondents as a wholly feasible option to consider, rather than ‘a concept to test generally’.

“It’s better for everyone to have **SOME** light, rather than **NO** light at all”

#### 3.6.1 Perceived Benefits Of Dimming

Collectively, respondents felt that dimming was a good way of reducing expenditure, reducing carbon emissions and still maintaining a level of light. Some respondents described the concept of dimming as a ‘money saving compromise’.

“I think it (dimming) is a good idea because you’re still going to be providing a level of service, it’s a win-win situation really isn’t it?”

“If you have the technology & LED’s light seems stupid not to use dimming in areas to get the best optimum results”

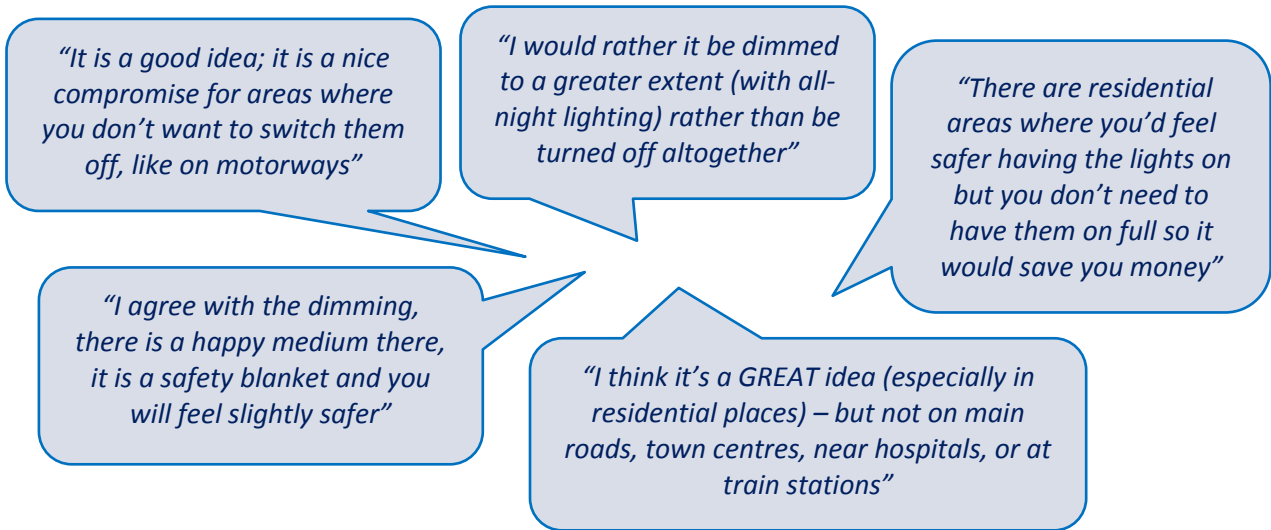
“They obviously need to save money and I think dimming the lights would be the best option, it is a compromise for everyone.”

“On the main roads you could have the lights dimmed too because you’ve got your headlights on your car haven’t you?”

“Before I came here I had the impression that I thought lights should be on all night because of crime but since I’ve come here and I’ve been looking at the different options I’m coming round to the dimming idea”



Many of the younger respondents were very encouraging regarding the concept of dimming,



Older respondents were also fairly encouraging regarding the actual concept of dimming.



Respondents in the age range of 40-60 years had mixed views concerning Part Night Lighting or All Night Lighting but were very positive regarding dimming.



### 3.6.2 Perceived Negatives Of Dimming

There were very few negatives suggested about dimming. Instead respondents tended to focus on the level of light provided and what they would be able to see under the dimmed levels.

*"When we say dimming, no-one round this table really knows what dimming is. We don't know what it is really going to be like until we have seen it...we need to see it make a proper judgement"*

*"I think they should trial dimming in different areas so residents can decide what they want"*

*"I think it's really important to get the level of dimming right so people can see"*

*"I think sometimes dimmed lighting can be really intimidating – so unless I know what sort of levels it is I am reluctant to go forward – it sounds like a good idea but I have never seen it on a street..."*

Younger respondents worried about dim light and associated safety aspects.

*"I'd worry if I broke down or something on a fast bit of road that was dimmed – it could be really dangerous"*

*"See, if it's too dim then that might be dangerous because you wouldn't see someone that might hurt you or rob you until it's much too late"*

Many older respondents struggled to visualise what dimming would look like and what they would be able to see.

*"It's difficult to visualise, wouldn't it create more shadows? That would frighten me"*

*"I don't trust how dim you might make the dim lights, as you get older your eyes aren't that good in the dark...there are still going to be some deep shadows in certain places...I don't want to have to carry a torch, I've got one hand for my stick, I need to be able to see clearly"*

For many other respondents a 'guaranteed' level of visibility was required and this was succinctly spelled out in one of the shift worker groups. In essence, respondents wanted to be able to make out a face; to be able to recognise someone in the dark. One disabled respondent had concerns about dimming and the quality of the roads and pavements and potential slips and trips.

*"If an alley was unlit I wouldn't walk down it –if it was lit dimly I might go down but if it's too dim to see in wouldn't ...I would need to be able to make out a face"*

*"Quality of road surfaces are relevant to the amount of dimming required – if the roads are bad it limits how much you can dim because dangerous surely. If the CMS can accommodate this so that if roads are particularly bad the lights are turned up a bit so provide extra lighting to assist users"*

*"Sometimes feel lighting makes me feel more secure"*

*"Presumably there is a standard dimming level they have to maintain so that they don't get black spots?"*

### 3.6.3 Dimming With Part & All Night Lighting

Dimming in conjunction with Part Night Lighting was popular among many respondents and many respondents agreed that there should be some flexibility when the lights go off rather than a rigid timeframe suggested in the research options.

*"Hours when off are a bit fixed – more attention should be paid to ambient lighting -seasonal flexibility"*

*"Not a blanket case across the county – got the technology to get the lights turned down in certain places and at certain times"*

Some respondents were also of the opinion that dimming should not ideally happen until around 9.30 or 10pm as there were still many people around.

*"It makes sense to have them off between midnight and 5am and then dimmed later on in the evening"*

*"I say No to dimming early evening – there are still loads of people and kids about"*

*"There are kids coming home from school at 8 or 10 pm and they should have a lit way home...there are a lot of people around and returning home between 8 and 10 in the evening"*

Dimming with All Night Lighting was considered highly popular and the phrase that was being constantly used was that **"it was better to have some light, rather than no light at all"**. Many respondents had caveated their choice of wanting All Night Lighting with having All Night Lighting that was dimmed to save money and reduce emissions.

*"Diming between midnight and 5am is the only real time for me"*

*"I think it (dimming) is a good idea because you're still going to be providing a level of service, it's a win-win situation really isn't it?"*

*"On the main roads you could have the lights dimmed because you've got your headlights on your car haven't you?"*

*"They could dim on different nights of the week, like weekends?"*

*"I've think 'yes' to dimming but only overnight because of security and safety issues and you would be saving money and not plunging everybody into darkness"*

*"I think the lights should stay on from 8pm to midnight and then dim them between midnight and 5am because most people are in bed, and in the early morning I don't think they should be off at all because people are going to work and kids are going to school"*

### 3.6.4 Timings Of Dimming

Part of the workshop discussions centered on approximate timings for dimming to be employed. Each group was presented with the following timings for discussion.

Late evening, e.g. 8pm to midnight	Overnight, e.g. midnight to 5am	Early morning, e.g. 5am to 8am, if dark
---------------------------------------	------------------------------------	--

The majority of the respondents in the groups had an opinion on when dimming should be in operation. At the start of the groups there was a strong preference for dimming overnight and early morning, but by the end of the focus groups there was a greater appetite for dimming either side of midnight to 5am, (with a much stronger preference for dimming late evening) with much fewer respondents wanting dimming from midnight to 5am.

Younger respondents in the groups felt that the amount of dimming between 8pm and midnight should be fairly small as they felt that many people would still be walking around and some children will be returning home from school or clubs etc.

They also felt the same about the 5am-8am slot as they also felt any commuters would be active at this time and would need fairly bright street lights. Other younger respondents felt that the hours of dimming should start later than 8pm and be nearer 9pm or 10pm.



Older respondents had similar views with respect to feeling that 8pm was slightly too early to be dimming lights to any significant extent (if at all). There were also concerns regarding school children being active in the early morning and needing good street lighting to prevent accidents and for drivers to be able to see the children clearly. Some older respondents felt dimming should occur either side of the switch off.



Some respondents that were in the middle aged groups of (35-60) were more inclined to want dimming during the midnight to 5am time frames and for the 5am to 8am period. They did not want dimming during the evening up until midnight.

*"I think No to dimming early evening everything is still open at that time and lots of people are out and about"*

*"It makes sense to dim between midnight and 5am. You've still got children walking the streets at 10 o'clock at night"*

Other general comments from respondents concerning timings were:

*"Less dimming on Thursday, Friday and Saturday as more people are out late"*

*"I don't think we should dim in the late evening – on weekends it is more socially acceptable to be going out at these times so there should be more street lighting. Maybe 2am-8am could be a better timescale for dimming in the early morning though"*

*"I think it needs to be much more intelligent than these set time periods – we need to think about where we are in Kent and what the light levels are and what time of the year it is and plan intelligently"*

### 3.6.5 Graded Or Incremental Dimming

Many residents across the workshops raised the subject of incremental or graded dimming and how and when this could be applied.

*"Dimming could gradually build up during the night as it can be controlled (by the management system). The timescale is not suitable for the 21st Century"*

*"Would it be better to have them on full at 5.30 and then dimmed down gradually as it gets lighter?"*

*"Dimming the midnight lighting – there's less traffic, I'm happy with 50% dimming on residential areas - you're not taking anything away from people are you?"*

Younger respondents wanted to be more flexible with respect to timings as they felt the hours were too prescriptive.

*"I think it's a really good idea, between 3am-6am I'd definitely support it in residential areas"*

*"Dimming on the main roads should be considered, like 5-10% on all of them, whereas residential areas should be more on a case-by-case basis, with slightly higher dimming"*

*"You could dim by increments couldn't you, 5% for the first 2 hours, then by 10% for the next 2 hours, then in between 1am-3am by 40%, then 50% between 3am-5am"*

*"Dimming in increments in residential areas is the way forward but on main roads I think it should be a set amount, on A and B roads the car headlights would provide most of the light anyway"*

Other suggestions from respondents in the 35-50 age groups were focused on certain levels of dimming for certain times.

