

Street lighting consultation



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
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 21st September and 29th 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).

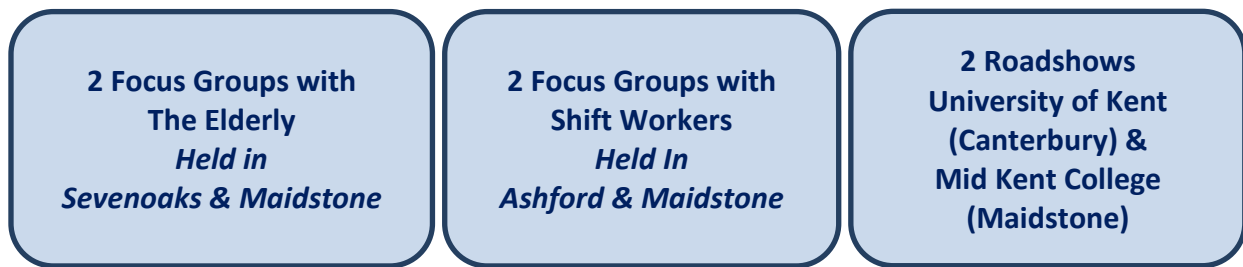
Three venues were chosen to hold the workshop groups – 1 in Ashford, 1 in Tunbridge Wells and 1 in Ramsgate. Venues were selected on the basis of geographical spread, parking facilities, public transport access and value for money.

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;

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

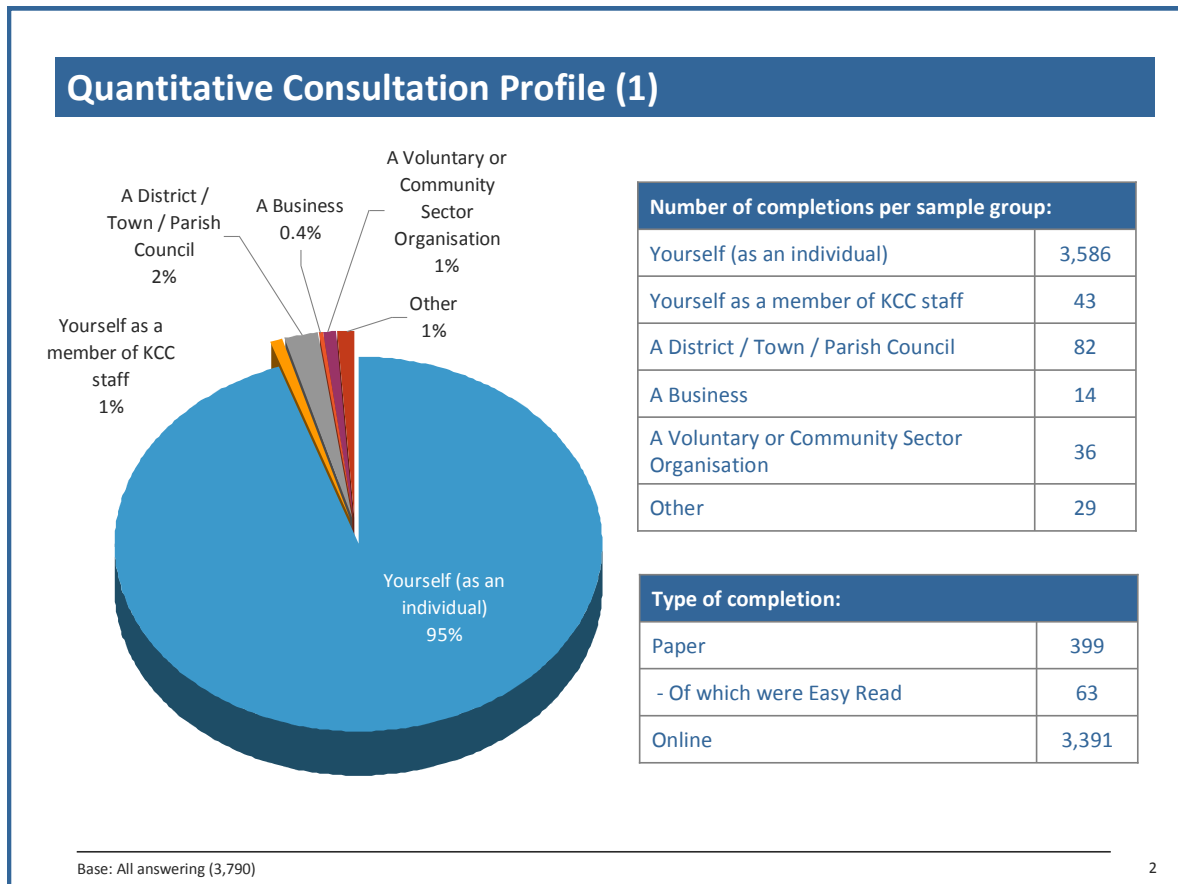
- 3,586 Individuals (accounting for 95% of the sample)
- 32 members of KCC staff (accounting for 1% of the sample)
- 82 representatives of District / Town / Parish Councils (accounting for 2% of the sample)
- 14 Businesses (accounting for 0.4% of the sample)
- 36 Voluntary or Community Sector Organisations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

Profile of Individuals responding (3)	
AREA	
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
GENDER		
Male	48%	48%
Female	52%	52%
AGE		
18 – 24	11%	2%
25 – 34	15%	8%
35 – 49	27%	27%
50 – 59	16%	26%
60 and over	31%	27%

URBAN / RURAL CLASSIFICATION	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
AREA		
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%

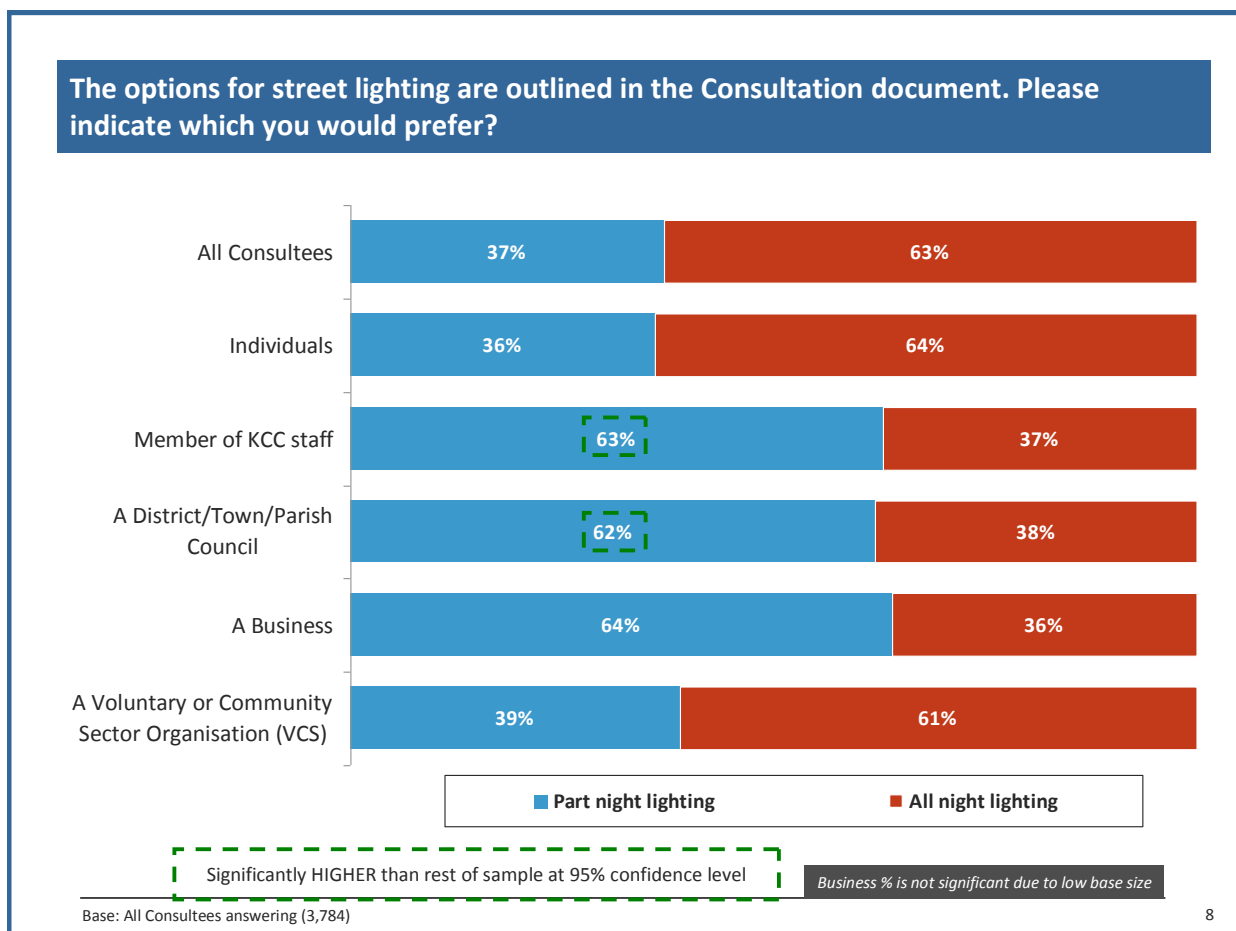
*1 Source: 2011 Census Statistics as published on Kent County Council's website.

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).

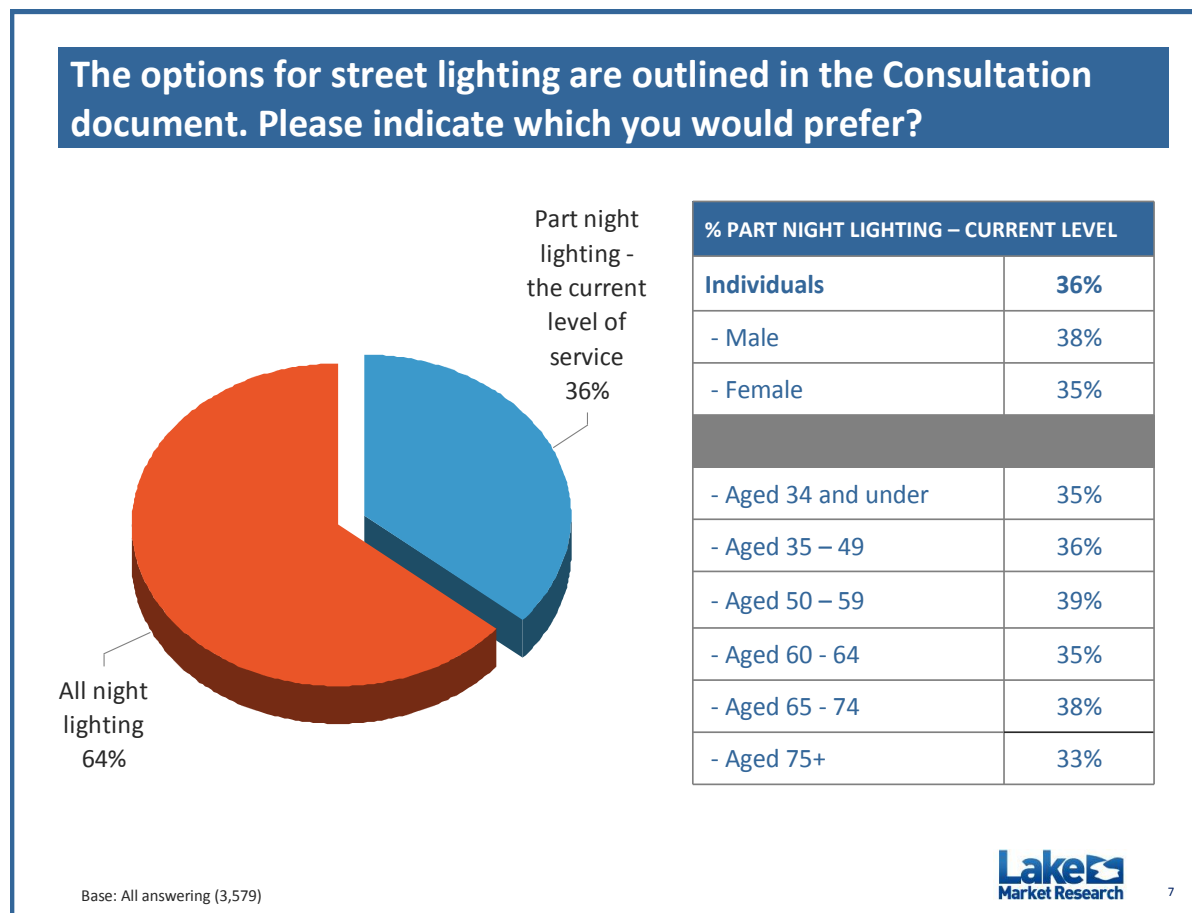
37% of all Consultees indicated they prefer 'Part Night Lighting - the current level of service'; conversely 63% indicated they prefer 'All Night Lighting'. Individuals and Voluntary or Community Sector Organisations show the lowest preference for 'Part Night Lighting' at 36% and 39% respectively.

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.

