

CABINET MEMBER DECISION

Decision:

Petitions

(i) Details of decision

That the response, attached to this decision sheet as Appendix 1, be approved.

(ii) Reasons for decision

To respond to the petition.

(iii) Details of any alternative options considered and rejected

None.

(iv) Details of any consultation and representations received not included in the published report

None.

Conflicts of Interest and any Dispensations Granted

(Any conflict of interest declared by any other Cabinet Member consulted in relation to the decision to be recorded and any dispensations granted by the Audit and Governance Committee)

None.

Decision taken by:

(i) Name: Colin Kemp

(ii) Portfolio: Cabinet Member for Highways

Date of Decision: 15 June 2017

Date of Publication of Record of Decision: 15 June 2017

Date decision effective (this decision cannot be called-in): 15 June 2017

Cabinet Member for Highways

15 June 2017

RESPONSE TO PETITION REQUESTING THAT SURREY COUNTY COUNCIL ABOLISH PLANS TO SWITCH OF STREET LIGHTING OVERNIGHT

Petition:

We the undersigned petition Surrey County Council to Abolish plans to switch of street lighting overnight.

Submitted by: Stewart Meaton

Signatures: 1,246

Response:

Among many initiatives, the Council identified the opportunity to save electricity and thereby benefit from both the financial and carbon savings by switching off some street lights for some of the night.

Many Highway Authorities are now already using part night lighting in some roads or are in the process of implementing it. Surrey County Council officers researched current practices by other authorities to determine its approach.

In October 2016, the Council's Cabinet approved the implementation of part night lighting which was on the basis of risk assessments for each road. It was and is recognised that this could have an impact on residents in respect of road safety and crime and so the risk assessment was designed to take this into account.

For example, part night lighting was limited to non-traffic routes and delayed until midnight with lights staying off until 0500. By limiting part night lighting to non-traffic routes and switching lights off when the number of people using the county's roads are significantly fewer than at other times of the day, the above risks are mitigated as much as possible.

On roads where it was proposed to implement part night lighting, road by road risk assessments were carried out and if any of the Avoidance Criteria* were present those roads were excluded. All roads that "passed" the risk assessment were then considered by the Council's Road Safety Team and Surrey Police to evaluate any concerns where part night lighting might have an adverse effect on either road safety or crime and if this was the case the roads were excluded.

Finally, any roads in close proximity to a railway station or bus stop which operates after midnight or before 0500 (but were otherwise suitable for part night lighting) had the start and or finish time for part night lighting adjusted to accommodate the first and last buses and trains.

The Council has also implemented a decision review process which allows residents to challenge the decision either to exclude or include a road in part night lighting. It should be noted that having carried out the above risk assessments, decisions will normally only be reversed where something has been missed or new information has been provided which impacts the risk assessment.

Whilst there are residents who do not support this programme, there are many in favour of it for differing reasons. As part of the Cabinet paper, 842 people responded to the consultation with over 75% in favour of switching off some lights. Whilst this number of responses is a small proportion of the population of Surrey, it is reflective of the anecdotal feedback in the media, including social media, both prior to and since implementation.

***Avoidance Criteria:**

- a) Traffic Routes – this will predominantly be A, B and C classified roads, however some lower trafficked roads in this group may be included and equally some higher trafficked unclassified roads may be excluded by this criteria.
- b) Town centres where this is a night time economy.
- c) Where traffic calming measures (speed cushions or humps, chicanes etc) or formal pedestrian crossings such as zebra crossings are present and they require illumination.
- d) Locations where Council or Police CCTV is in operation to reduce crime.
- e) Locations where the Council's Road Safety Team or Surrey Police believe that implementing part-night lighting could have an adverse effect on either crime or road safety.
- f) In cases where buses or trains run beyond the proposed switch off time, roads will be assessed and may either be excluded from part night lighting or have a later switch off time.

**Mr Colin Kemp
Cabinet Member for Highways
Surrey County Council**