*"Dim by different amounts for each time slot – 10% for 8pm-midnight, 50% from midnight – 5am and 20% for 5am – 8am"*

*"I think incremental diming is the answer here, 50% dimming during midnight until 5am, then less dimming dependent on the time of year either side of the midnight session"*

*"Town centres could be dimmed to 70% or even less – it doesn't need full on brightness. You need to consider people that are out late and using ATMs / late night food outlets etc. It's better that they are on to some degree"*

*"At a roundabout you could have them at 100 percent, then down the road you could reduce it (dim) to 60 or 70 percent"*

*"They could have three levels – 75% for town centres (for carrying out transactions etc) and high crime areas, 50% in residential areas, 30% on motorways (you have your car lights and you can see quite far into the distance and most cats eyes are quite good on main roads, also brighter white lines)"*

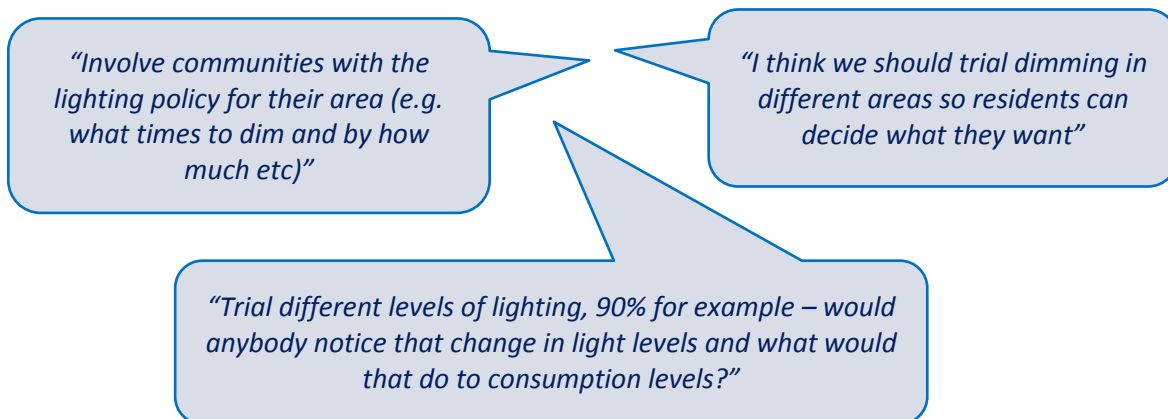
Older respondents tended not to be specific about levels or grading of dimming and instead tended to focus more on the timings of when they felt dimming should be.

### **3.6.6 Community Involvement**

A number of respondents mentioned a strong desire to be involved in a trial of dimming to ostensibly see what the level of dimming looks like as a result they suggested Kent County Council embark on some community involvement with respect to testing dimming levels.

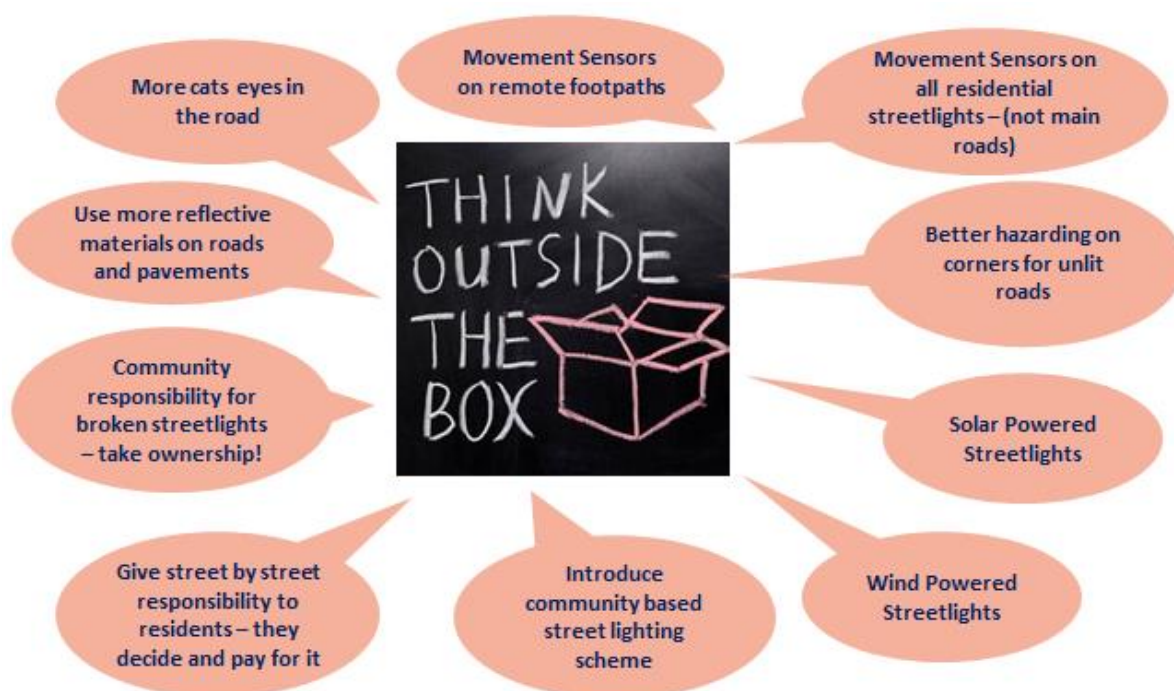
*"What I would really like is a demonstration to what it's like compared with different percentages of dimming"*

*"I think it would be good to trial it in different areas before it's rolled out"*



### 3.7 Savings & Suggestions

Towards the end of the sessions, respondents were asked to “think outside the box” and asked “If we didn’t have either of these options and we had to come up with ideas to save KCC money – what would we do with street lights?” Suggestions proposed were a combination of new technology, using existing materials and giving communities the responsibility.



Respondents were also asked “If we didn’t touch the street lighting budget and we still needed to make savings – which areas of Council Spend would you sacrifice instead to pay for street lighting?”

This prompted much discussion regarding council salaries and bonuses, and there were many similarities to comments in the smaller stakeholder groups. Other areas suggested looking at council procurement to make efficiencies; reducing spend on non-essential areas (such as public art and some town centre redevelopment; as well as making council workers more accountable for overspend.





## 4.0 Introduction

Research was undertaken specifically with shift workers, the elderly and University and College students. Whilst there was a good proportion of shift workers, the elderly, and students and young people (of college and university age) in the larger workshop groups, Kent County Council also required separate sessions to be run with shift workers, the elderly and young people to ascertain their views in more depth. Two focus groups for shift workers were run in Maidstone and Ashford and two focus groups were run for the elderly in Sevenoaks and Maidstone.

Research among University and College students took the form of two roadshows, trying to capture interest of passing students and obtaining their views. These roadshows were undertaken at The University of Kent, Canterbury campus and Mid Kent College in Maidstone.

Focus groups were undertaken using the similar discussion guide to the resident workshops (to enable comparison) and an abridged version of the presentation on the street lighting options by KCC.

KCC and Lake Market Research would have liked to undertake research with Kent based religious groups regarding their views of the Street lighting options, in-particular those groups who may be visiting their place of worship during Part Night Lighting hours, for example during Ramadan. Various Kent based religious organisations/venues were approached by KCC, with a view to being involved in the survey. These were;

- Guru Nanak Darbar Gravesend
- Shri Guru Ravidass Bhawan – Gravesend
- Gravesend and Dartford Muslim Cultural Centre
- Gravesend Shahjalal Masjid

Information such as copies of the consultation document and postcards, including email and telephone contact details were provided to encourage these communities to give their views on the consultation. KCC and Lake did not specifically receive any direct contact from these communities, however it is expected that these communities used the on line or paper approach to engage.

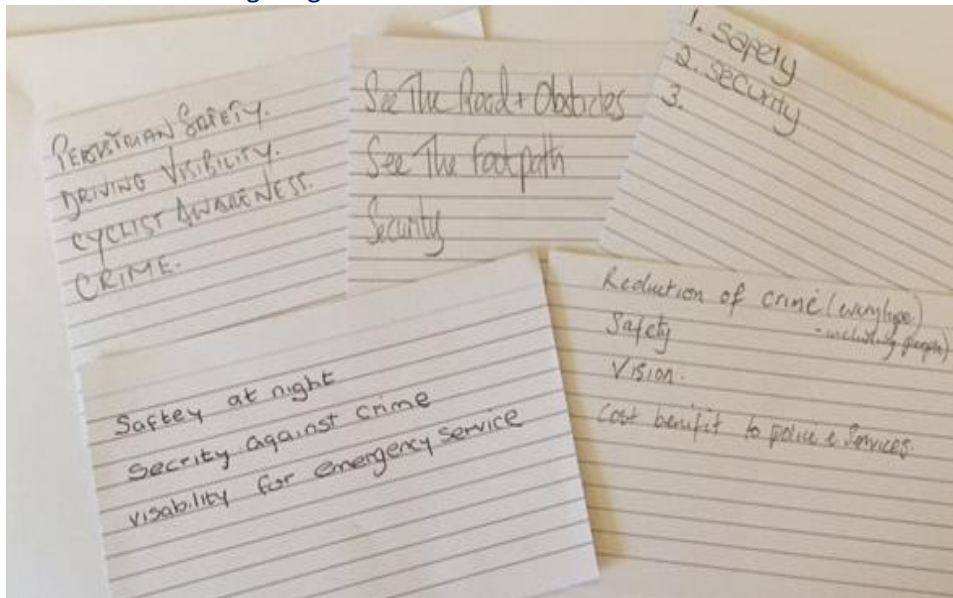
## 4.1 Shift Workers Focus Groups

### Key Summary

- Focus groups with shift workers (with a variety of roles including firemen, taxi drivers, train drivers, signallers, care workers, engineers) showed a strong preference for All Night Lighting, with an element of dimming to also help to save money and provide 'a level of light'.
- Shift workers showed a strong preference for All Night Lighting and this was primarily driven by factors such as personal safety, general safety (falling over pavements and obstacles in the road or pavement), being seen by motorists, safety on bicycles and being seen in bicycles and welfare of family members.
- Many shift workers were very unhappy at the fact that a lack of street lighting was forcing them to use their cars more to ensure their safety. They would walk on foot or go on bicycle if the roads were lit. Shift workers did feel this was slightly unfair as public transport was not in operation when they needed it, and felt a slight sense of penalisation, which emerged during both groups discussions.
- With regard to the principle of dimming, shift workers were split; with half feeling that it was a good solution and the other being highly vociferous that this shouldn't happen at all, and that there should be normal levels of light throughout the dark hours.

#### 4.1.1 Perceived Benefits Of Street Lighting

At the start of the focus groups respondents were asked to note down what they perceived to be the three main benefits of street lighting.



Many areas were cited as benefits of street lighting and these were listed as:

- Safe at night
- Road safety
- Find way around
- Safe against crime
- Visibility for emergency services
- Security of property/possessions
- See road obstacles
- See footpaths
- Cyclist awareness
- Get home safely after a few beers

#### 4.1.2 Current Issues Cited By Respondents

There was a mix of respondents working a variety of hours, mostly leaving or arriving home in the dark. Some respondents live in the areas where Part Night Lighting in operation, while others were not affected by it. Key issues surrounding these respondents were;

- Care workers visiting homes in darkness, vulnerable clients not wanting to open the door to a dark street, care workers sometimes unable to find the address in darkness.
- Emergency services not being able to find addresses in the dark.
- Too unsafe to walk, unstable footpaths, not enough footpaths, danger from ongoing cars (blindness), danger from parked Lorries. No public transport at that time either.
- Some areas too dark to see to cycle; can't make out obstacles in road or potholes even with bike lights on.
- Areas of anti-social behavior in complete darkness, lots of issues, vandalism, verbal assault and threatening behavior.

*"I have fallen off my bike before, I hit a pothole, it was pitch dark, I broke my pelvis – the ambulance drove past me as it was so dark they couldn't see me!"*

*"It is quite scary for me walking to or from work in the pitch black, there are Lorries parked up, I can't see the footpath and I feel very vulnerable"*

*"There were drunks throwing a bucket of nails at our house last night...you look out the window and you can't see anything.....it's pitch black"*

#### 4.1.3 Option 1 – Part Night Lighting

Only a few respondents felt Part Night Lighting was the way forward, but this was mainly in principle rather than practice. The remainder of the shift workers held the view that this was definitely not their preferred choice. Overall, by the end of the discussions, the majority of shift workers were in favour of All Night Lighting.