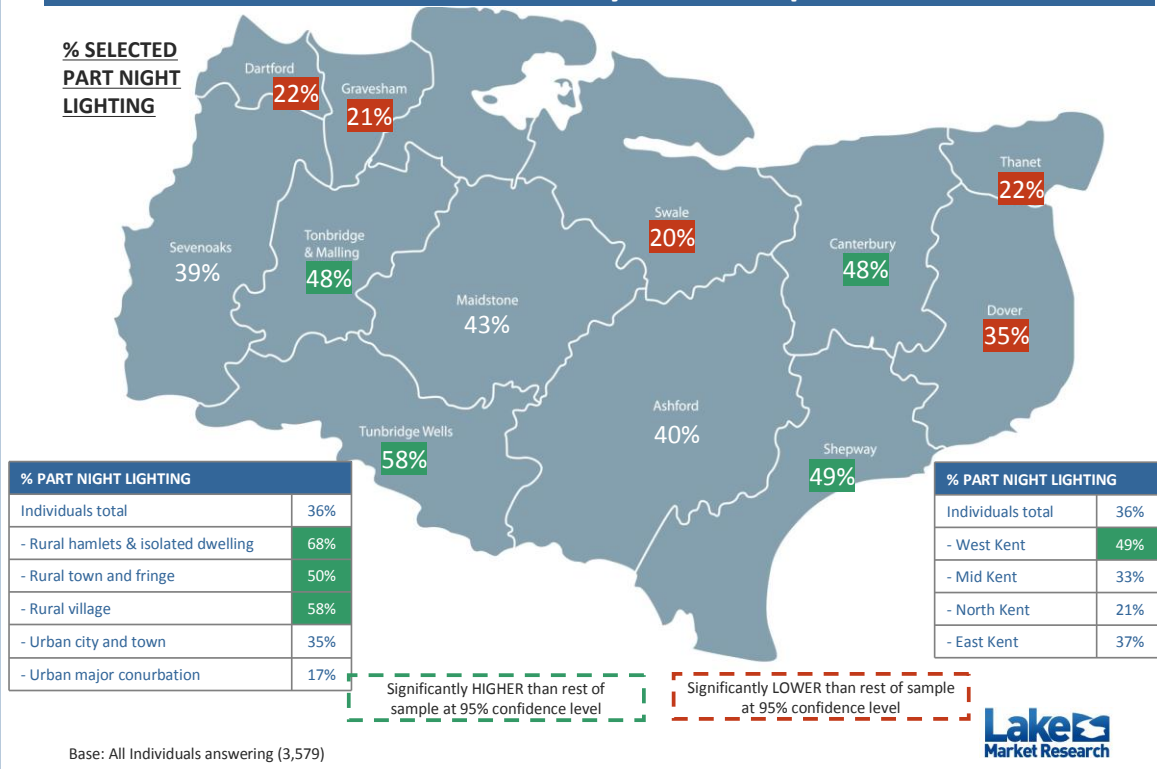


However there are significant differences in terms of districts and residents from urban vs. rural areas:

- 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%).

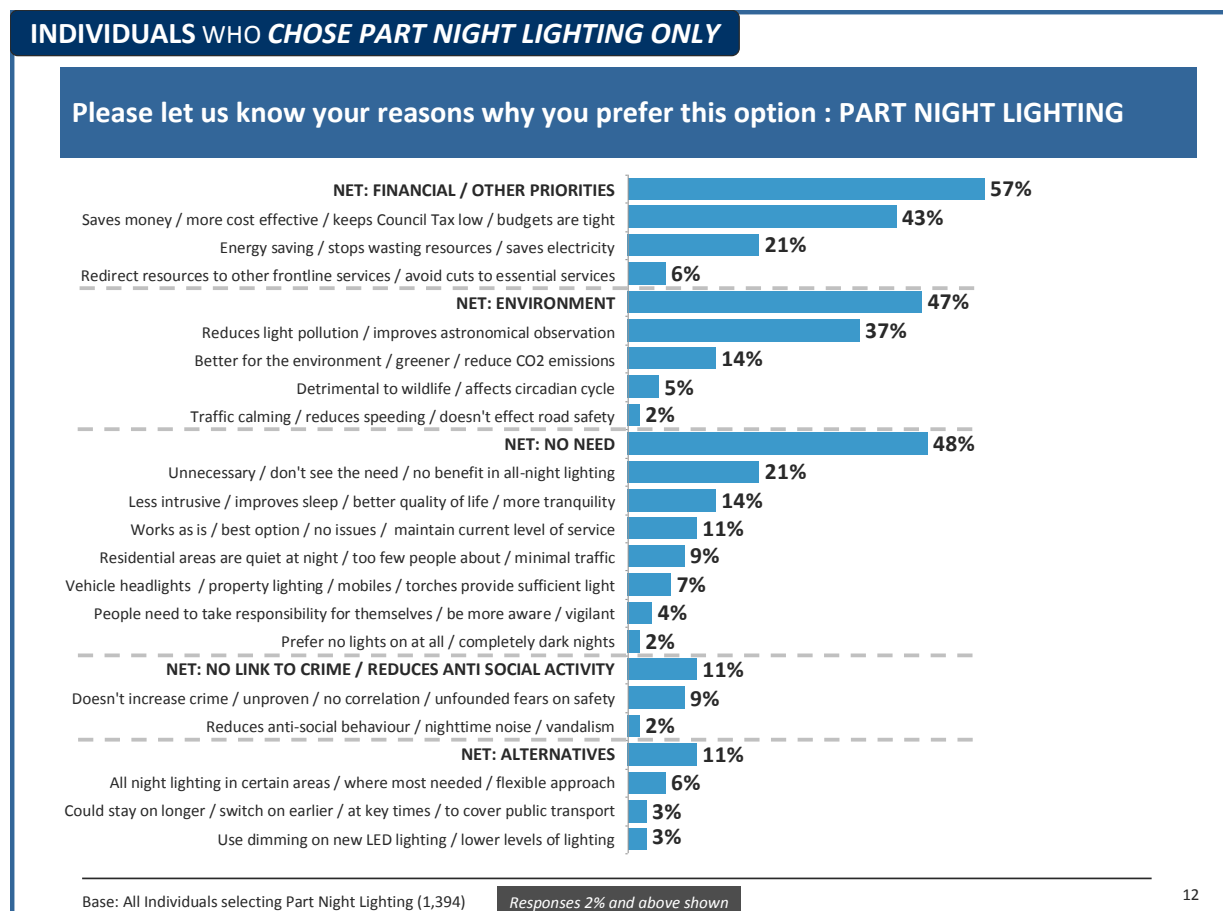
Detailed response within these key themes are as follows:

- 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%

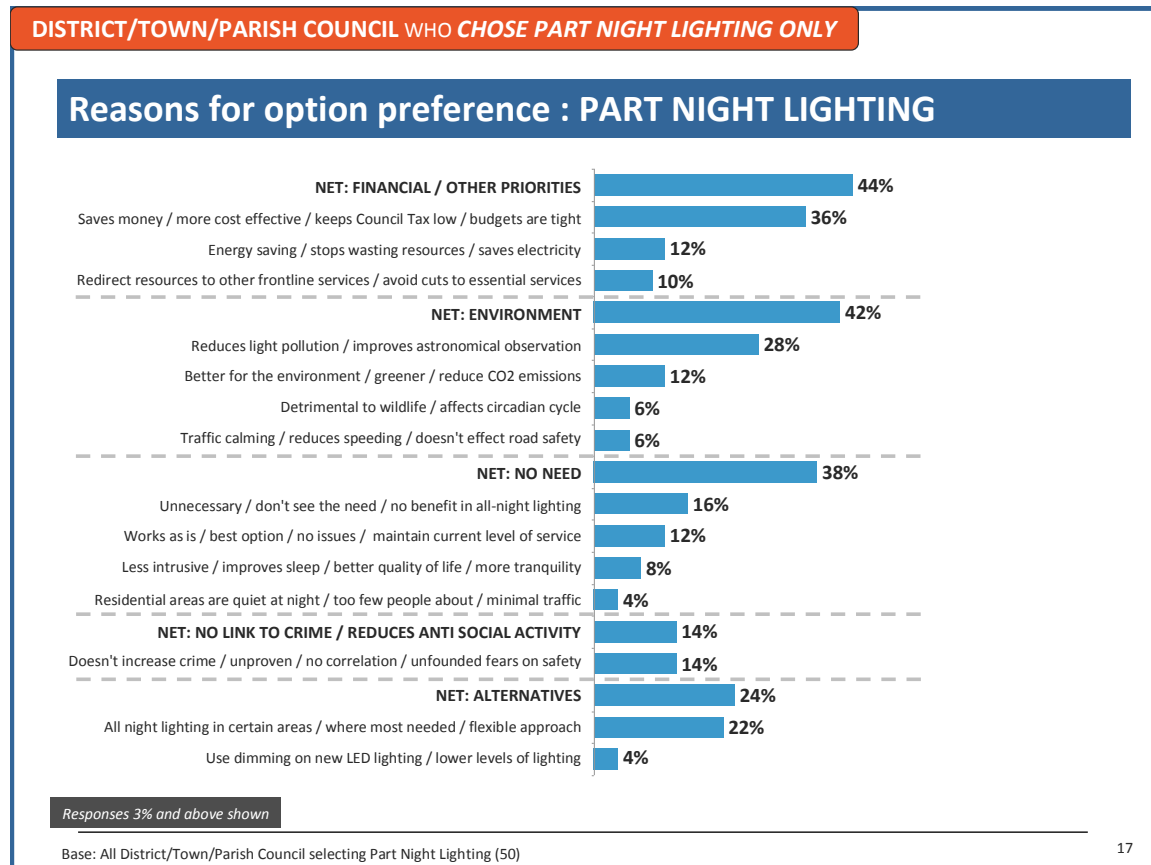
4. No link to crime / reduces anti social activity (11% selecting at least one of the codes below)
 - Doesn't increase crime / unproven / no correlation / unfounded fears on safety – 9%
 - Reduces anti social behaviour / night time noise / vandalism - 2%

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:

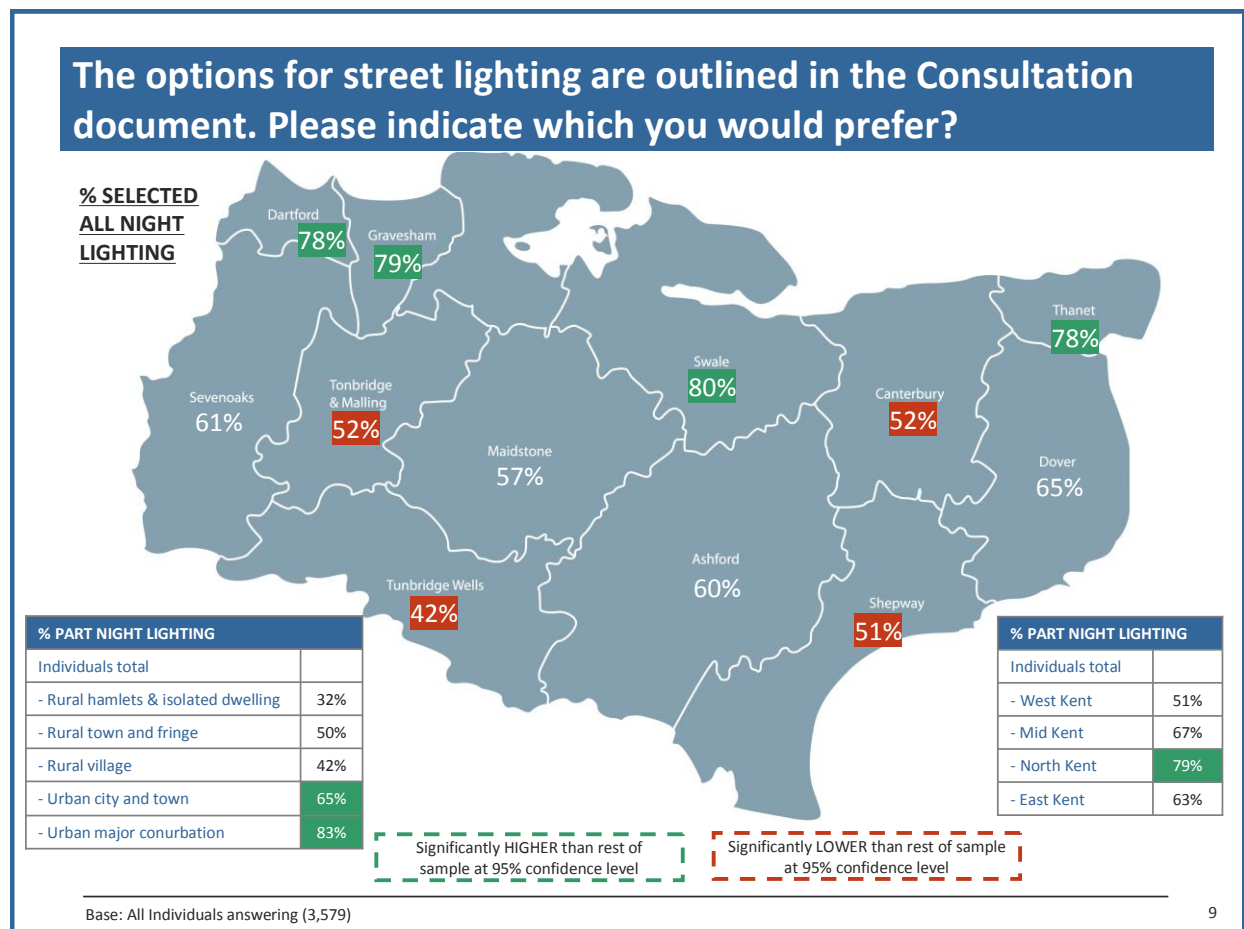
“Light pollution is a major problem; we need our dark skies back. KCC got it right first time in reducing street lighting it just got the PR side wrong”

