

NORTH YORKSHIRE COUNTY COUNCIL**TRANSPORT, ECONOMY & ENVIRONMENT OVERVIEW AND SCRUTINY COMMITTEE**

5 September 2012

**BRIEFING NOTE –
STREET LIGHTING ENERGY REDUCTION PROGRAMME****1.0 Purpose of Report**

- 1.1 This report is to update the Transport, Economy & Environment Overview and Scrutiny Committee on the progress of the four year street lighting energy reduction programme that was approved by Members in July 2011.

2.0 Background

- 2.1 In July 2011, North Yorkshire County Council's Executive approved a Transport, Economy and Environment Overview and Scrutiny Report which recommended that up to 60% of the County Council's street lighting columns be switched off in the early hours of the morning whilst road use is at its minimum. It is intended that the proposed changes will make energy savings of approximately £400,000 per annum, at current energy rates, and contribute significantly to the Council's stated aim of reducing carbon emissions by 20% by 2015. This proposal forms part of a larger savings plan by North Yorkshire County Council as a result of the Government's austerity measures.
- 2.2 There are in excess of 50,000 lighting columns within the control of the County Council. Table 1 gives the estimated completion schedule for the 4 year project.
- 2.3 **Table 1 - Timetable** may be subject to change due to routine cyclical maintenance requirements.

Phase	Programmed Date	Location	Approximate column numbers
1	March 2012 to December 2012	HarrogateTown Knaresborough Scarborough Town	8300 1900 5050
2	May 2013 to March 2014	Hambleton District Richmondshire District	6500 3050
3	April 2014 to March 2015	Selby District Remaining Harrogate District Remaining Scarborough District	8000 4400 5700
4	April 2015 to March 2016	Ryedale District Craven District	3550 4660
1a	Sept 2011 to Jan 2012	Selby By-Pass	**
1b	April 2012 to March 2013	Cycletrack Conversion	***
1c	Sept 2012 To Sept 2013*	Industrial Estates	***

* Subject to the formal adoption process for those Industrial Estates not currently maintainable at Public expense.

** Included in Selby District total

*** Distributed County wide

3.0 Key Criteria

- 3.1 Whilst the primary purpose of road and street lighting is highway safety it is acknowledged that fear of crime is an important consideration when assessing the proposals. The Council is working closely with the police and others to ensure that the proposals will not adversely impact on community safety.
- 3.2 The County Council's main concerns when considering which street lights will be switched off include the night time accident record, criminal behaviour and maintaining operative and legislative requirements. To that end all locations will be subject to a rigorous risk assessment process involving County Council Road Safety Engineers, Lighting Engineers and North Yorkshire Police.
- 3.3 At the outset the following criteria was determined for the lights which will not be included in the part night scheme (lights we will not switch off):
- Main traffic routes and road junctions (dimming of streetlights may be introduced if appropriate).
 - Locations with a significant road traffic night time injury accident record.
 - Areas with a significant record of relevant street crime. North Yorkshire Police have provided a software programme that identifies all street lighting columns within 25 metres of 2 or more relevant crimes committed between midnight and 6am in the last 5 years.
 - Lights outside sheltered housing and other residences accommodating vulnerable people.
 - Areas with 24hr operational emergency services including hospitals.
 - Potential hazards on the highway such as traffic calming, speed humps and road crossings.
 - Parts of Town Centres that have concentrated night time activity or economy.
 - Where residents, through the consultation process, raise legitimate safety or crime and disorder concerns.
- 3.4 As the primary function of street lighting is for road safety it has been determined that footpaths, back forecourts and alleyways will not be lit during the part night hours except under legitimate circumstances arising from safety or crime concerns.

4.0 Progress Update

4.1 Phase 1a - Selby Bypass

- 4.1.1 Implementation of the part night scheme on the Selby Bypass was completed in January 2012. A total of 230 columns were converted to part night working, this represents 60% of the total 380 columns along the carriageway. 10 columns were considered to be unnecessary and were removed completely. The high electricity company costs outlined in the July 2011 report were not relevant in this instance as all lighting columns on Selby Bypass are fed via a metered supply on private NYCC cables. The 10 columns were disconnected and removed by the County Council's street lighting contractor with no costs attributed to the electricity company.
- 4.1.2 Prior to the commencement of the project 1315 new road studs were installed as a road safety measure. Also, every part-night lighting column was fitted with a high intensity retro-reflective red panel similar to those used as verge markers.