Respondents that were experiencing Part Night Lighting in their immediate area were mainly those who wanted the lights back on. Others were those that saw the need for savings and felt that compromises could be made, for example, the lights on at 4am rather than 5am. Specific comments were:

*"I'm quite annoyed because it's pushing the cost onto us, we have to take taxi's or drive to feel safe"*

*"I'm against it - we pay our rates and we should be given safety at all hours which means leaving the lights on"*

*"I feel very threatened as a woman walking to work in darkness and there are lorry drivers hanging about outside their lorries"*

*"For me it's no good at all because of the times I go to work which are midnight to 5 am – to me it feels like KCC are bullying people into having to use their cars because there is no public transport available at that time"*

*"I'm against it – purely because of my and my wife's work hours and our safety. One of us is forced to use the car. Has anyone from street lighting actually tried walking around when the lights are off? I keep falling over things and falling off kerbs"*

Those that felt that part night lighting should continue were mainly driven by cost savings and reducing emissions;

*"I think they should just be turned off at 12 and back on 5.30 and be done with it"*

*"I don't think they need to be on all night – but I think they'll get switched off earlier and earlier if we go for part night lighting – so it will start at 11, then go to 10 then go earlier"*

*"I think all the timings are wrong, it's lighter for longer in the summer so you would only need it for a few hours, so they come on much later and go off much earlier"*

Others felt that Part Night Lighting was simply not the option for them.

*"As a healthcare worker, I've got to get to them, find them and get in the building safely, which is hard to do in the pitch dark, if you wander about with a torch, people call the police"*

*"Going house to house in the very late or early hours is really difficult., you are dealing with vulnerable people who don't want to let you in because they can't see you and they are frightened, but you need to get in to given them food or medicine.....we have to go by ourselves too"*

*"I'm against it, I want the lights on, when the lights are off its awful for cyclists, they can't see. People can't be expected to carry a torch around surely? It's so dangerous for kids on bikes, even if they have lights on"*

*"I am very unsettled with the lights off and can't see anything – so it makes me very uneasy"*

Some respondents felt that there would be crime related issues with Part Night Lighting.

*"The biggest variable in crime is the weather – not the lighting.....isn't it just a perception though? We feel safer with the lights on rightly or wrongly...."*

*"Sometimes it's a leap of faith walking down an unlit path you just have to hope for the best that it will be ok"*

*"Petty crime is going to increase isn't it?"*

*"Isn't opportunistic crime going to increase?"*

*"If you did hear a noise outside and you look out, you can't see anything if the lights are off...."*

#### 4.1.4 Option 2 – All Night Lighting

All Night Lighting was the preference for the majority of shift workers. Many were categorical about wanting it and would accept no compromise. Rationale for this choice was primarily down to safety,

the perception of feeling safer, safety of family members, the perception of less crime and less chance of injury from falling over or off a bike, or being hit by a car in the dark.

For a few respondents it was the cost of running the lights all night compared to switching them off – they felt it was a small amount for what they perceived to be their safety.

*“£400,000 isn’t much is it? The council gets hundreds of millions; it’s nothing is it when you are talking about safety”*

*“I just don’t think the savings are enough you can’t justify 400,000 for someone’s safety”*

Other shift workers made the point that this was a 24 hour society now and they felt Part Night Lighting did not support this.

*“25 years ago shift working was rare, these days it’s really common... We feel penalised by this approach and that our safety isn’t being considered...”*

*“If I am expected to live and work in a 24 hour society, then I expect to be supported in a 24 hour society... I want to get there safely, on my bike, as I would if I worked 9 to 5”*

Other comments from shift workers were from a safety and quality of life perspective.

*“I am totally against anything that reduces my quality of life and affects my safety for the taxes that I pay. I see no reason why me and my family should be penalised for working and paying for what I am expecting and what I am paying for – all night lighting please.”*

*“There are more benefits for safety of shift workers and emergency services.....the Police and Ambulance just get a number and a name, they can’t see it if it’s dark....if the lights are on that’s better for them”*

There was perception that having the lights on was much safer for people and this was echoed strongly throughout the groups. Only a few respondents exhibited concern about the cost and carbon emissions.

*“Whether or not people feel safer or are safer having the lights on does make them feel safer”*

*“I want the lights on all night – to me safety is paramount”*

*“I think it makes me feel safer, from a crime point of view you can see more and all around, you feel safer...plus you spend less time in the car”*

*“For safety, the lights need to be on all night I don’t want my wife walking about or riding her bike in the pitch black”*

*"For me I'm totally for lights on all night....it's about not being vulnerable and for safety.....Also I feel much more aware when I am driving at night and there are lights on"*

*"I want them on all night – it's so dangerous.....especially around Orbital park when the lorries are parked up.....you can't see them, you can't see around them and some drivers hang about....it's not safe"*

#### 4.1.5 Dimming

The concept of dimming was met with mixed enthusiasm and trepidation. Some respondents were adamant that dimming was not an option and that All Night Lighting should be used, while others were more amicable to the concept.

*"I would rather have **some** light than **no** light – so dimming is sort of a compromise"*

*"So **No** light is the least attractive option, **All Light** the most attractive option and **Some** light is the sensible compromise" ...Bit how bright is dim? I struggle to make a decision about this because I don't or can't see what level of light there will be"*

*"If the choice of no lighting at all and having dimmed light was given then the choice would be dimmed"*

*"I think it's nonsense and I am sure that it costs just as much to dim as it does to keep them on and off... I just don't think the saving is there"*

*"Depends on which type of road to dim – I think no dimming on main roads from a safety aspect and no to residential roads being dimmed – we have to think about kids coming home from school"*

*"I don't think dimmed lights is any good – especially if you are driving"*

Those that were absolutely adamant about having no dimming had the following comments:

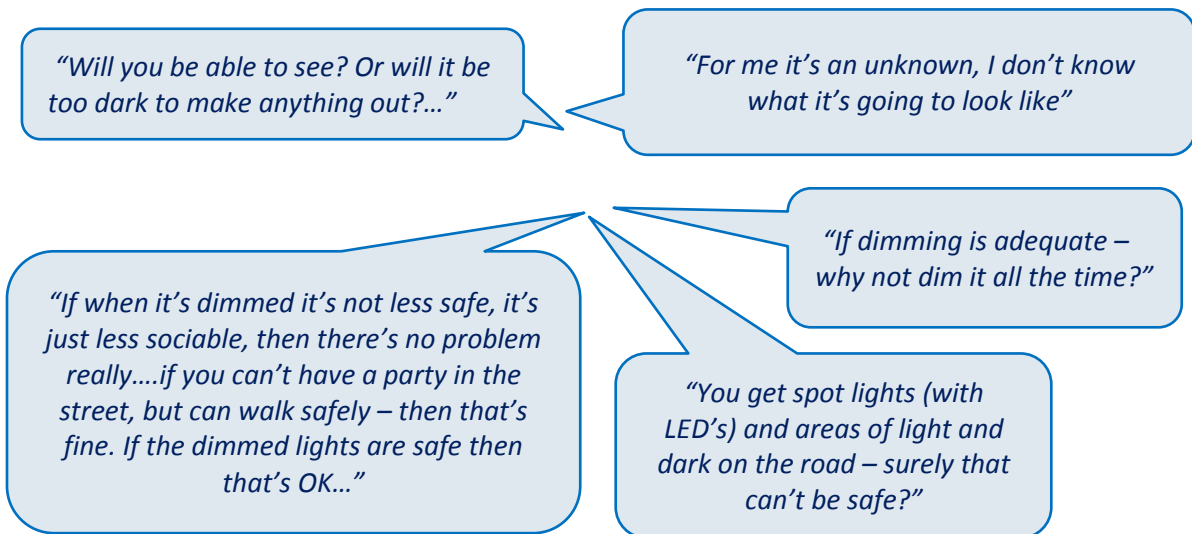
*"I don't want to see anything else than full levels of lighting"*

*"You should be granted the privilege of being able to walk home safely at any time of day"*

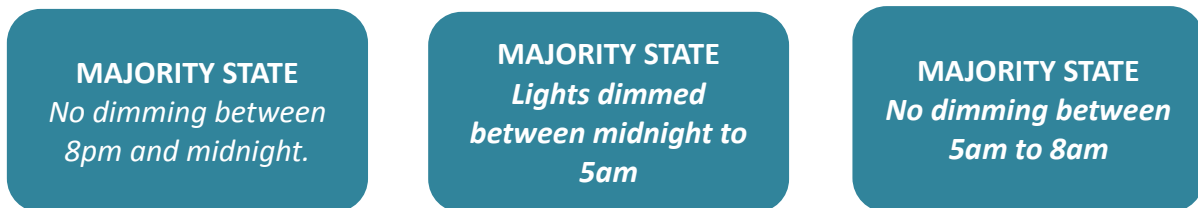
There was some concern surrounding the concept of dimming, which surrounded the actual level of light provided and what level of visibility there was. Respondents were asked what they would expect to see with 40% or 50% dimming and the following criteria were suggested;

- *Bright enough so eyes are not blinded by oncoming cars*
- *Bright enough to see a face*

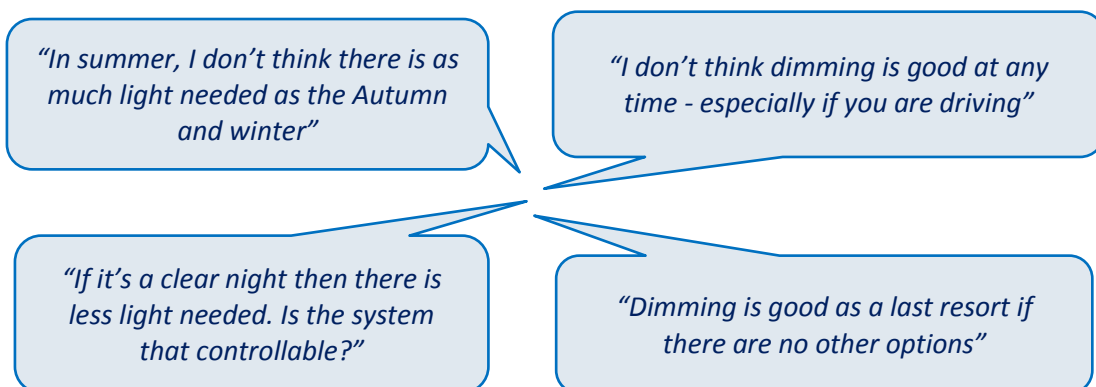
- Bright enough to see the edge of a kerb
- Bright enough to see dog mess
- Bright enough to see potholes/uneven pavements
- Bright enough to see branches



Respondents were mixed in their views surrounding when lights should be dimmed the general consensus was;