“For areas where there is a pavement where you already turn off the lights these could be dimmed late at night and early mornings”

“The switch off times coincides when the vast majority of people are not out and about. Those who need to be out should be prepared. The savings are too high to ignore”

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)

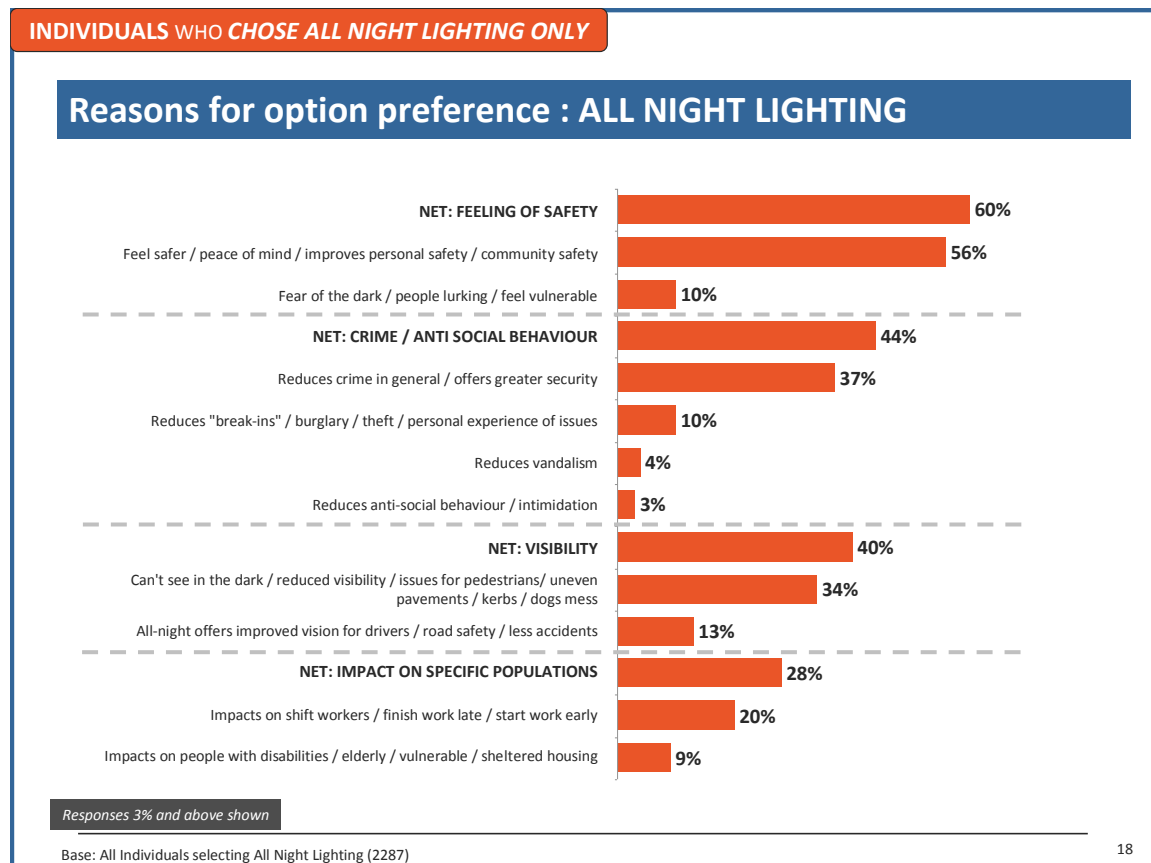
- Reduces crime in general / offers greater security - 37%
- Reduces 'break-ins' / burglary / theft / personal experience of issues - 10%
- Reduces vandalism - 4%
- Reduces anti-social behaviour / intimidation - 3%

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."

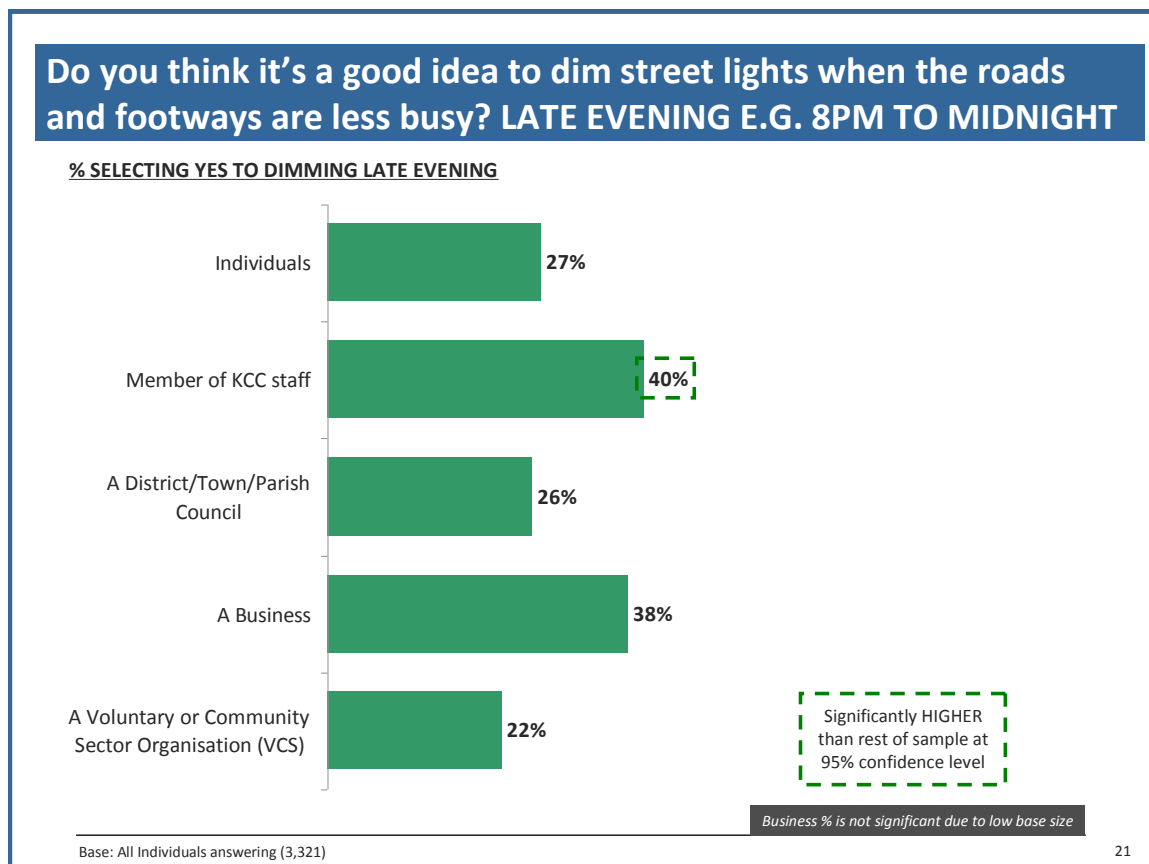
2.3 Dimming

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':

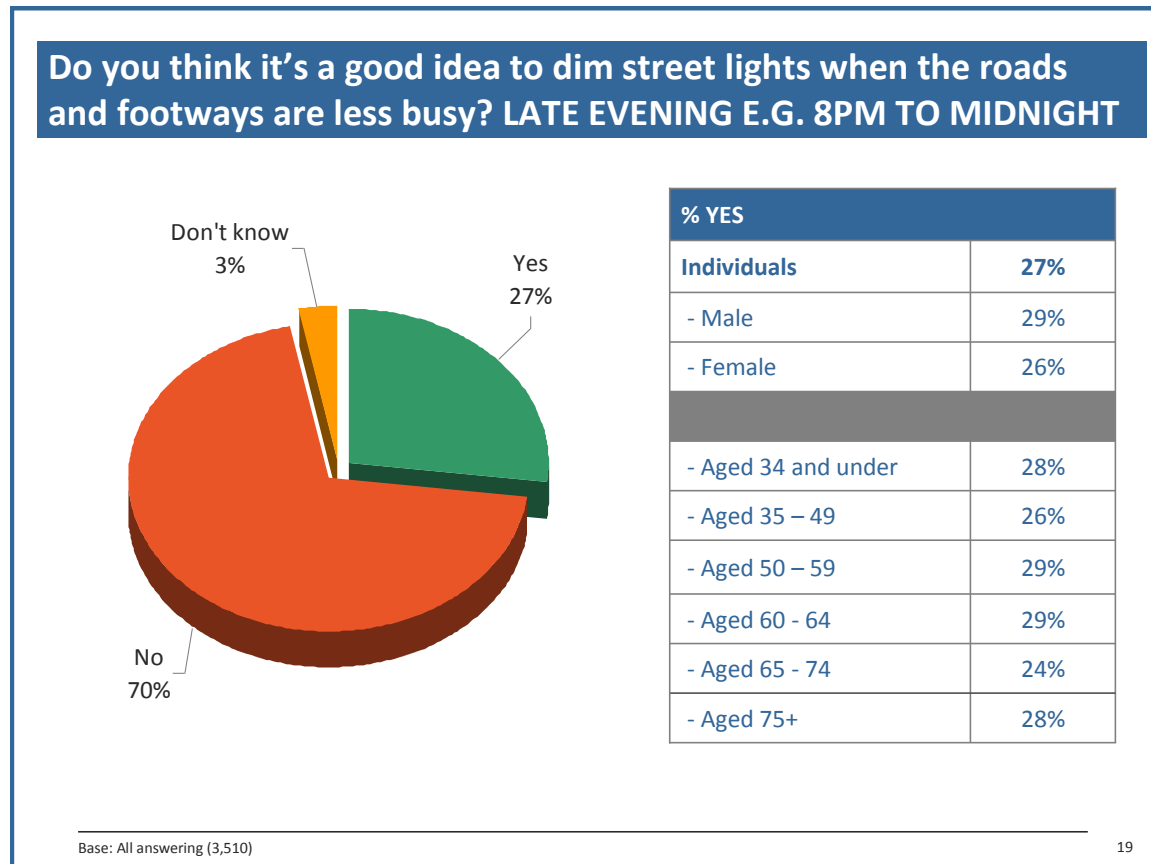
- Late evening e.g. 8pm to midnight
- Overnight, e.g. midnight to 5am
- Early morning, e.g. 5am to 8am, if dark

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.

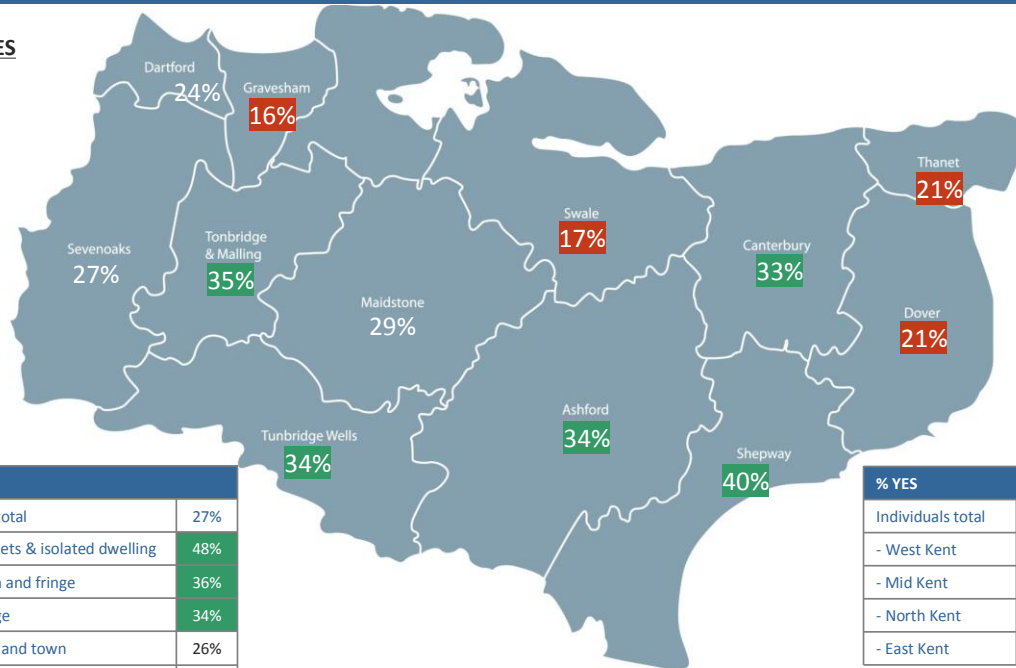


However there are significant differences in terms of districts and residents from urban vs. rural areas:

- 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

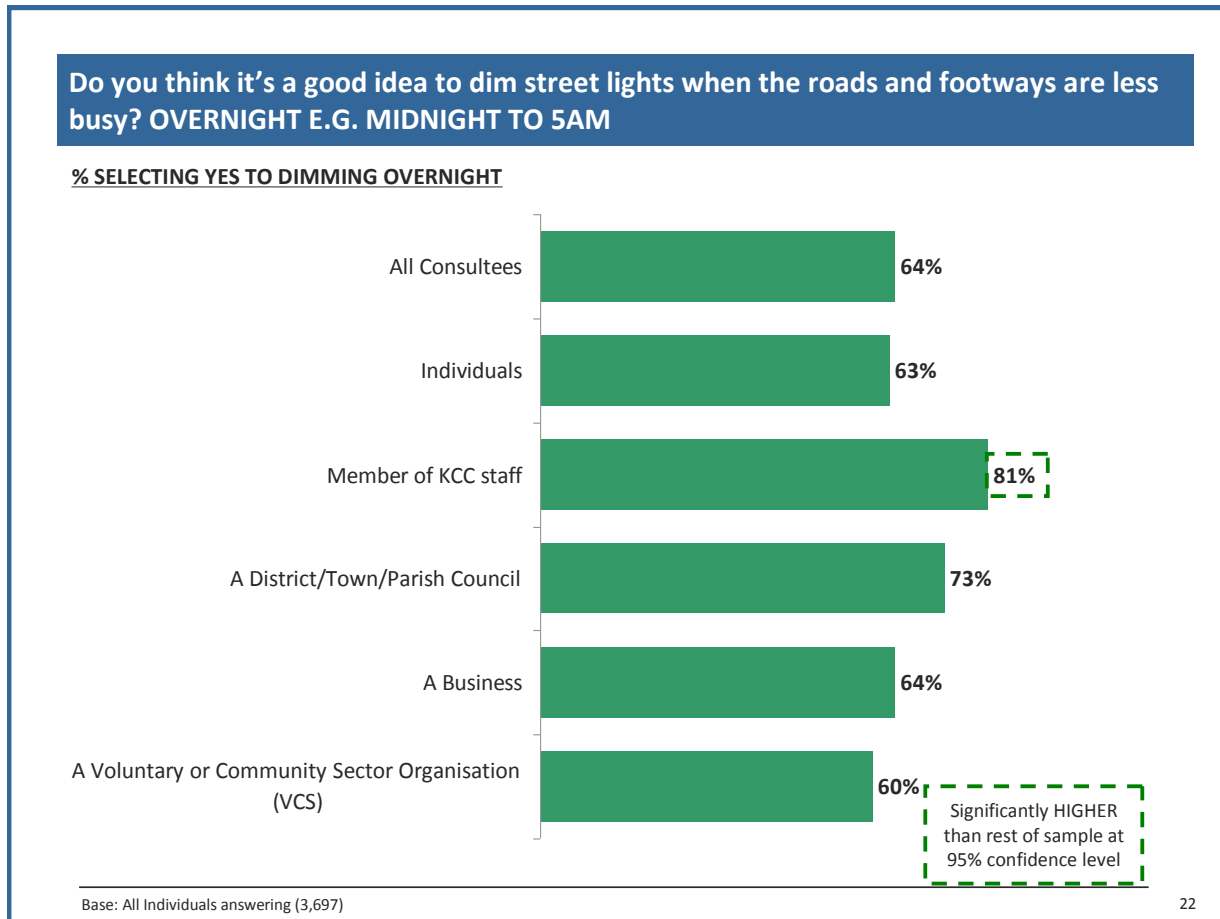
Significantly LOWER than rest of sample at 95% confidence level

Base: All Individuals answering (3,321)

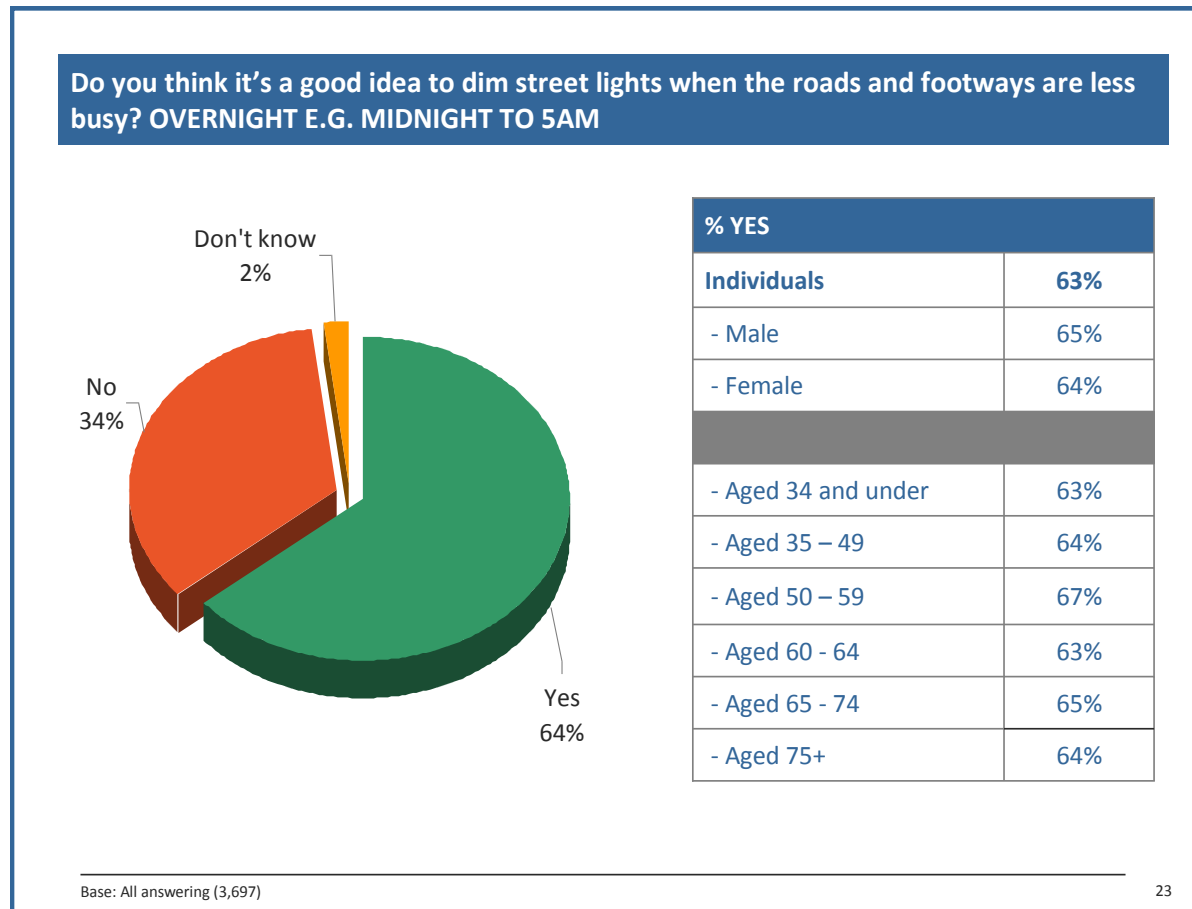


Overnight

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.

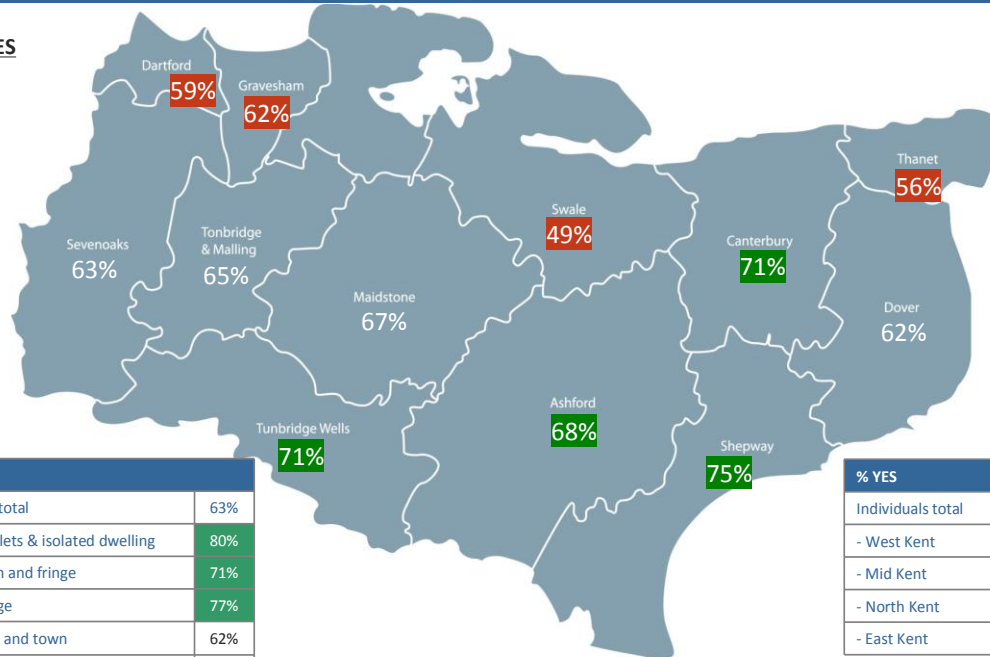


However there are significant differences in terms of districts and residents from urban vs. rural areas:

- 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

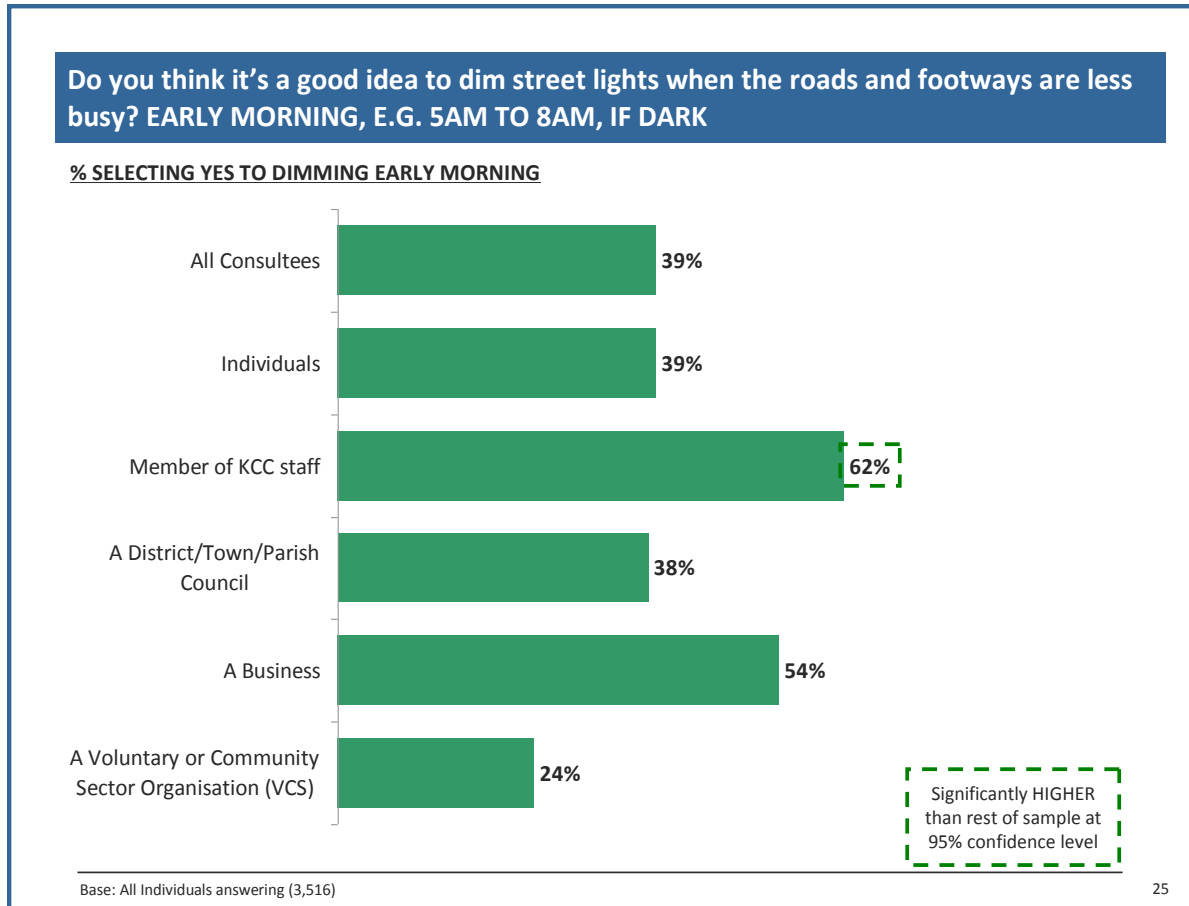
Significantly LOWER than rest of sample at 95% confidence level

Base: All Individuals answering (3,579)

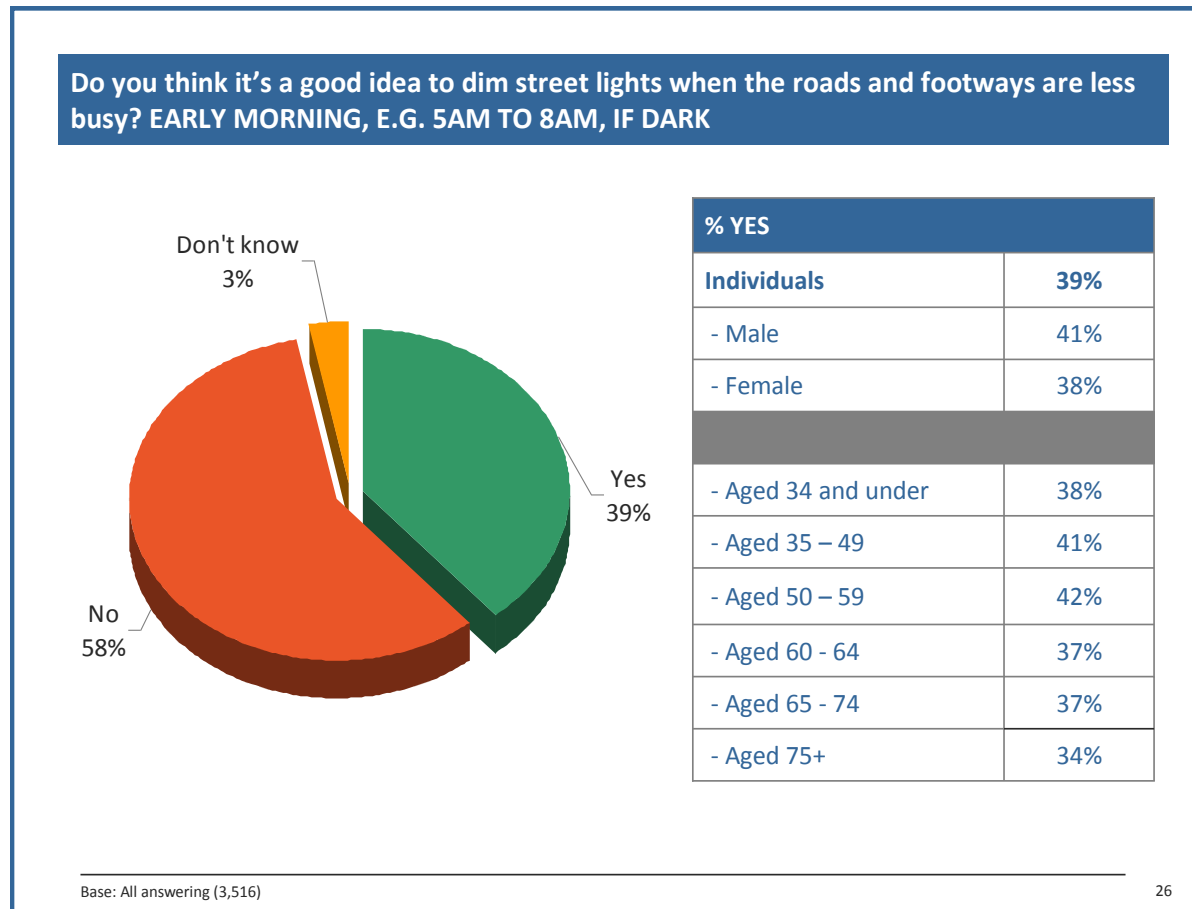


Early Morning

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%.