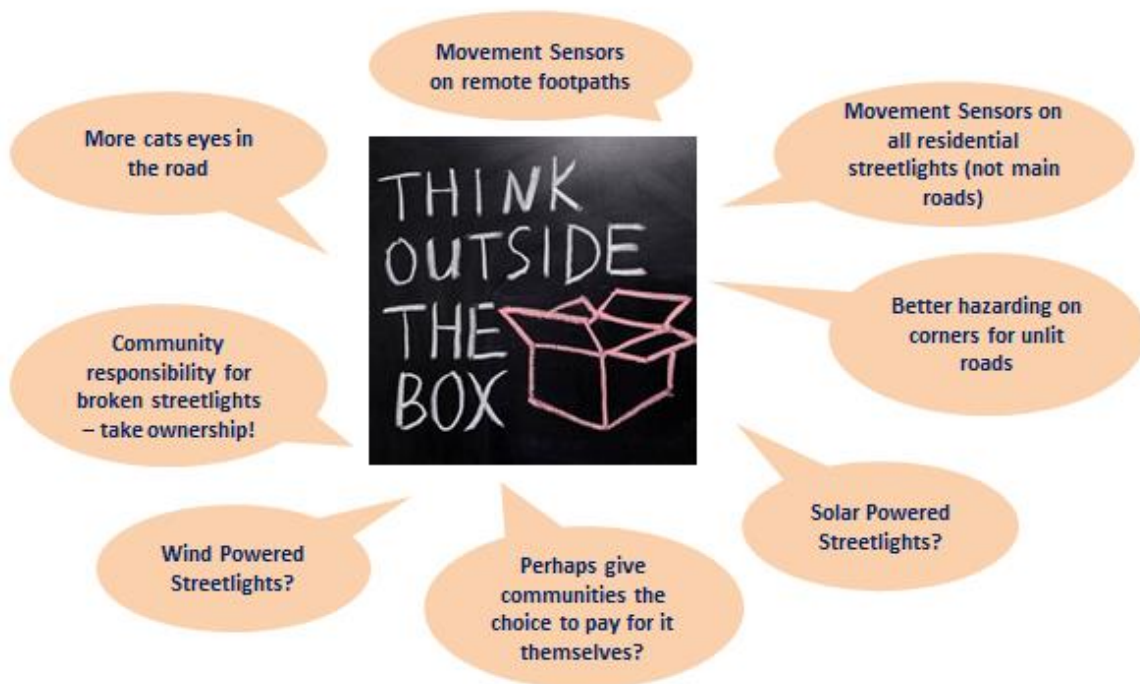


There were a few mentions of dimming occurring between 10pm and midnight; yet, there were some shift workers adamant that no dimming should occur at all between midnight and 5.00am.



#### 4.1.6 Savings & Suggestions

As with the larger workshop groups, respondents were asked to “think outside the box” and asked “If we didn’t have either of these options and we had to come up with ideas to save KCC money – what would we do with street lights?” Suggestions proposed were a combination of new technology and using existing materials or technology.



Respondents were also asked “If we didn’t touch the street light lighting budget and we still needed to make savings – which areas of Council Spend would you sacrifice instead to pay for street lighting?” This prompted much discussion regarding council salaries and bonuses, with many not wanting to suggest any other areas. Other areas suggested looking at council procurement to make efficiencies; reducing spend on non-essential areas (such as public art) as well as other elements such as taxing foreign lorry drivers.





## 4.2 The Elderly Focus Groups

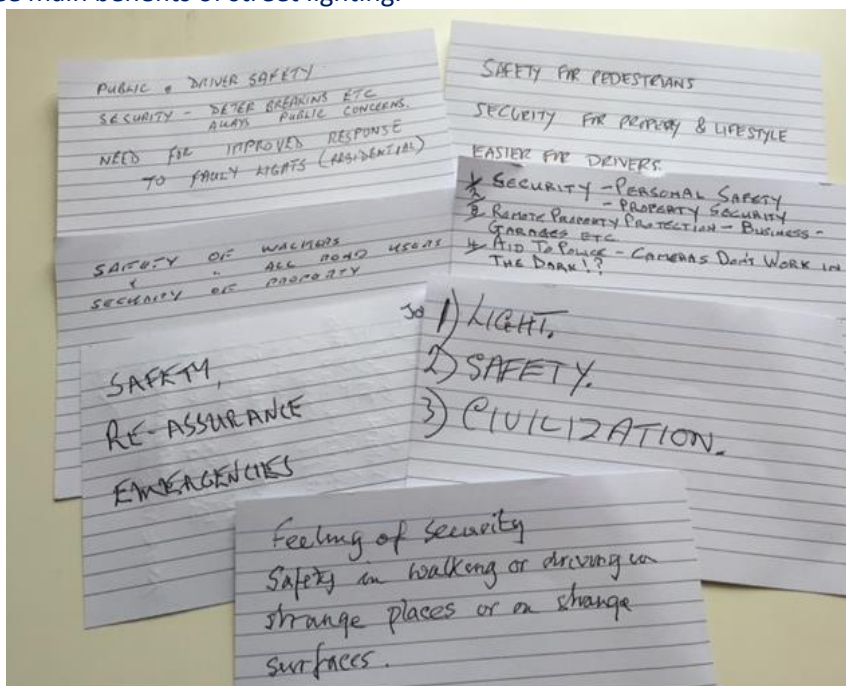
### Key Summary

- Separate focus groups with the elderly (over 70 years old) showed less of consensus with some individuals wanting Part Night Lighting and others preferring All Night Lighting. Some individuals were of the opinion that Part Night Lighting was the way forward, while some others wanted street lights on all the time because they felt safer and were convinced that crime was reduced.
- There was also a group that felt they could 'live with' with some Part Night Lighting, but this was entirely dependent on the area (low crime and the presence of ambient light from elsewhere)
- Most of the older respondents were very pro the LED changeover and liked the idea of a central management system to aid more control. Some respondents felt that dimming was an option, mainly for late at night prior to the switch off between 9.30/10pm and midnight. Some suggested dimming of what needed to stay on (main roads and motorways) rather than providing dimmed light to areas that could be potentially switched off.
- The majority of the older respondents wanted to know what the actual level of dimming was and what sort of light that this gave off before they fully committed to dimming as an option. They were also very concerned regarding which streets were switched off and why, and how the decision was made and a strong desire to see the criteria for switch off (for street lights considered redundant altogether, as well as street lights that were selected as part of the switch off).

Groups were held in Maidstone and Sevenoaks and respondents were not just local to these areas and had travelled from further afield in Kent. The age range of the respondents was early 70's through to mid 80's – so a mix of age groups and attitudes were present.

### 4.2.1 Perceived Benefits Of Street Lighting

At the start of the focus groups, respondents were asked to note down what they perceived to be the three main benefits of street lighting.



Many areas were cited as benefits and these were listed as:

- Personal safety
- Provides re-assurance
- Good for Emergency services
- Provides light
- Walking safety
- Helps to see strange surfaces to walk on
- Property safety
- Aid to police – CCTV in the dark
- Driver safety
- Safety – see obstacles, see when walking
- Driving – road obstacles and junctions
- Reduce traffic accidents
- Discourage crime
- Security
- Allows access to places

#### 4.2.2 Current Issues Cited By Respondents

Current 'general' issues initially cited by respondents were concerned with road maintenance issues; there were many complaints surrounding pot holes and a lack of activity or lack of quality in the road repair. There were general complaints about commuter parking in the Sevenoaks area, inappropriate planning applications and discussions about the perception of dog mess on pavements and the need for a dog licence to be re-introduced.

Issues relating to street lights were raised and these included.

- A perception of too much lighting in certain areas
- Street lights being on all the time in areas where there are no houses
- Issues with a perceived lack of maintenance inspections
- Issues with contractors sent to fix street lights (sitting in van – not doing anything)
- Issues with time clocks 'out of kilter'
- Issues with essential footpaths not being lit

*"I have issues with whether there is a maintenance program in place...there are some lights on, some off, some not working at all. I want to know what is going on with maintenance program.....we used to have inspectors didn't we? Do we not have them anymore?"*

*"Reporting street lights? I don't do it anymore because I am dead chuffed that lights are on all the time and I don't want them off! So I don't report it"*

*"Where I am, the time clocks not working and some lights are on in the daytime and some in the evening....it's a waste of money....I think there is too much lighting, it's too bright, I think we could halve the amount of lampposts"*

### 4.2.3 Option 1 – Part Night Lighting

There was no general consensus of lighting preferences amongst the older group of individuals. Some individuals were of the opinion that Part Night Lighting was the way forward, while some others wanted street lights on all the time because they felt safer and were convinced that crime was reduced. There was also a number of individuals that claimed that they felt ‘relatively comfortable’ with some form of Part Night Lighting, but this was entirely dependent on area (low crime and the presence of ambient light from elsewhere).

For those that felt Part Night Lighting was their preferred option, many issues were raised and in particular there was much discussion about main roads being switched off, and residential areas being switched on at night. Some residents tried to suggest perhaps switching the majority of lights on an estate off and just having a few on – which they felt would be money saving. A number of respondents also had concerns about the safety of commuters and children/teenagers in the dark when the lights were off and talked of general safety issues. Specific comments were:



Those that felt that part night lighting should continue were mainly driven by cost savings and reducing emissions.



Others felt that Part Night Lighting was not the option for them.

*"I don't want it at all..... If we are plunged into darkness and need to take a torch...Can we not claim the cost of a torch and the batteries to run it from the council then? We keep paying out all the time and not getting anything back.....I want the lights ON! "*

*"I just don't agree; there needs to be lights on in areas like footpaths that are an important link to areas – for example from the train station to other housing estates...trains arrive after midnight and these footpaths are pitch dark and completely perilous"*

*"I don't like it at all, but I do think that the lights on main roads don't need to be as bright as they are – can they be dimmed?"*

*"I'm worried about the switch off areas and the level of involvement of the police...there aren't enough police anyway"*

#### 4.2.4 Option 2 – All Night Lighting

Many respondents saw All Night Lighting as a positive and were quite in favour for the primary reasons of the perception of safety, better light for driving, reducing crime and for emergency services to see in the dark; Some respondents also caveated their preference of All Night Lighting with dimming.

*"In main roads I find it easier as a driver to drive when the street lights are on. It's easier to see for me particularly in bad weather"*

*"I feel safer and that my personal property is being protected by the council"*

*"Everyone feels safer with the lights on.....It reduces crime I think. I know I feel more comfortable if look around and see the light on"*

*"I think there is a better sense of security in residential areas"*

*"It's about re-assurance and security"*

*"Police and emergency services struggle to see in no light they ask for visual markers when they come on a shout so the lights should be on all night"*

Those that felt that All Night Lighting should be introduced had very strong opinions that this should be driven by safety.

“Areas where there are no footpaths – we need lighting as it helps motorists to see pedestrians. With them all wearing black you can’t see them so need street lights to see them”

“Is there a safety aspect? I have to walk about at night and the lighting is minimal and it’s very scary – I run when I am out!”

“I don’t think there needs to be all night lighting blazing all the time., but I do think there needs to be a strong link to personal safety on footpaths and unlit roads”

“Have any figures been produced regarding accidents in situations of darkness with no street lighting and darkness with street lighting? If lights are being turned off where cars are being driven fast, and they should be left on....then the situation could be very dangerous for pedestrians and other car drivers”

“There are teenagers and 20 year olds out at night, being attacked, molested and assaulted and we need more street lights to stop this....it’s not safe!”

#### 4.2.5 Dimming

The concept of dimming was met with some slight confusion amongst some, while others were more positive. The number of respondents thinking dimming was a positive thing, far outweighed the number of those that felt it was not.

“I think dimming is a fantastic idea because it’s another opportunity to save money. It also reduces light pollution and you could then dim the lights in the town centres and save even more money”

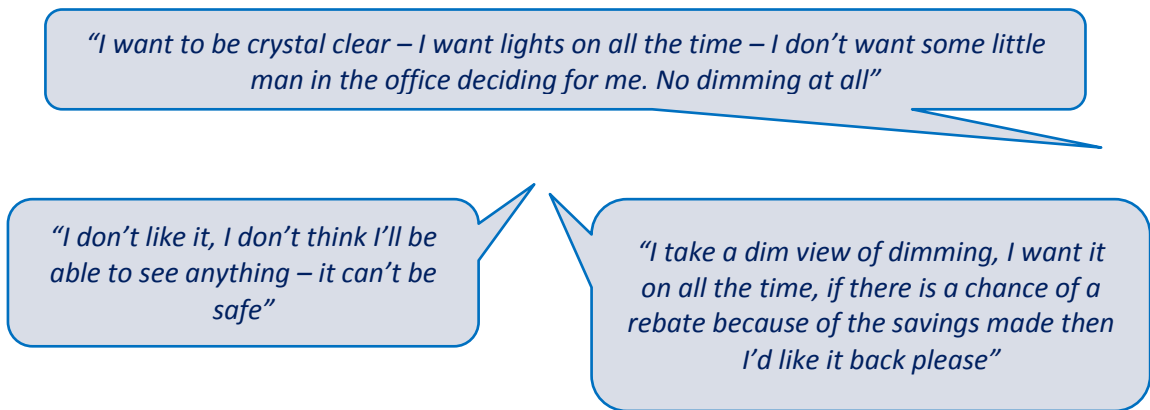
“It’s certainly an option. It’s a viable option to reduce pollution and costs”

“Good idea for pathways – so that there is an overall level of light provided”

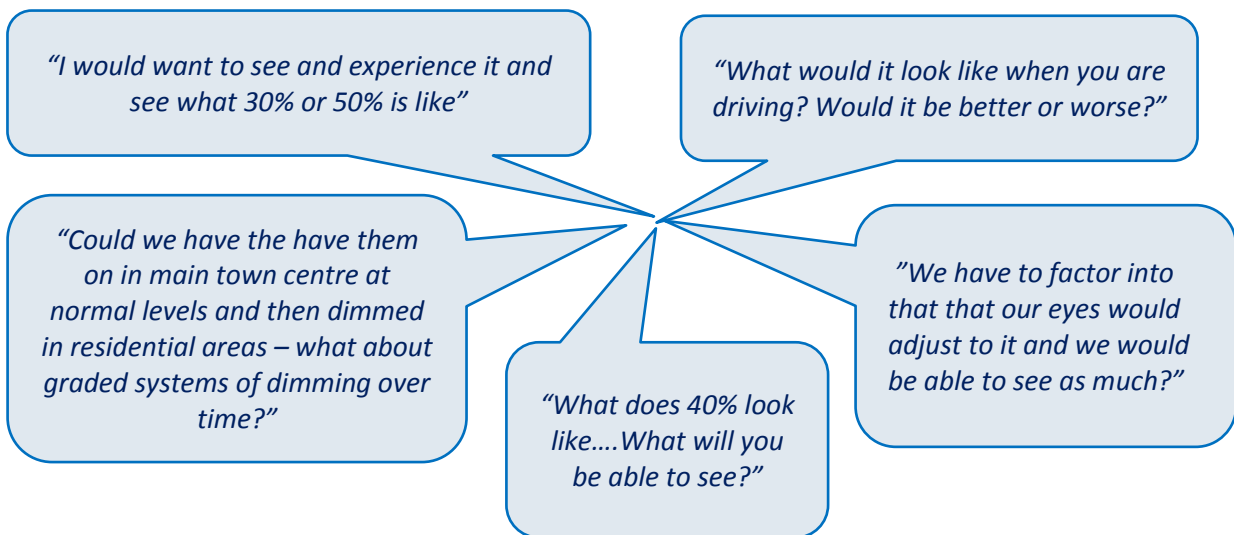
“I think lights on all the time, don’t switch them off just dim them”

“Happy with dimming – I see it as the way forward”

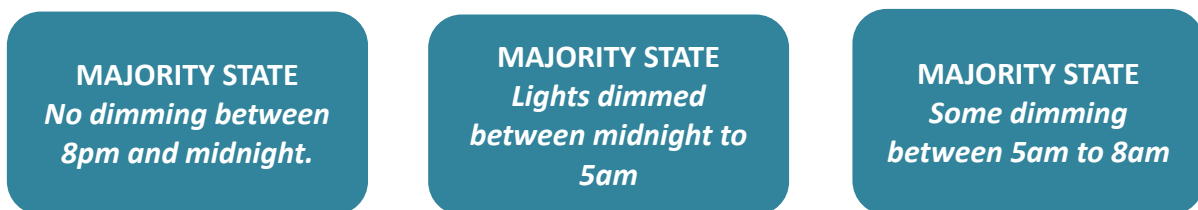
Those that did not like the idea of dimming had the following comments;



As with the workshops and other stakeholder groups some respondents were positive and liked the idea or concept of dimming, yet there was much discussion and uncertainty surrounding the actual level of light provided and what level of visibility there would be. Respondents asked what they would expect to see with 40% or 50% dimming and wanted to be part of a trial to see what a street would look like dimmed at various levels. In essence, they wanted to go and experience it and assess what they would be able to see before fully committing to it.



Respondents were mixed in their views surrounding when lights should be dimmed the general consensus was as follows;



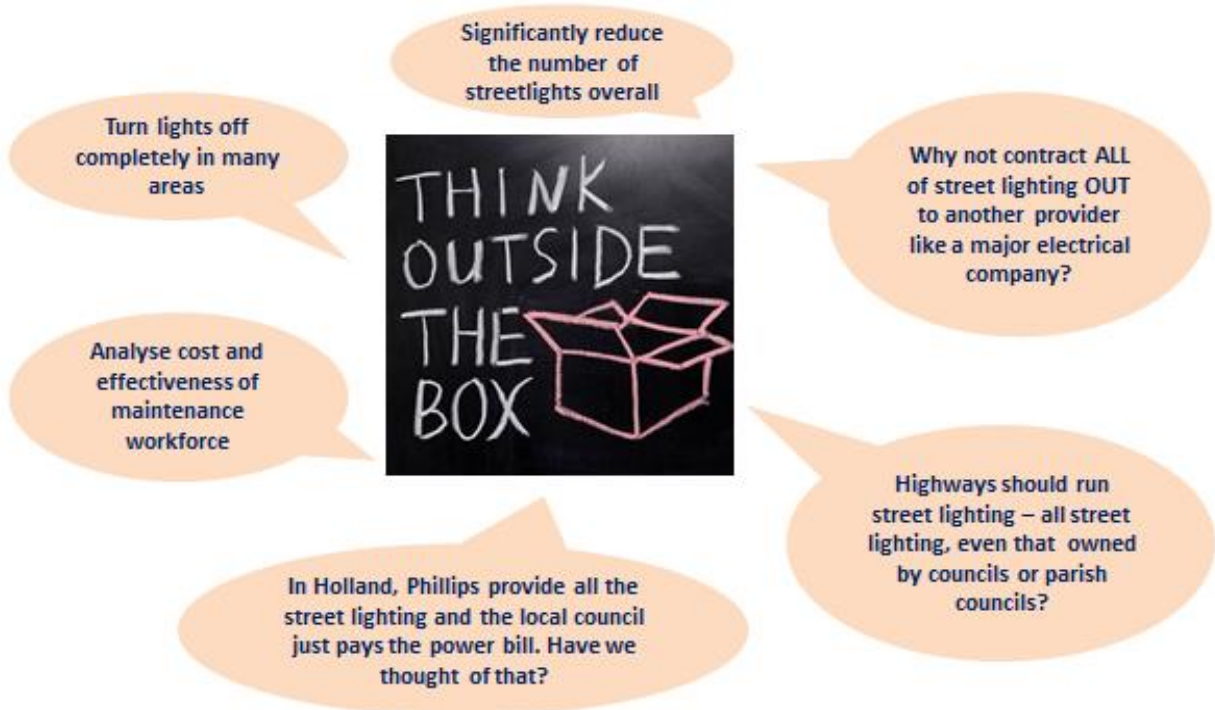
There were a few mentions of dimming between 10pm and midnight, and some early morning dimming, but there still remained the odd respondent that was adamant that no dimming should occur at all.

*"I would suggest that once the technology is available, then the actual timings for the lighting is reviewed – this way there is a further opportunity to save money. In summer, the lights aren't needed for so long but in autumn and winter they perhaps are so this can be controlled to a greater extent?"*

*"In the height of summer, it is light from 5am -8am- so is dimming needed?"*

#### 4.2.6 Savings & Suggestions

As with the previous groups, respondents were asked to "think outside the box" and asked "If we didn't have either of these options and we had to come up with ideas to save KCC money – what would we do with street lights?" Suggestions proposed were a combination of reducing street lights, looking to other countries and centralising street lighting to one department or outsourcing.



Respondents were also asked "If we didn't touch the street light lighting budget and we still needed to make savings – which areas of Council Spend would you sacrifice instead to pay for street lighting?" Many areas were mentioned relating to Council salaries, bonuses and expenses as well as other areas outlined below.





## 4.3 Young People - University & College Roadshows

### Key Summary

- Roadshows undertaken with University and College students in Kent also showed a mix of responses, with findings showing that the majority (over half) preferring the option of All Night Lighting, while just over a third were for the option of Part Night Lighting and the remainder were undecided.
- The concept of dimming left the students fairly split in opinion, but the largest majority felt that dimming from Midnight to 5am was a preference and a good compromise to keeping lights on and making savings; yet this was more related to perceptions of safety than money saving.
- Perceptions of safety were by far the overarching reasons that drove the decisions to prefer All Night Lighting and to also have dimming. This was spread across ages and gender also, although there were more females taking part in the discussions at college as they appeared more engaged on the subject compared with the younger males, who were largely ambivalent and reluctant to engage.
- Issues raised by the students were; not enough light (not enough street lights in certain areas of Canterbury and Maidstone), lighting needed in areas that were considered not safe (many footpaths were mentioned) and general visibility levels needed, particularly in areas of uneven pavements.
- The general consensus appeared to be that **some** light, rather than **no** light was the preference.

### 4.3.1 Roadshows

Informal roadshows were undertaken at the University of Kent and Mid Kent College with a view to capturing the views of younger people, for a two hour period (over a lunchbreak). At both venues information was available for students to access discuss their views with a member of the research team. The objective of this was to gain a top line indication of views and preferences towards the street lighting options and discover how these options would affect this age group.

It should be noted that for the most part, both the University Students and the College students had a general air of apathy regarding being proactive in giving their view and wanting to find out more.

University students were particularly difficult to engage and as a result the rate of refusals to discuss street lighting was very high. College students tended to be slightly more engaged at the outset of the discussions, but lost interest quickly and were brief in their responses.

### 4.3.2 University Students

The Students Union at the University of Kent provided a collective response to the consultation which was a preference for All Night Lighting and this was primarily concerned with the safety and security of students returning home during the hours of midnight and 5am. This preference did concur with concerns from the students (particularly the female students) regarding getting home safely when it was dark.