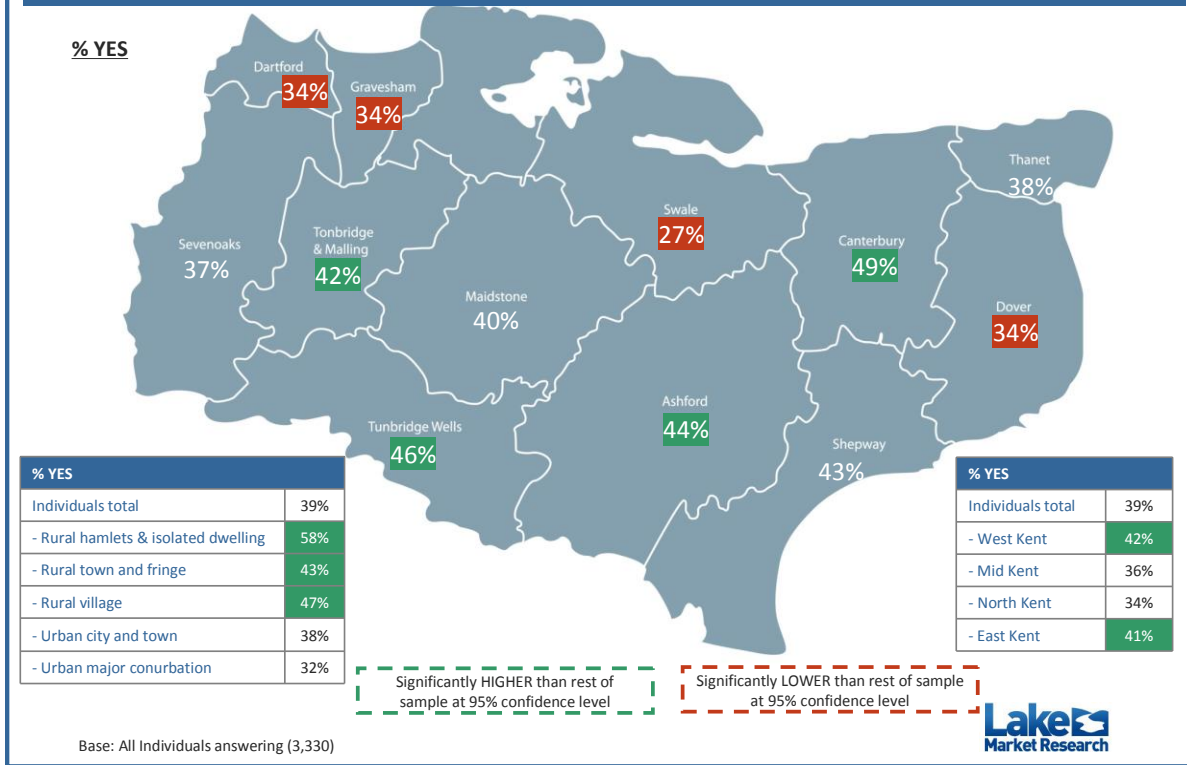
When focusing on Individuals specifically, it is apparent that there are no significant differences in agreement in terms of gender and age groups.



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



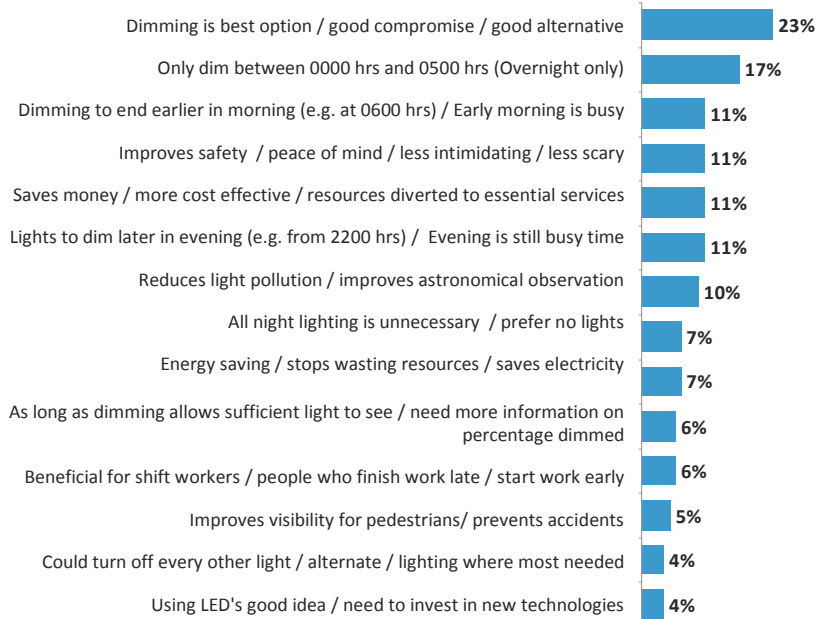
Consultees were then asked for supporting comments to their dimming preferences in their own words. A variety of comments were made and a significant proportion of comments covered both positive and negative comments reflecting the differing appeals of dimming times. We have reviewed the comments provided 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)

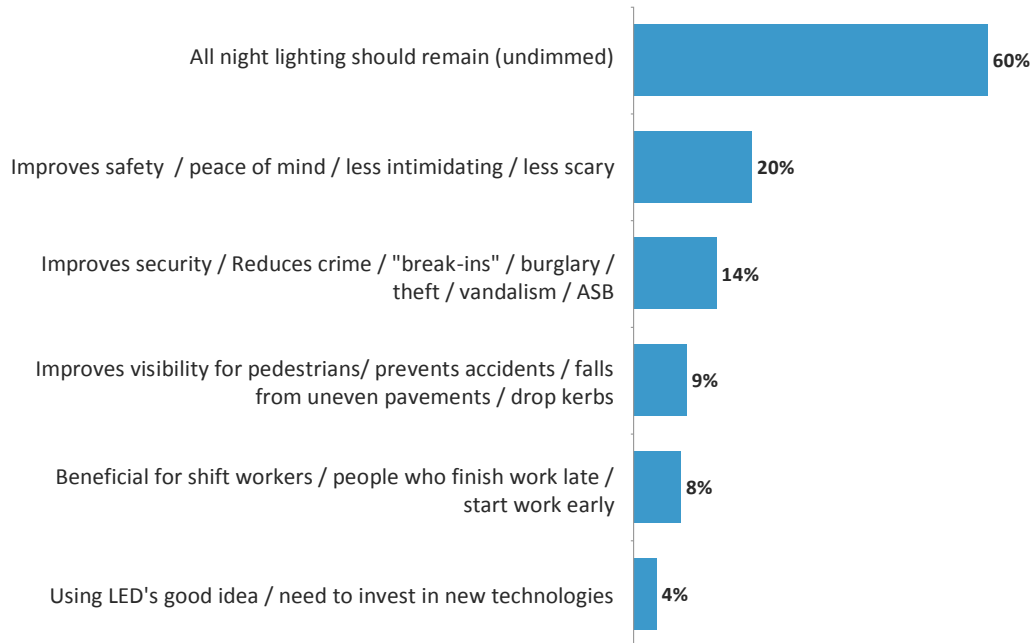
25

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

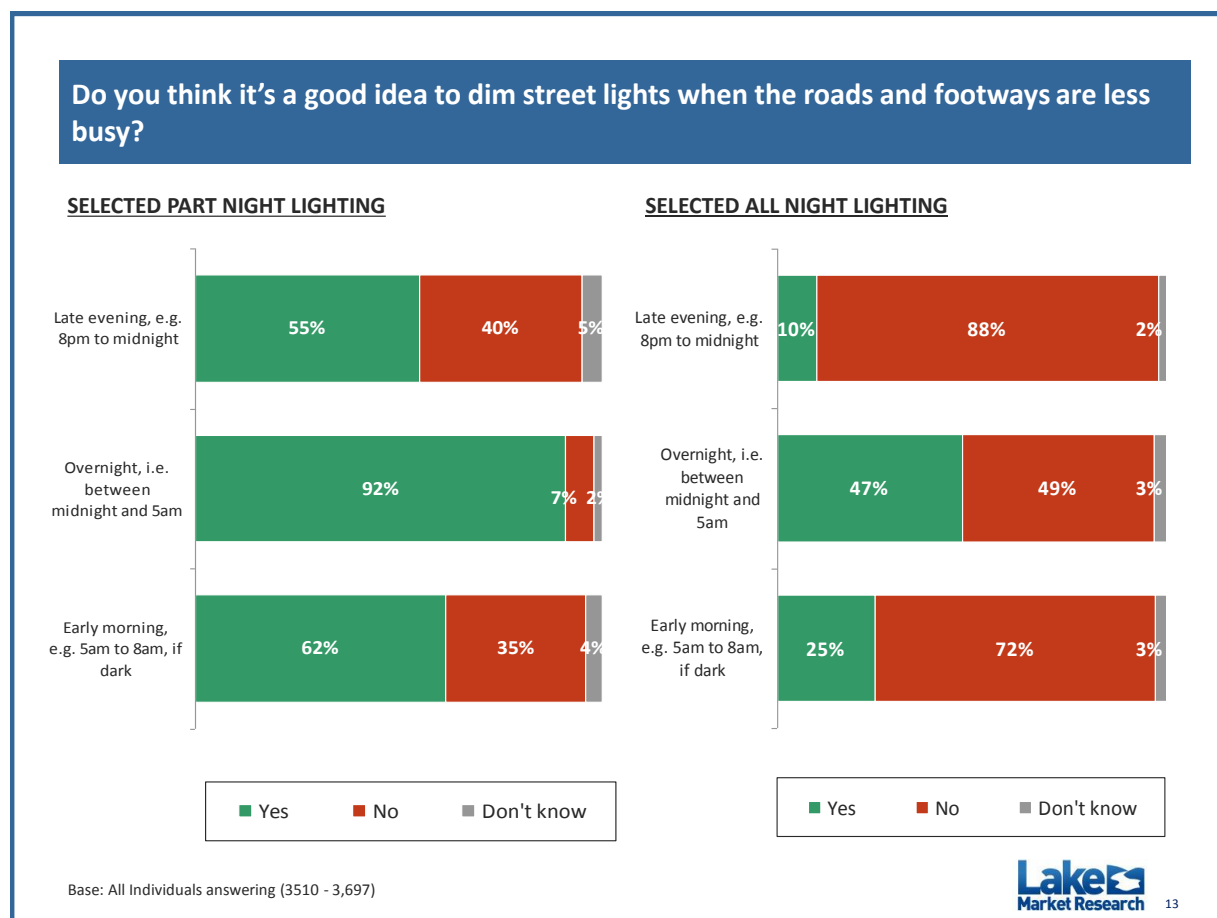
Base: All yes to overnight dimming (735)