Only twelve individuals were happy to stop and discuss their views; refusals were high and a lack of engagement surrounding the subject appeared paramount. The individuals spoken to were primarily in their early twenties, with a two mature students giving their views.

Of the twelve, five respondents wanted Part Night Lighting, six wanted All Night Lighting and one was undecided. The two mature students that took part were split between one wanting Part Night Lighting and the other being undecided with regard to the two options.

*"I want Part Night lighting and ideally I want it dimmed at around 9 or 10pm though till midnight.... It doesn't really affect me too much as I am in bed by then. I do think dimming should be later as there are lots of kids still out and about"*

*"No point having them on. It doesn't really affect me as I am at home asleep"*

### Part Night Lighting

Students that liked the idea of Part Night Lighting, had mixed views surrounding dimming with half being very pro-dimming across all times and the remaining half being against dimming completely.

*"I have lights on bike, so I don't need street lights. I think it saves money having them off. I have invested in very bright lights on my bike so I can see clearly and I take my bike everywhere"*

*"I'm not really that bothered by it, if I am worried I'll get a cab home. I suppose street lights off saves money"*

*"I'm against dimming, I think it shortens the life of a lightbulb – I think every other light should be switched off as they do in Colchester"*

*"I don't believe many people will be affected by it, and I think it will save money by switching them off. It doesn't affect me as I am not around at that time very much anyway"*

### All Night Lighting

Six University Students were in favour of All Night Lighting, with all but two being in favour dimming the lights at key times. The students that were not in favour of dimming were very vocal about the actual level of light that they saw (they considered it not enough) and were critical of areas of Canterbury not having enough lamp posts/street lights.



### Dimming

The students in favour of dimming the lights were driven primarily by cost savings. The timing of the dimming showed that seven of the twelve university students felt that lights should be dimmed between midnight and 5.30am, even a few of those that preferred the option of Part Night Lighting , they saw dimming as a potential option for cost savings.

Views did seem to be driven almost solely by personal safety, rather than anything else. There were a few mentions of cost saving for the council, but the emphasis was definitely on being able to see clearly (to not fall over) and to see potential threats.



### 4.3.3 College Students

Thirty one individuals stopped to pass on their views at the Mid Kent College Roadshow and these were a mix of ages from late teens (16/17 years) through to middle aged individuals.

Overall, 10 individuals were in favour of Part Night Lighting, 19 were in favour of All Night Lighting and 2 were undecided.

### **Part Night Lighting**

There were mixed views regarding Part Night Lighting. The younger respondents (16-18) felt that Part Night lighting did not affect them that much, compared to the older respondents that provided their view.

*"Happy with part night lighting - doesn't affect me at all. Dimming is ok, it doesn't affect me."*

*"All Night Lighting isn't necessary. No threat to personal safety in my view and I don't think crime is affected. I can't see when I am walking home but I use the torch on my phone"*

*"I want it on or off - no dimming...I don't think it's needed all night, so I'm happy with part night lighting. I drive everywhere so it's not a massive issue for me – it doesn't bother me at all."*

Older respondents' views were more driven by a cost saving element, rather than concerns about personal safety or crime.

*"I'm happy with part night lighting, as I don't think it's a threat to my personal security; I'm not concerned about crime really, I live on a busy road and there is lots of lighting from houses and cars. I can understand how some people might feel unsafe. Dimming is a good option I think"*

*"I don't think they should be off because of shift workers"*

*"Good to save money by switching them off."*

*"I'm happy that Part Night Lighting has happened, there was a very bright light outside my bedroom window. If they are on all night it's such a waste of money. I do see how it might affect shift workers and those walking dogs though"*

Other comments from respondents who were in favour of Part night Lighting were;

*"In summer lots of lights don't need to be on in late evening and mornings. I don't know about dimming though if you'll be able to see."*

*"In the summer they should be off 12 till 4am. Lights should be off on main roads like M20 and A2. - Think dimming is a good option though. "*

*"It's a waste lights being on when people are in bed. They could be off at midnight until 4am, but I am happy to dim then. I can't see when I am getting home though, so dimming needs to be bright enough to see. I think people should take responsibility for their own personal safety and not expect the council to do everything for them"*

**All Night Lighting**

19 respondents were in favour of All Night Lighting and the majority were of the opinion that dimming should occur between midnight and 5.30am. All ages of respondent seemed to have primary concerns around safety, both personal and property, rather than this attitude being driven by cost savings.

*"I think all night lighting for personal safety reasons and to try and control and reduce crime"*

*"I want the lights on so I can see. I am worried about getting home safety and not being attacked"*

*"I feel it's better to have them on because it's safer for pedestrians. You've got to think about safety on roads and footpaths for old people"*

*"I think there is more crime when they are off - I want them on. I've had my car scratched, some ones driven into it and then driven off - much safer with lights on"*

*"Safety and crime are the main drivers. I want them on all night - its makes me feel safer in an area that is a bit dodgy"*

*"I want the lights on - I feel much safer that way, I don't feel safe without them"*



**Dimming**

Dimming was considered a reasonable option for many reasons such as safety for night workers, safety generally when out at night, safety for drivers and seeing pedestrians. Overall with regard to dimming; the majority of the respondents selected dimming from Midnight to 5am, although there were 6 respondents that wanted them dimmed either side of midnight.



Some of the respondents did make the connection between reducing expenditure on street lighting for All Night Lighting through dimming and making the environment safer (or perceived to be safer) by a level of light being provided.

*"I am frightened on crime and worried and not being able to see to get home. Think they should be on all night but dimmed to save money "*

*Obviously people who go out to the pub or a club are usually in no fit state to get themselves home - taking away lighting will easily cause more accidents this could put people in danger. The most important time for the lights to be on are between 8pm and midnight as there are loads of people out and about then., They could be dimmed as less people are about after midnight but I think it's still needed, even when I leave college at 5pm I can't see where I am going!"*

*"Dimming will make it safer and people will feel more assured"*

*"Due to the fact that many teens and other ages are out late of an evening which could be dangerous with no street lights causing more accidents involving cars and pedestrians. I think it would be better and safer if they were dimmed. Midnight to 5am is usually a time when it's very dark so it could potentially be dangerous. In the mornings could just use dim lighting as it would be getting brighter. Think it's more beneficial to dim the lights as it saves money"*

## Conclusions

The findings from this consultation have shown an interesting spread of opinion from Kent residents. Perhaps one of the most important findings that has emerged from the discussions (and the questionnaire that was available) is that the majority of residents require a level of light provided during the darker hours and this is largely related to issues of personal safety, property safety, pedestrian and driver safety and crime levels. It was also interesting to note that resident preferences for street lighting were driven by almost solely by personal circumstance, rather than any other factor. Therefore any work by the Council undertaken to try and influence or inform views surrounding this subject should be mindful that residents focus first on how any change will directly affect them personally, or their lifestyle.

There were a number of respondents that were in favour of the concept of Part Night Lighting, having a switch off between midnight and 5am, and these opinions were for the most part held by those who were not active during that period and saw no need for the lights to be on during this period. Many (but not all) of these respondents tended to be in the older age range. There was also a number of respondents that were happy with the 'concept' or 'idea' of Part Night Lighting in principle, and this was for the cost saving element, but in practice, the hours of the switch off did not suit them or their lifestyle and crucially they needed light provided at key times.

All Night Lighting was the option that appeared to have the most resonance with the majority of residents. Residents appeared less prescriptive in their approach to All Night Lighting, being keen to introduce dimming into the midnight – 5am time slot, and levels of dimming either side of that slot, with a number suggesting introducing graded dimming as either evening or morning progressed. As a result, for many residents All Night Lighting with the introduction of dimming was the best compromise, and this was the view of the majority.

There was a small number of respondents insisting on All Night Lighting with no dimming whatsoever, as they were of the opinion that they paid for lights in their council tax and they should be on all the time when it was dark. However, many residents disagreed with this mind-set and tried hard to suggest a compromise that was suitable for all, as well as having a cost saving element, reducing light pollution and carbon emissions and this was the option of All Night Lighting with Dimming.

The majority of residents were found to be very receptive to the idea of more efficient street lights with the changeover to LED and a more controllable computer management system. They felt that the introduction of these aspects could provide significant savings to council. As a result, they were happier and more confident to suggest dimming as a potential benefit which they felt made it easier to be in favour of All Night Lighting as long as dimming was undertaken with it.

However, many residents were largely unsure of what would be seen with certain levels of dimming and wanted more information on levels of visibility for certain levels of dimming. Some even suggested wanting to be involved in a consultation where this was tested further. Others suggested clear criteria that they would expect from dimming and this was that the light was bright enough to see the following: a face; the edge of a kerb; dog mess; potholes/uneven pavements and trees/branches.

Many views were driven by the perception of fear and crime and these were seen to be directly correlated to street lights being off. There was a strong perception of feeling vulnerable and unsafe when the lights were off and similarly many people felt that crime would be more likely when the lights were off, so concerns surrounding personal and property safety were paramount and driving the preference and desire to have some level of light provided.



A key finding from the research with shift workers suggested that they felt the current Part Night Lighting scheme was forcing them into their cars or making them pay for taxi's. This was largely because it was considered not safe to walk in the dark and public transport was not available during the midnight – early hours. Some shift workers felt quite penalised in this sense and felt greater consideration needed to be given to the issues that shift workers face.

Many concerns were cited regarding the issue of whether the lights being off would mean that CCTV would not work and as a result crime would increase. During the discussions many other associated concerns emerged regarding crime levels (both to people and property) increasing when the lights were out. Respondents also queried whether road traffic accidents had increased since the Part Night Lighting scheme was in operation.

Residents felt that perhaps future policy adopted for street lighting going forward could be less fragmented than it is currently. Instead, efforts be made to ensure that all district, borough and parish councils adhere to a new policy to ensure that similar standards are maintained throughout the county and similar levels of savings, reduced carbon emissions and light pollution can occur.

### Considerations For KCC

- 1) Interest levels from residents regarding the outcomes and findings of this research was very high and perhaps a *'You said, We did'* document would do well to highlight the findings and the approach that KCC will ultimately proceed with. This not only helps to highlight the importance of taking part in consultations to residents, it also helps to highlight that the public view counts and that KCC listens.
- 2) Further consultation among residents regarding dimming levels; many residents proposed this approach and this were willing to take part to help clarify.
- 3) Providing a greater level of information to the public regarding what is being done and what is planned for street lighting in the future could be offered through a variety of different mediums; this could assist with less resistance to change and a greater sense of ownership from Kent Residents. This could also highlight the Contractor who has been successful to win the contact and provide the service for the next 15 years and provide assurances to the public perhaps in a series of FAQ's or feedback forums.
- 4) Clear information concerning the criteria for timings and dimming by specific area from KCC going forward would assist residents in knowing more about the plans for their area.
- 5) There were a number of residents that suggested a pro-active campaign be introduced by KCC to Kent residents to encourage more people to report broken or faulty street lights, and talked of a 'help us to help you' type of awareness campaign.
- 6) Promotion of an evaluation of the changeover and associated savings being achieved would be a positive message from KCC back to Kent Residents.

# Street lighting

Consultation document  
and questionnaire



**Have your say**

Find out why we are switching to LED street lights and tell us your views on street lighting options across Kent

[kent.gov.uk/streetlights](http://kent.gov.uk/streetlights)  
Consultation closes 29 November 2015



## Introduction

The County Council has recently secured funding to convert all of its street lights to Light Emitting Diode (LED) technology. LED's are significantly more efficient than the existing lights. Improvements in LED technology and a reduction in prices mean that LED lights are now the first choice for street lighting. We already use LED lights as a matter of course when replacing our old or failed street lights.

The work will involve changing the lantern on the existing column and will start early next year, 2016. We will begin by converting the lights in residential areas, which will take about fourteen months, followed by the main routes and town centres. The work will take around three years and when complete these changes could reduce our current energy and carbon emission costs by 60%, saving around £5.2m, each year.

As well as using much less energy, LED lights are more reliable and require less maintenance. When combined with a Central Management System (CMS) we will be able to monitor our energy use, detect faults, dim lights and control the time that the lights turn on and off.

As the new LED / CMS technology is more flexible, we have the opportunity to review the way that we provide street lighting. The pages that follow explain the changes that have been made so far and give details of future street lighting options.

Please take time to read the information then answer and return the questionnaire at the back of this booklet so that we can understand your views on street lighting within the county.

### Background

Kent County Council is one of the largest lighting authorities in the UK and has around 118,000 street lights and some 25,000 lit signs and bollards. The current annual cost of illuminating and maintaining these is over £9m, a cost that keeps rising.

Between December 2013 and autumn 2014 we converted approximately half of our street lights to part-night operation; these lights are located mainly in residential areas and minor roads. This is currently saving about £1m each year.

**We did not turn lights off in the following areas:**

- Main routes with a significant night-time traffic record between 12.00 midnight and 05.30am
- Town centres
- Areas identified by the police as having an existing record of crime or having the potential for increased crime levels if the street lighting is changed
- Areas with sheltered housing and other residences accommodating vulnerable people
- Areas with operational emergency services sites, 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 in place on the highway, such as roundabouts, central carriageway islands, chicanes, speed humps, etc.
- Roads that have local authority CCTV or police surveillance equipment
- Sites with existing or with potential road or footpath safety concerns

If you would like to see how the street lights operate in your street you can do this using your postcode via the online map at the following link: [kent.gov.uk/streetlightsmap](http://kent.gov.uk/streetlightsmap).

There is no statutory duty on local authorities to light the highway. Where lighting is provided, however, we have a duty to maintain the street lights appropriately.

With the ever increasing pressures on our budgets, we need to find ways of saving more money to safeguard essential frontline services such as adult & children's social care, and road maintenance. The use of LED and CMS will help considerably with this.

## What is the purpose of this consultation

- We want to hear your views on options for street lighting across the county
- We want to hear your thoughts and concerns

Your responses will be used to inform the Council Members' decision making process for a new street lighting policy.

## Why do we need your views?

We are aware that some people have concerns about part-night lighting, in particular that it may lead to an increase in crime or the fear of crime. We have been working very closely with Kent Police who have analysed their records and stated that they have found no correlation between crime rates and changes to street lighting. However, with the flexibility provided by LED & CMS we would like to know how you would prefer the street lights to operate.

## What is the consultation timeline?

This consultation will run for ten weeks, from Monday 21 September to Sunday 29 November 2015 (inclusive). **The deadline for all responses is Sunday 29 November 2015.**



### Options

We would like to know which of the following options you would prefer.

#### 1. Part-night lighting - the current level of service

#### 2. All-night lighting

##### 1. Part-night lighting – the current level of service

Under this option, street lights are switched off between the hours of 12.00 midnight and 05.30 Greenwich Mean Time (01.00 and 06.30 British Summer Time). When the lights are converted to LED the annual savings could be around £5.2m. Of the two options this will generate the most savings and is considered to be the more cost-effective option as it reduces the likelihood of financial cuts being made to other services.

Turning lights off also reduces light pollution

##### 2. All-night lighting

When the lights are converted to LED the annual savings for an all-night lighting approach could be around £4.8m. This means that it would cost the County Council £400,000 more each year to provide all-night lighting, increasing the likelihood of financial cuts being made to other services.

Leaving the street lights on all night may reduce people's fear of crime but it will also increase light pollution.

##### Dimming

Along with the options above we are seeking your views on the dimming of streetlights when the roads are less busy (for example, late evening and early hours of the morning). This could provide additional energy and financial savings.

Other authorities with LED street lights have found that dimming light levels by 30% - 50% is a reasonable approach. For example, if we dimmed the lights by 40% between 12 - 5.30am under all night lighting operation (Option 2), then this would reduce the potential £400,000 cost by approximately £160,000 a year.

## How to get involved and have your say

No decisions have been taken and we want to hear what you think of these options. Please let us know by visiting [kent.gov.uk/streetlights](http://kent.gov.uk/streetlights) and completing the online consultation questionnaire. Alternatively, complete the consultation questionnaire on page 7.

A draft Equality Impact Assessment has been completed for these options and can be viewed on our website or on request by contacting [streetlighting@kent.gov.uk](mailto:streetlighting@kent.gov.uk).

## What happens next?

We will be consulting on this proposal from 21 September to 29 November. Your responses will help us develop our policy and this, along with the Equality Impact Assessment, will be presented to Kent County Council's Transport and Environment Cabinet Committee at the beginning of 2016.



## Street Lighting Consultation Questionnaire

This questionnaire can be completed online at [kent.gov.uk/streetlights](http://kent.gov.uk/streetlights).  
Alternatively, fill in this version and return to Freepost KCC STREET LIGHT  
CONSULTATION (please write address in capital letters).

### **What information do you need before completing the questionnaire?**

We recommend that you read the consultation document before responding to this questionnaire.

### **Summary**

We provide street lighting and are accountable for lighting our highways and footpaths across Kent. This totals around 118,000 street lights and some 25,000 lit signs and bollards. We would like to know how you would prefer Kent's roads to be lit.

Due to reductions in Central Government funding, Kent County Council needs to make extensive savings across the whole authority. Option 1 (Part-night lighting) provides the most savings, around £400,000 more each year than Option 2. If Option 2 (All-night lighting) is preferred we would need to look at how this £400,000 would be funded and consider its impact on other services.

### **Privacy**

Kent County Council collects and processes personal information in order to provide a range of public services. Kent County Council respects the privacy of individuals and endeavours to ensure personal information is collected fairly, lawfully, and in compliance with the Data Protection Act 1998.



**Q1. Are you completing this questionnaire on behalf of:**  
*Please select one option*

- Yourself (as an Individual)
- Yourself as a member of KCC staff
- A District/Town/Parish Council
- A Business
- A Voluntary or Community Sector Organisation (VCS)
- Other, please specify:

**Q1a. If you are responding on behalf of a Council/Business/VCS organisation, please tell us the name of the organisation:**

Q2. The options for street lighting are outlined in the consultation document (page 5). Please indicate which option you would prefer.

- Option 1: Part-night-lighting - the current level of service
- Option 2: All-night lighting

Q2a. Please tell us the reason(s) why you prefer this option:

**Q3. Do you think it's a good idea to dim street lights when the roads and footways are less busy, for example, late evening and early hours of the morning?**

	Late evening, eg. 8pm to midnight	Overnight, eg. midnight to 5am	Early morning, eg. 5am to 8am, if dark
Yes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Don't know	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**Q3a. Please add any supporting comments here:**

**Q4. We have completed a draft Equality Impact Assessment for the street lighting options. An EqIA is a tool to assess the impact any policies or strategies would have on race, age, disability, gender, gender reassignment, sexual orientation, religion or belief and carer's responsibilities. We welcome your views.**

The EqIA can be accessed via [kent.gov.uk/streetlights](http://kent.gov.uk/streetlights) or on request from [streetlighting@kent.gov.uk](mailto:streetlighting@kent.gov.uk).

Please add comments below:

**Q5. Would you like to make any further comments on the options for street lighting?**

Please add comments below:

Q6. Please tell us your postcode

Q7. As part of the consultation, we will be looking to invite a small number of residents to take part in some workshop events and focus groups to discuss their views in further detail. Would you be interested in taking part in one of these discussion sessions?

Yes  No

If you have answered "yes", please fill in your contact details so we can provide you with further details should you be selected to take part:

Name   
Town/Area   
Email   
Phone no.

Please note that places at the discussion sessions are limited. Therefore, not everyone who expresses an interest in these sessions will necessarily be re-contacted.

You only need to answer these questions if you have responded as an individual or as a member of KCC staff. It is not necessary to answer these questions if you are responding on behalf of an Organisation.

**About You...** We want to make sure that everyone is treated fairly and equally, and that no one gets left out. That's why we are asking you these questions. We won't share the information you give us with anyone else. We'll use it only to help us make decisions, and improve our services. If you would rather not answer any of these questions, you don't have to.

Q8. Are you...? Please select one box.

Male  Female  I prefer not to say

## Street Lighting Consultation

Q9. Which of these age groups applies to you? Please select one box.

0 - 15   
  25 - 34   
  50 - 59   
  65 - 74   
  85 + over  
 16 - 24   
  35 - 49   
  60 - 64   
  75 - 84   
  I prefer not to say

Q10. To which of these ethnic groups do you feel you belong? (Source: 2011 census)

White	Mixed	Asian or Asian British	Black or Black British
English <input type="checkbox"/>	White & Black Caribbean <input type="checkbox"/>	Indian <input type="checkbox"/>	Caribbean <input type="checkbox"/>
Scottish <input type="checkbox"/>	White & Black African <input type="checkbox"/>	Pakistani <input type="checkbox"/>	African <input type="checkbox"/>
Welsh <input type="checkbox"/>	White & Asian <input type="checkbox"/>	Bangladeshi <input type="checkbox"/>	Other* <input type="checkbox"/>
Northern Irish <input type="checkbox"/>	Other* <input type="checkbox"/>	Other* <input type="checkbox"/>	I prefer not to say <input type="checkbox"/>
Irish <input type="checkbox"/>	Arab <input type="checkbox"/>	Chinese <input type="checkbox"/>	
Gypsy/Roma <input type="checkbox"/>	*Other Ethnic Group - if your ethnic group is not specified in the list, please describe it here:		
Irish Traveller <input type="checkbox"/>			
Other* <input type="checkbox"/>			

The Equality Act 2010 describes a person as disabled if they have a longstanding physical or mental condition that has lasted, or is likely to last, at least 12 months; and this condition has a substantial adverse effect on their ability to carry out normal day-to-day activities. People with some conditions (cancer, multiple sclerosis and HIV/AIDS, for example), are considered to be disabled from the point that they are diagnosed.

Q11. Do you consider yourself to be disabled as set out in the Equality Act 2010?

Yes    
 No    
  I prefer not to say

**Q11a. If you answered Yes to Q11, please tell us which type of impairment applies to you.**  
 You may have more than one type of impairment, so please select all the impairments that apply to you.  
 If none of these apply to you, please select Other, and write in the type of impairment you have.