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

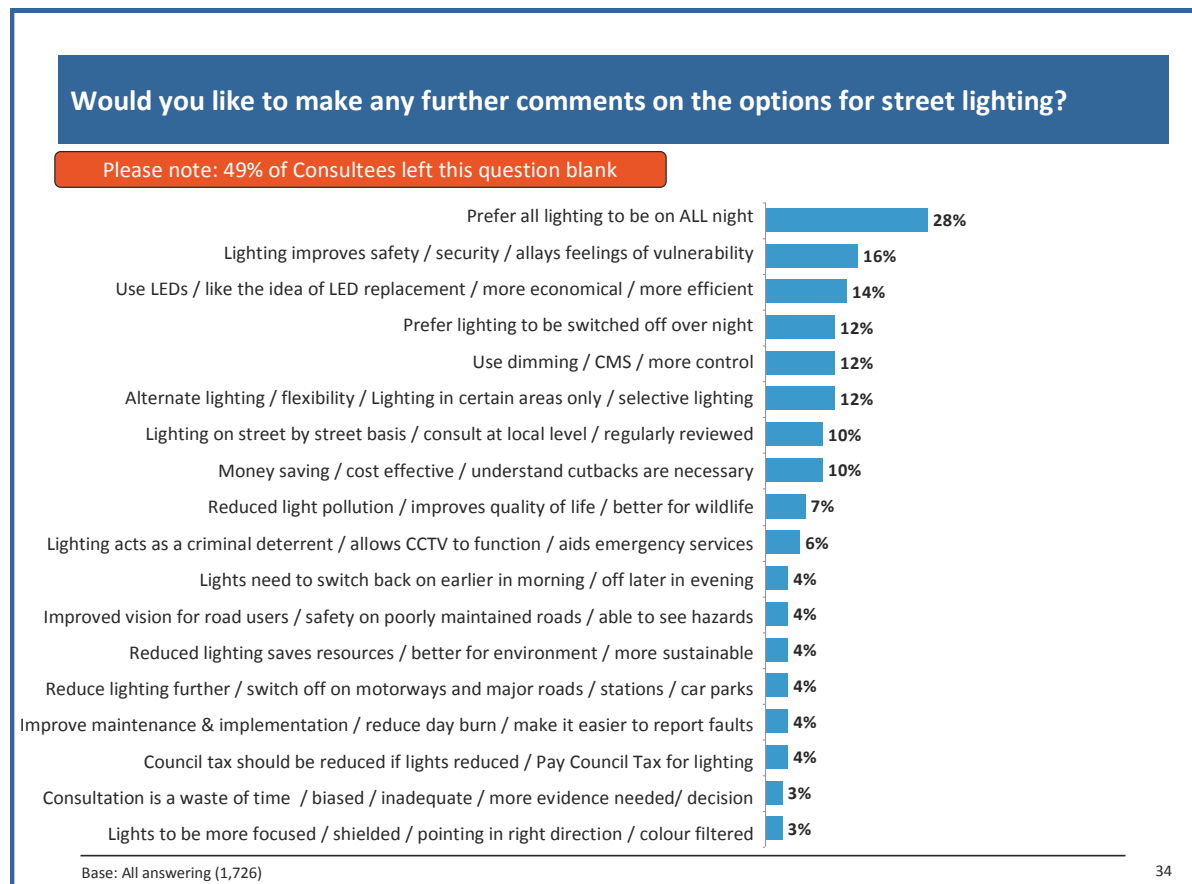
Consultees were also asked to describe any further comments they had concerning the options for street lighting. 49% of Consultees left the question blank and 5% noted they had nothing to add.

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%



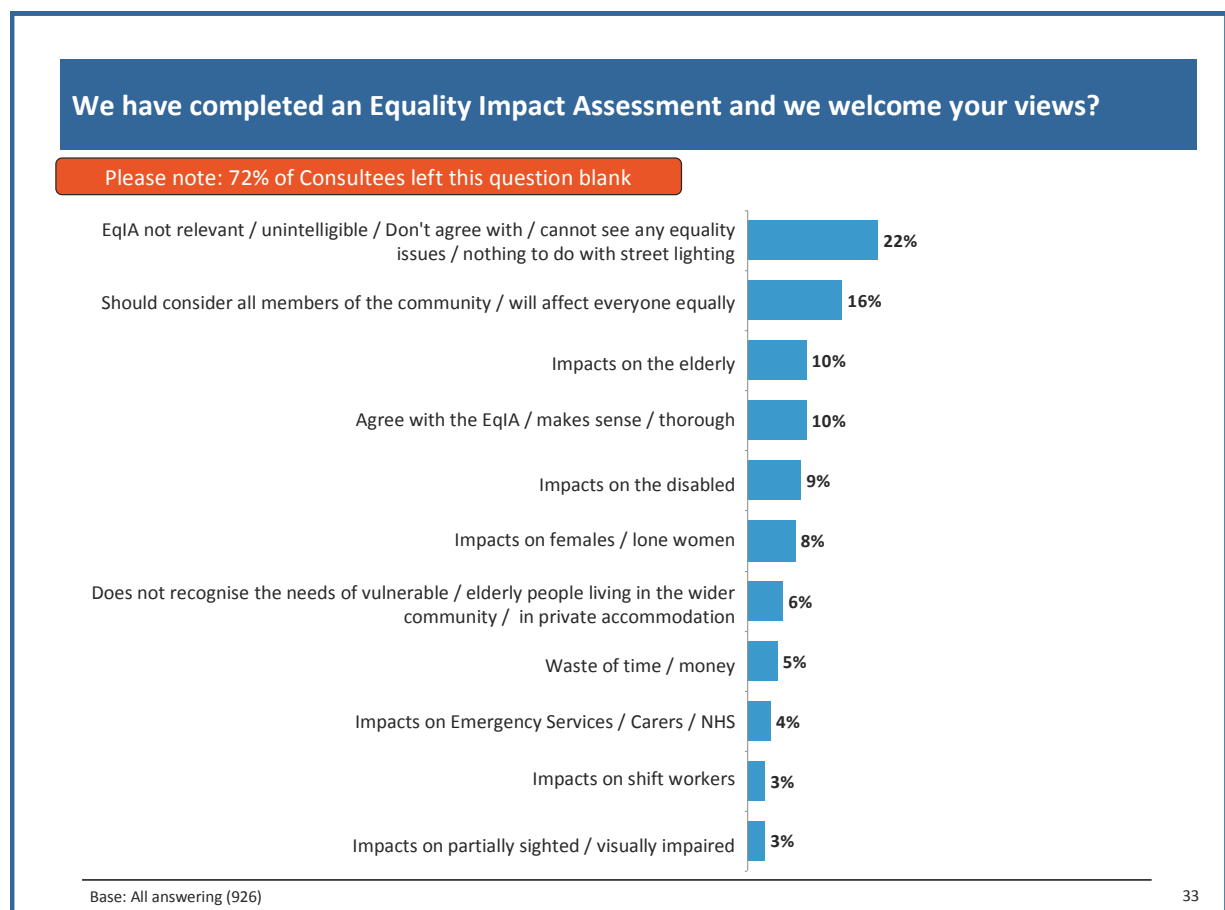
2.6 Equality Impact Assessment

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%).



RESIDENT WORKSHOP GROUPS

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 be 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 likeit'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

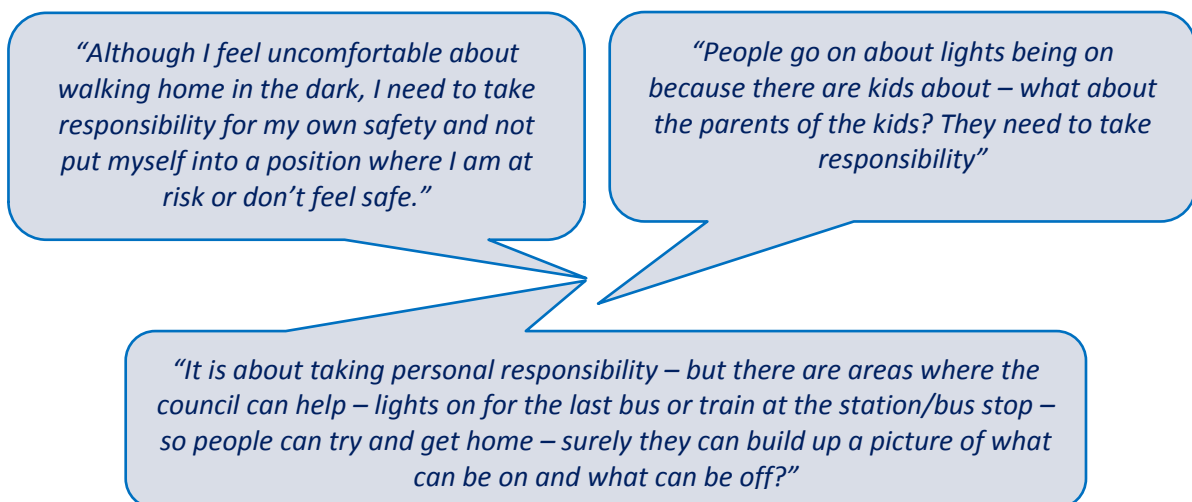
the expenditure. Comments were also made regarding the levels of savings to be achieved, with many respondents feeling that the amount of savings is likely to be much greater than KCC anticipate.

3.5.4 Other Issues With All Night Lighting

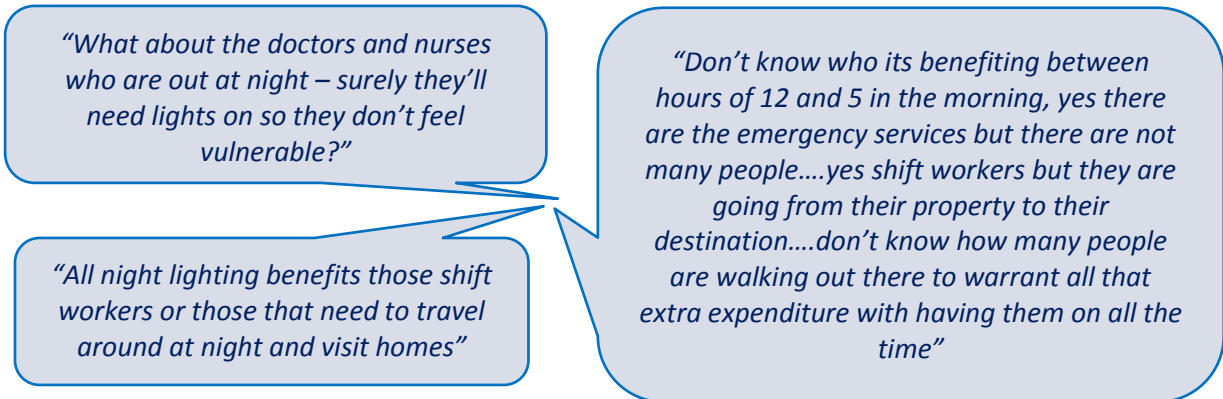
Other comments from a few respondents were focused on the perceived 'need for light' with some respondents feeling that as a society we have got used to having lights on and not being in the dark as it was during the 1970's and 1980's.



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.



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’.

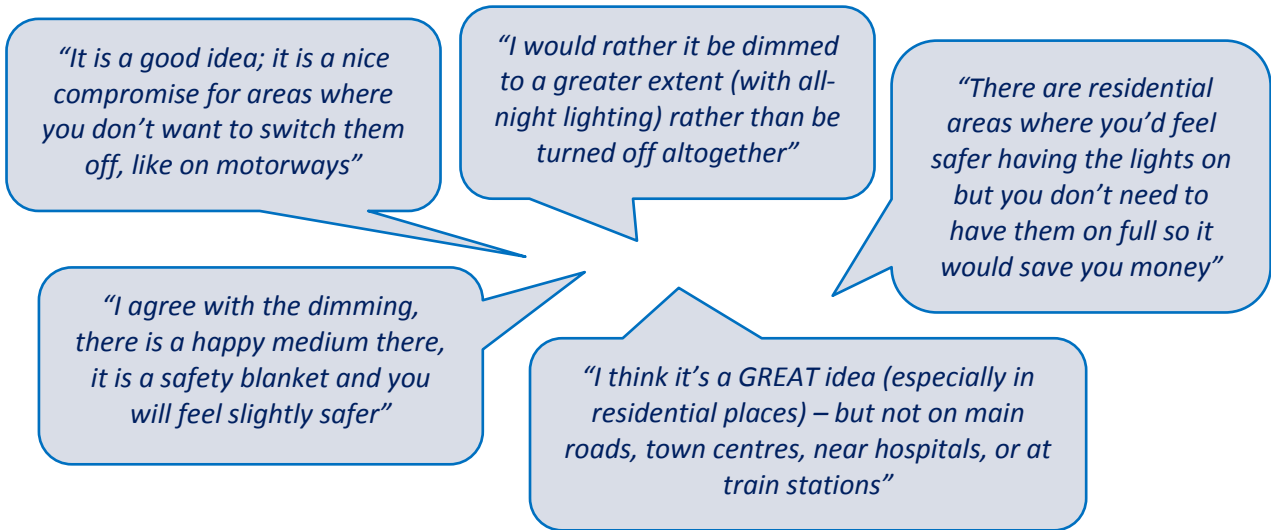
*“It’s better for everyone to have **SOME** light, rather than **NO** light at all”*

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’.



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
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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)"

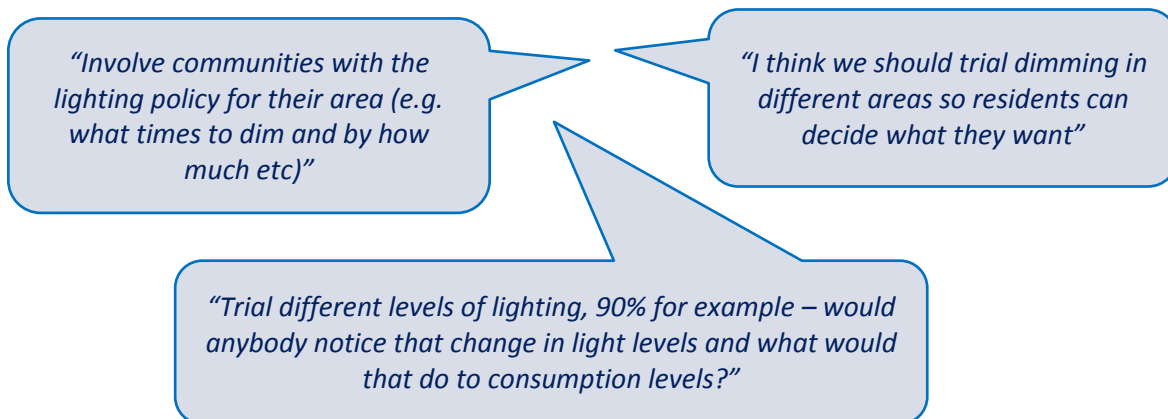
Older respondents tended not to be specific about levels or grading of dimming and instead tended to focus more on the timings of when they felt dimming should be.

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.

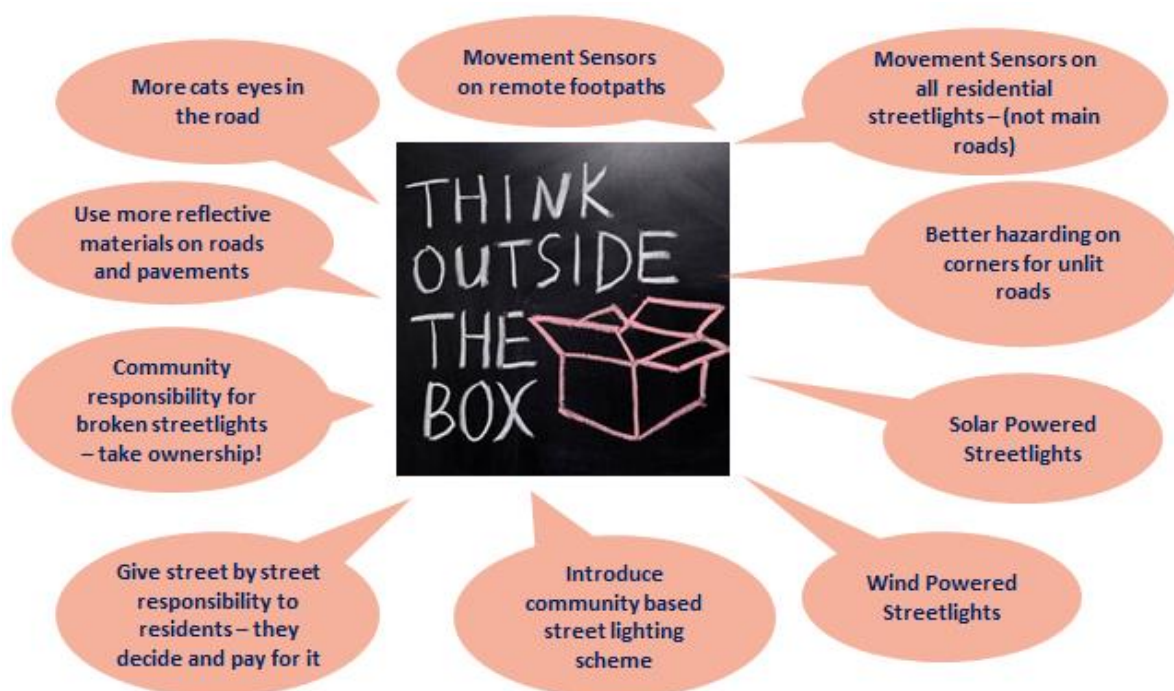
"What I would really like is a demonstration to what it's like compared with different percentages of dimming"

"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.

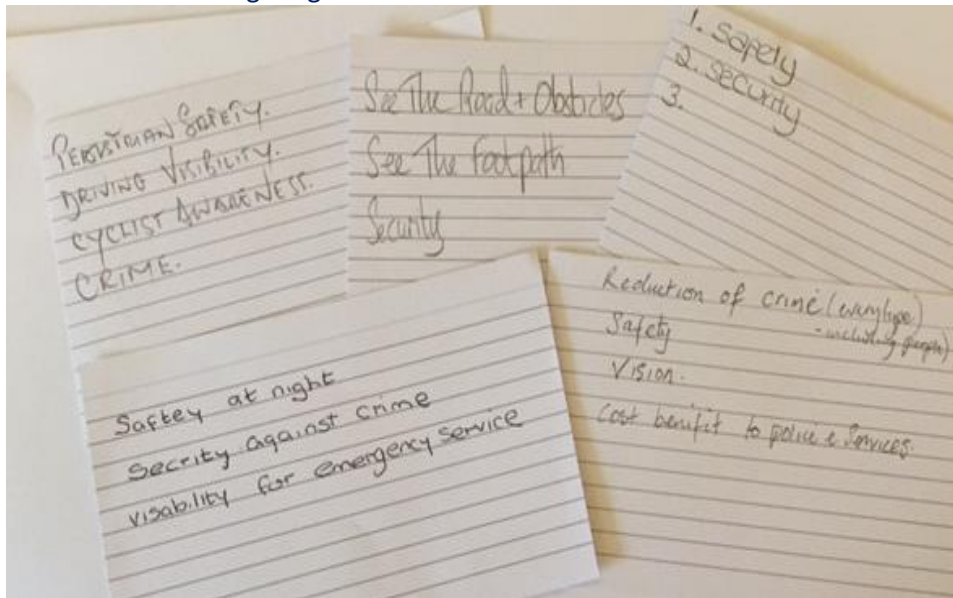
4.1 Shift Workers Focus Groups

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 is 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:

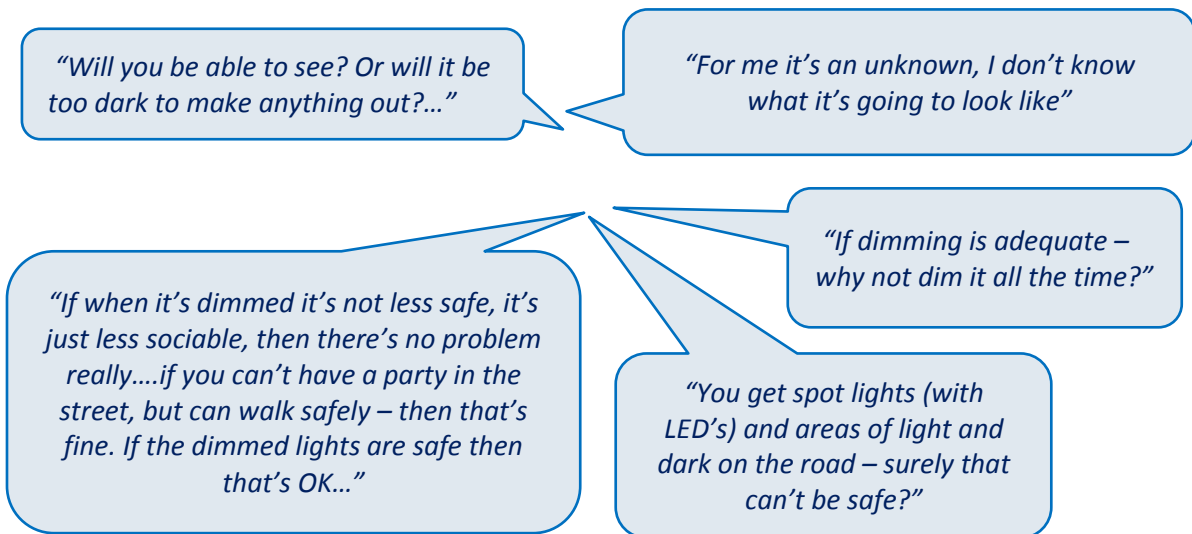
"I don't want to see anything else than full levels of lighting"

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

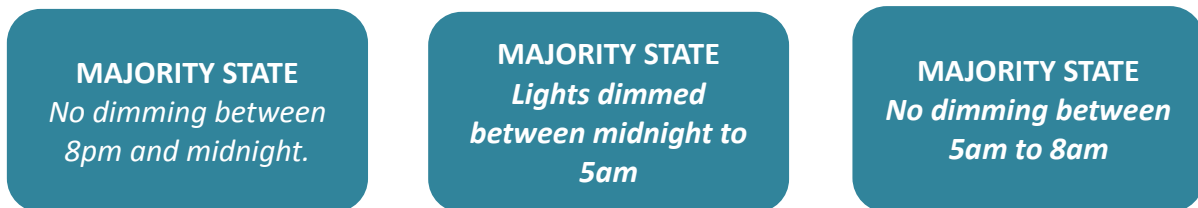
There was some concern surrounding the concept of dimming, which surrounded the actual level of light provided and what level of visibility there was. Respondents were asked what they would expect to see with 40% or 50% dimming and the following criteria were suggested;

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

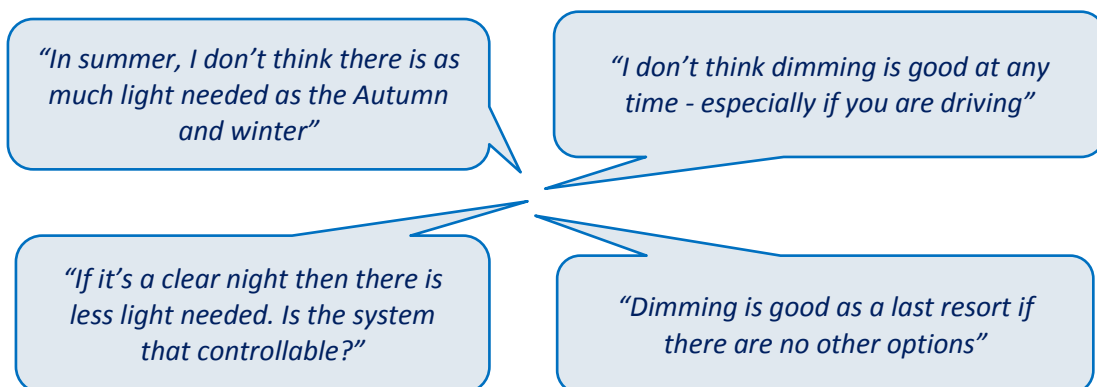
- Bright enough to see the edge of a kerb
- Bright enough to see dog mess
- Bright enough to see potholes/uneven pavements
- Bright enough to see branches



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

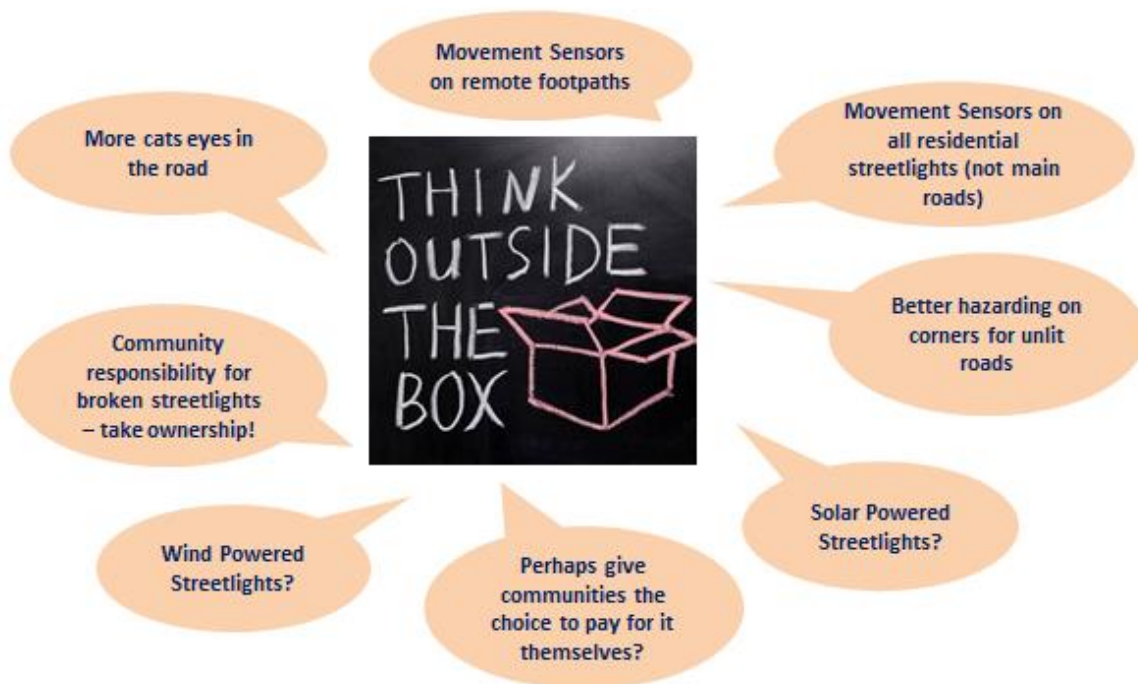


There were a few mentions of dimming occurring between 10pm and midnight; yet, there were some shift workers adamant that no dimming should occur at all between midnight and 5.00am.