- |   |  |
|---|--|
| <input type="checkbox"/> Physical impairment  | <input type="checkbox"/> Mental health condition |
| <input type="checkbox"/> Sensory impairment (hearing, sight or both)  | <input type="checkbox"/> Learning disability     |
| <input type="checkbox"/> Long standing illness or health condition, such as cancer, HIV/AIDS, heart disease, diabetes or epilepsy |  |
| <input type="checkbox"/> Other, please specify:   | <input type="checkbox"/> I prefer not to say     |
- 

**Q12. Do you regard yourself as belonging to any particular religion or belief?**

- Yes       No       I prefer not to say

**Q12a. If you answered Yes to Q12, which of the following applies to you?**

- |                                    |                                 |                                 |  |
|------------------------------------|---------------------------------|---------------------------------|--|
| <input type="checkbox"/> Christian | <input type="checkbox"/> Hindu  | <input type="checkbox"/> Muslim | <input type="checkbox"/> Any other religion, please specify:             |
| <input type="checkbox"/> Buddhist  | <input type="checkbox"/> Jewish | <input type="checkbox"/> Sikh   | <div style="border: 1px solid black; height: 20px; width: 230px;"></div> |

**Q13. Are you?**

- |  |  |  |
|--|--|--|
| <input type="checkbox"/> Heterosexual/Straight | <input type="checkbox"/> Gay women/Lesbian | <input type="checkbox"/> Other               |
| <input type="checkbox"/> Bi/Bisexual           | <input type="checkbox"/> Gay man           | <input type="checkbox"/> I prefer not to say |

Thank you for taking the time to complete this questionnaire. Your feedback is important to us.

## Appendix 2 – Results of the Voting Questions

### QUESTIONS AT THE START

Q1. Overall, how satisfied or dissatisfied are you with Kent as a place to live?

Very satisfied, Fairly satisfied, Neither, Fairly dissatisfied, Very dissatisfied

Q2. Your local area receives services from two councils, your local district, city or borough council and Kent County Council. Kent County Council is responsible for services such as schools, social care and road maintenance. Overall, how satisfied or dissatisfied are you with the way Kent County Council runs things?

Very satisfied, Fairly satisfied, Neither, Fairly dissatisfied, Very dissatisfied

Q3. Have you taken part in the Kent County Council Consultation or resident workshop before today?

Yes, No

Q4. To what extent do you agree that KCC should be focusing on the area of street lighting to try and save money?

Agree strongly, Agree slightly, Neither, Disagree slightly, Disagree strongly

Q5. The options for street lighting will be outlined, but before this - Please indicate which of the two options you think you might prefer.

1 – Option 1: Part-night-lighting - the current level of service

2 - Option 2: All-night lighting

Q6. Do you think it's a good idea to dim street lights when the roads and footways are less busy, for example, late evening and early hours of the morning?

Yes, No, Don't know

Q7. Of the following, which do you think are the best times for street lights to be dimmed

Late evening, e.g.8pm to midnight; Overnight, e.g. midnight to 5am; Early morning, e.g.5am to 8am, if dark; None of the above

### QUESTIONS AT THE END

Q1. To what extent do you agree that KCC should be focusing on the area of street lighting to try and save money?

Agree strongly, Agree slightly, Neither, Disagree slightly, Disagree strongly

Q2. The options for street lighting will be outlined, but before this - Please indicate which of the two options you think you might prefer.

1 – Option 1: Part-night-lighting - the current level of service

2 - Option 2: All-night lighting

Q3. Do you think it's a good idea to dim street lights when the roads and footways are less busy, for example, late evening and early hours of the morning?

Yes, No, Don't know

Q4. Of the following, which do you think are the best times for street lights to be dimmed

Late evening, e.g.8pm to midnight; Overnight, e.g. midnight to 5am; Early morning, e.g.5am to 8am, if dark; None of the above



## Resident Workshop Groups

It must be noted that the voting at the beginning and end of the groups are based on a sample of around 100 people (numbers at the start and end varied by a few respondents due to latecomers). It is important to state that many respondents wanted the option of All Night Lighting and dimming; (so the lights were on, but dimmed down to reduce costs but still provide a level of light); an option **not presented** under the voting questions, hence the difference between voting results and the narratives from respondents.

In addition, it is also important to note that many respondents came from a mix of areas, some with Part Night Lighting already in operation and some still with All Night Lighting. In addition, the quantitative Consultation results show significant variability by district.

With this in mind, the voting results should not be directly compared with the quantitative Consultation results and we have summarised response to the voting at a district level as opposed to a total level (The confidence interval (also called margin of error) for each of the District's results would be high at +/- 17% at the 95% confidence level). In addition, we would recommend that the percentage change from the beginning of the session to the end of the session should be explored as opposed to specific percentages for each question.

Highlights of the voting sessions are seen below.

Satisfaction with Kent as place to live (recorded at beginning of session)			
	Ashford	Ramsgate	Tunbridge Wells
Very satisfied	42%	27%	38%
Fairly satisfied	32%	52%	44%
Neither satisfied nor dissatisfied	13%	18%	6%
Fairly dissatisfied	10%	3%	13%
Very dissatisfied	3%	0%	0%
Base	31	33	32

Overall, how satisfied or dissatisfied are you with the way Kent County Council run things? (recorded at beginning of session)			
	Ashford	Ramsgate	Tunbridge Wells
Very satisfied	3%	3%	0%
Fairly satisfied	50%	35%	41%
Neither satisfied nor dissatisfied	13%	21%	22%

<b>Fairly dissatisfied</b>	30%	26%	31%
<b>Very dissatisfied</b>	3%	15%	6%
<b>Base</b>	31	33	32

<b>Have you taken part in a Kent County Council Consultation or resident workshop before today?</b>			
	<b>Ashford</b>	<b>Ramsgate</b>	<b>Tun Wells</b>
<b>Yes</b>	6%	6%	3%
<b>No</b>	94%	94%	97%

Respondents were asked to what extent they agreed that KCC should be focusing on the area of street lighting to try and save money.

<b>To what extent do you agree that KCC should be focusing on the area of street lighting to try and save money?</b>						
	<b>Ashford</b>		<b>Ramsgate</b>		<b>Tun Wells</b>	
	<b>Start of session</b>	<b>End of session</b>	<b>Start of session</b>	<b>End of session</b>	<b>Start of session</b>	<b>End of session</b>
<b>Agree strongly / slightly</b>	53%	87% (+34%)	65%	79% (+14%)	56%	84% (+28%)
<b>Neither agree nor disagree</b>	13%	6%	12%	9%	22%	0%
<b>Disagree strongly / slightly</b>	34%	6%	24%	12%	22%	16%

<b>The options for street lighting will be / have been outlined - Please indicate which of the two options you think you might prefer?</b>						
	<b>Ashford</b>		<b>Ramsgate</b>		<b>Tun Wells</b>	
	<b>Start of group</b>	<b>End of group</b>	<b>Start of group</b>	<b>End of group</b>	<b>Start of group</b>	<b>End of group</b>
<b>Option 1: Part-night lighting</b>	65%	77% (+12%)	35%	39% (+4%)	49%	53% (+4%)
<b>Option 2: All night lighting</b>	35%	33%	65%	61%	51%	47%

It must be stressed that dimming was a significant preference for many respondents. In fact, 79% of respondents at the start of the group, felt dimming was a good idea and this increased to 91% of respondents by the end of the group.

<b>Do you think it's a good idea to dim street lights when the roads and footways are less busy, for example, late evening and early hours of the morning?</b>						
	<b>Ashford</b>		<b>Ramsgate</b>		<b>Tun Wells</b>	
	<b>Start of group</b>	<b>End of group</b>	<b>Start of group</b>	<b>End of group</b>	<b>Start of group</b>	<b>End of group</b>
<b>Yes</b>	83%	87% (+4%)	85%	91% (+6%)	69%	94% (+25%)
<b>No</b>	10%	10%	9%	9%	16%	3%
<b>Don't know</b>	7%	3%	6%	0%	16%	3%

With respect to times of dimming, at the start of the groups there was a strong preference for dimming overnight and early morning, but by the end of the focus groups there was a greater appetite for dimming either side of midnight to 5am, (with a much stronger preference for dimming late evening) with much fewer respondents wanting dimming midnight to 5am. Please note that although this question was introduced as a multiple response question, we cannot guarantee that all respondents took the opportunity to vote multiple times if they wanted to.

<b>The options for street lighting will be / have been outlined - Please indicate which of the two options you think you might prefer?</b>						
	<b>Ashford</b>		<b>Ramsgate</b>		<b>Tun Wells</b>	
	<b>Start of group</b>	<b>End of group</b>	<b>Start of group</b>	<b>End of group</b>	<b>Start of group</b>	<b>End of group</b>
<b>Late evening e.g. 8pm to midnight</b>	27%	58% (+31%)	12%	44% (+32%)	28%	56% (+28%)
<b>Overnight e.g. midnight to 5am</b>	80%	71% (-9%)	91%	82% (-9%)	94%	75% (-19%)
<b>Early morning, e.g. 5am to 8am, if dark</b>	43%	55% (+12%)	26%	44% (+18%)	66%	59% (-7%)
<b>None of the above</b>	13%	13%	12%	6%	9%	3%

### Stakeholder groups – Shift Workers

Options for Street Lighting	Start of Groups	End of Groups
Option 1: Part-night-lighting <i>the current level of service</i>	7	2
Option 2: All-night lighting	7	13

Do you think it's a good idea to Dim street lights?	Start of Groups	End of Groups
Yes	7	7
No	7	7
Don't Know	0	1

What do you think are the best times for street lights to be dimmed?	Start of Groups	End of Groups
Late evening, e.g.8pm to midnight	0	0
Overnight, e.g. midnight to 5am	7	7
Early morning, e.g.5am to 8am, if dark	2	0
None of the above	7	8

### Stakeholder groups – The Elderly

Options for Street Lighting	Start of Groups	End of Groups
Option 1: Part-night-lighting <i>the current level of service</i>	12	11
Option 2: All-night lighting	5	6

Do you think it's a good idea to Dim street lights?	Start of Groups	End of Groups
Yes	10	12
No	3	5
Don't Know	4	0

What do you think are the best times for street lights to be dimmed?	Start of Groups	End of Groups
Late evening, e.g.8pm to midnight	1	4
Overnight, e.g. midnight to 5am	8	11
Early morning, e.g.5am to 8am, if dark	6	5
None of the above	4	2

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## KENT COUNTY COUNCIL – PROPOSED RECORD OF DECISION

**DECISION TAKEN BY:**

**Matthew Balfour Cabinet Member for Environment and Waste**

**DECISION NO:**

16/00018

**For publication**
**Key decision\***

*Affects more than 2 Electoral Divisions  
Expenditure or savings of > £1m*

**Subject: Title of Decision**

Street Lighting Policy

**Decision:**

As Cabinet Member for Environment and Transport, I agree to to make changes to the street lighting Policy, including the introduction of optimised all night lighting as new LED streetlights are installed and commissioned on the Central Management System

**Reason(s) for decision:**

Due to changes in technology, KCC is able to convert all its street lights to Light Emitting Diode (LED) products which alongside a new Central Management System has provided an opportunity to review the current street-lighting policy as the CMS enables KCC to manage its street light asset flexibly and provide suitable street lighting to Kent residents..

**Cabinet Committee recommendations and other consultation:**
**Any alternatives considered:**

A public consultation was held in late 2015 and included a number of options:

- Option 1: Part night lighting - current level of service (12am to 5:30am)
- Option 2: All night lighting

Additionally, views were also sought on dimming street lights when roads and footways are less busy within the following periods:

- Late evening, e.g. 8pm to midnight
- Overnight, e.g. midnight to 5am
- Early morning, e.g. 5am to 8am, if dark

**Any interest declared when the decision was taken and any dispensation granted by the Proper Officer:**

.....  
signed

.....  
date

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