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

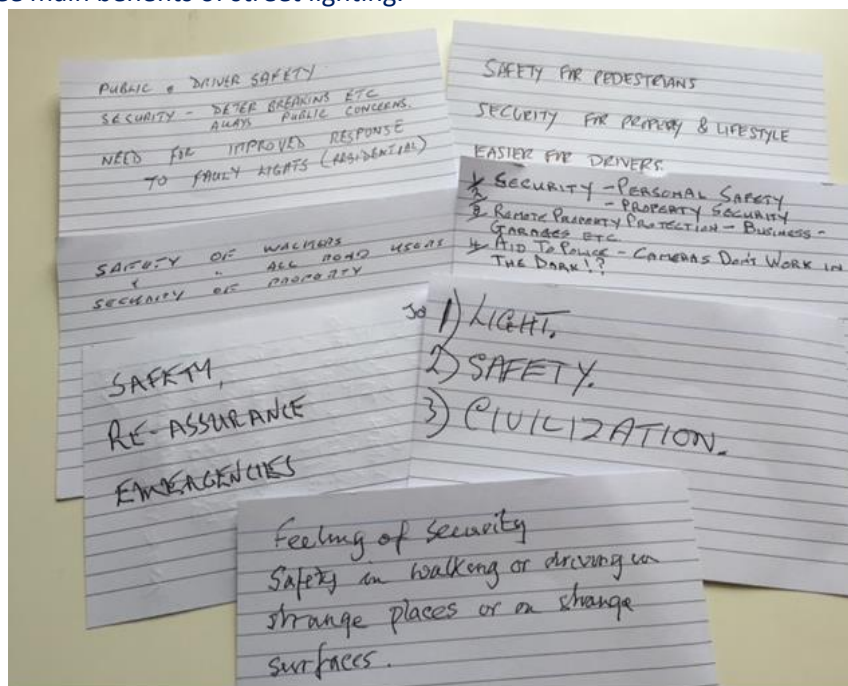
Key Summary

- 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"

"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!"

"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"

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"

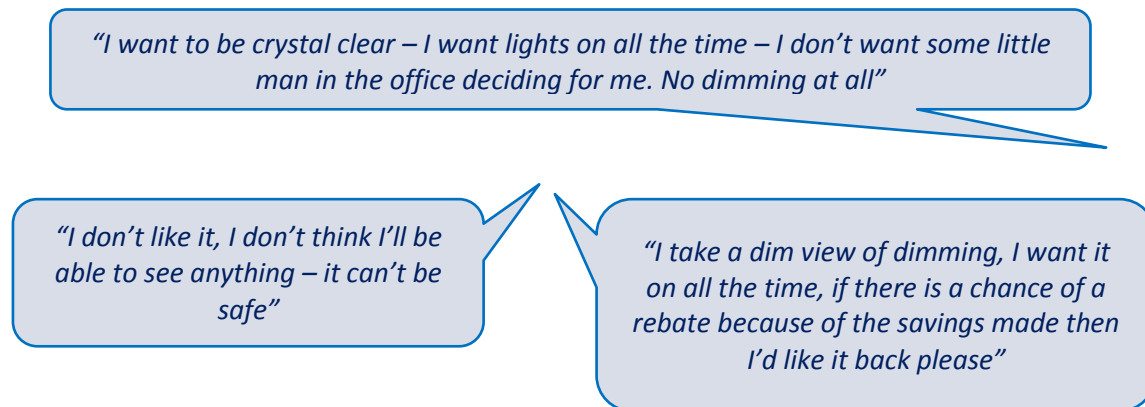
"It's certainly an option. It's a viable option to reduce pollution and costs"

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

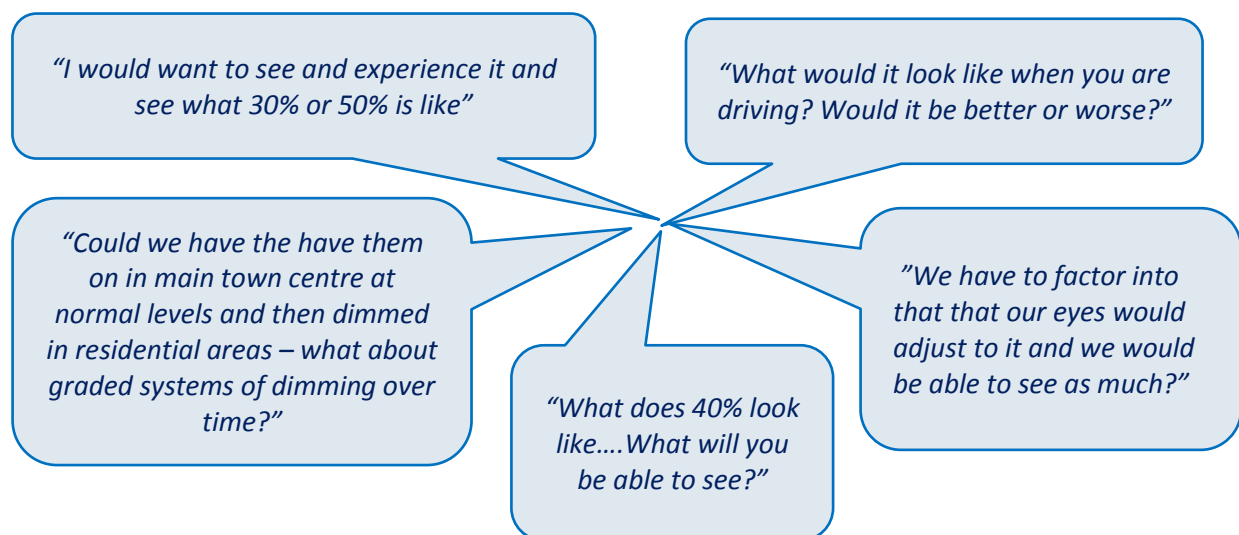
"I think lights on all the time, don't switch them off just dim them"

"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;



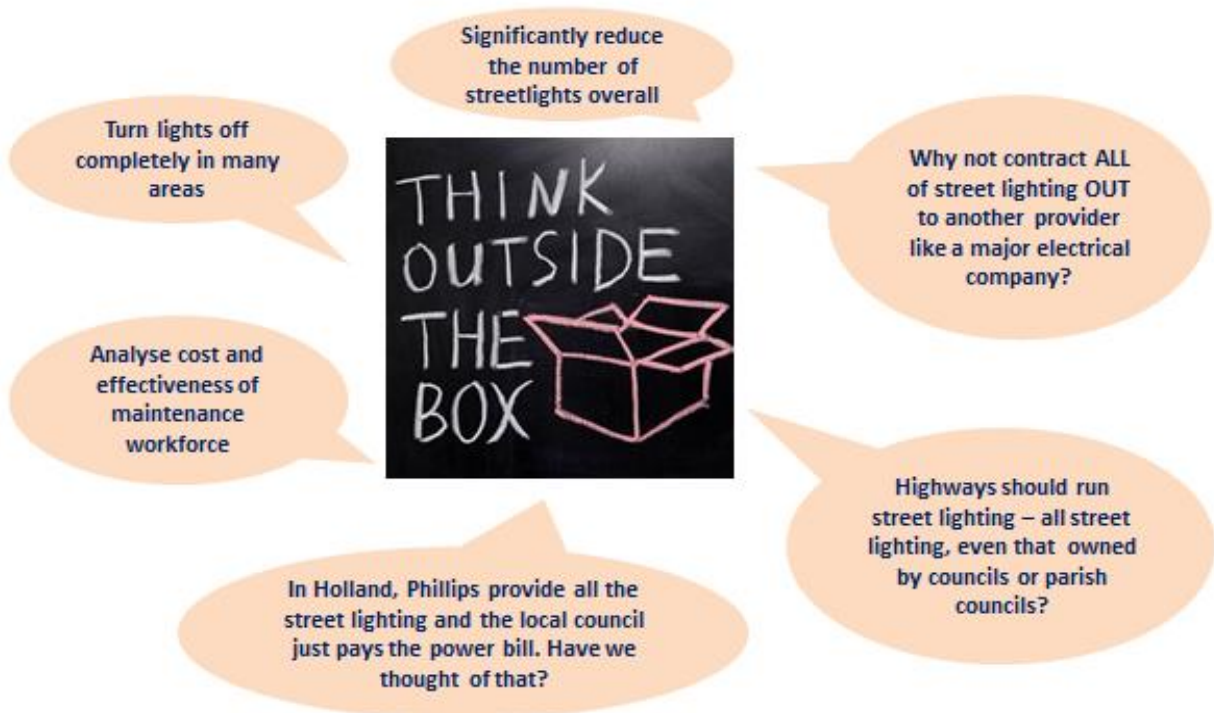
There were a few mentions of dimming between 10pm and midnight, and some early morning dimming, but there still remained the odd respondent that was adamant that no dimming should occur at all.

"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"

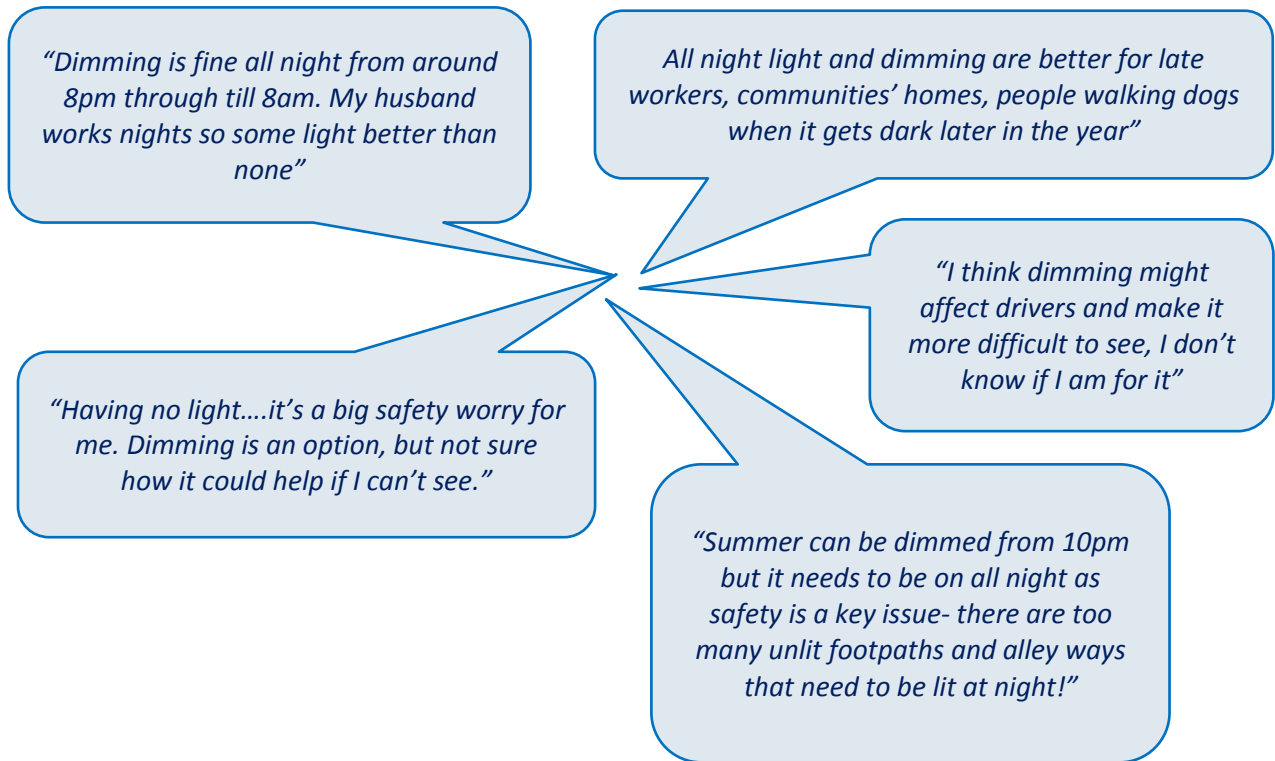
"Safety and crime are the main drivers. I want them on all night - its makes me feel safer in an area that is a bit dodgy"

"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
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.

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 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.

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. 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 or on request from 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%

Fairly dissatisfied	30%	26%	31%
Very dissatisfied	3%	15%	6%
Base	31	33	32

Have you taken part in a Kent County Council Consultation or resident workshop before today?			
	Ashford	Ramsgate	Tun Wells
Yes	6%	6%	3%
No	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.

To what extent do you agree that KCC should be focusing on the area of street lighting to try and save money?						
	Ashford		Ramsgate		Tun Wells	
	Start of session	End of session	Start of session	End of session	Start of session	End of session
Agree strongly / slightly	53%	87% (+34%)	65%	79% (+14%)	56%	84% (+28%)
Neither agree nor disagree	13%	6%	12%	9%	22%	0%
Disagree strongly / slightly	34%	6%	24%	12%	22%	16%

The options for street lighting will be / have been outlined - Please indicate which of the two options you think you might prefer?						
	Ashford		Ramsgate		Tun Wells	
	Start of group	End of group	Start of group	End of group	Start of group	End of group
Option 1: Part-night lighting	65%	77% (+12%)	35%	39% (+4%)	49%	53% (+4%)
Option 2: All night lighting	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.

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?						
	Ashford		Ramsgate		Tun Wells	
	Start of group	End of group	Start of group	End of group	Start of group	End of group
Yes	83%	87% (+4%)	85%	91% (+6%)	69%	94% (+25%)
No	10%	10%	9%	9%	16%	3%
Don't know	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.

The options for street lighting will be / have been outlined - Please indicate which of the two options you think you might prefer?						
	Ashford		Ramsgate		Tun Wells	
	Start of group	End of group	Start of group	End of group	Start of group	End of group
Late evening e.g. 8pm to midnight	27%	58% (+31%)	12%	44% (+32%)	28%	56% (+28%)
Overnight e.g. midnight to 5am	80%	71% (-9%)	91%	82% (-9%)	94%	75% (-19%)
Early morning, e.g. 5am to 8am, if dark	43%	55% (+12%)	26%	44% (+18%)	66%	59% (-7%)
None of the above	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