- 4.1.3 The part-night project for Selby Bypass provided an instant energy saving of approx £14,500 per annum.
- 4.1.4 On completion of the project the Road Lighting Team requested that a stage 3 safety audit be carried out on the sections of carriageway that would be unlit after midnight. Representatives of the County Council's Traffic Engineering Team, Area 7 Highway's Office (Selby) and North Yorkshire Police reviewed the project before and after the lighting switched off; there were no reported road safety issues.
- 4.1.5 No complaints have been received since the implementation of the Selby project. We are currently reviewing the options for dimming the lights that are not being switched off along the by-pass. There is an option to reduce the lamp wattage from 250w to 150w during the same part-night hours with a potential annual saving of £45 per column. The installation costs would be recovered in energy savings within 4 years.

4.2 Phase 1b - Cycletrack Conversion

- 4.2.1 Work was completed on the Tadcaster cycletrack in April 2012. A total of 30 columns were converted. Work is due to commence on the Malton cycletrack in November 2012.

4.3 Phase 1c – Industrial Estates

- 4.3.1 Traffic counts for the industrial estates where North Yorkshire County Council maintains street lighting will commence in September 2012. Implementation to part night working will commence once the traffic flow statistics have been reviewed.
- 4.3.2 Progress on this element of the project has been slower than anticipated due to ownership issues. A significant number of industrial estates have not been formally adopted by North Yorkshire County Council and are not highway maintainable at public expense. It is our intention to contact the District Councils responsible for these sites and hand the lighting back to them until the formal adoption process is completed.

4.4 Phase 1 – Harrogate Town, Knaresborough, Scarborough Town

- 4.4.1 In March 2012 the consultation process commenced for Phase 1 of the energy reduction programme, (Harrogate Town, Knaresborough and Scarborough Town wards). Table 2 gives the current progress as at 15th August 2012. Work is on schedule to complete by December 2012. There will then be a review period to assess if there has been any impact on accident and crime statistics within these areas. We will also take account of any lessons learned prior to commencing Phase 2.

4.4.2 Table 2

Phase 1 Key Milestones	Harrogate Town	Knaresborough	Scarborough Town
Accident, safety & crime review	100%	100%	15%
4 week councillor consultation	100%	100%	0% starts 27 th Aug 2012
Public website interactive map update	100%	100%	0% starts 1 st Oct 2012
Resident leaflet delivery	100%	100%	0% starts 1 st Oct 2012
4 week public consultation period	100%	50%	0% Starts 1 st Oct 2012
Installation of replacement photo cells	58%	0% Starts 3 rd Sept 2012	0% Starts 5 th Nov 2012
Post implementation accident, safety & crime review	0% Starts Feb 2013	0% Starts Mar 2013	0% Starts Apr 2013

4.4.3 Table 3 indicates the number of lighting columns that will be switched off or left on following the completion of the consultation process for Harrogate and Knaresborough.

4.4.4 Table 3

Area	Columns	Columns Off	Columns On
Bilton, Woodfield & New Park	1,529	1,010	519
Starbeck & Granby	1,105	590	515
Low Harrogate & Harlow	1,354	615	739
Hookstone & Stray	1,355	696	659
Pannal & Rossett	1,550	1,019	531
Saltergate	753	509	244
High Harrogate	638	368	270
Knaresborough*	1,912	1,214	698
Total	10,196	6,021	4,175

* Subject to the outcome of the consultation process

5.0 Consultation

- 5.1 The main aim of the consultation process is to utilise local knowledge to ensure specific areas of concern are identified and addressed. For those consultations already undertaken for Phase 1 we have received the support and participation of all the local County Councillors in facilitating the consultation process with the District Council. This process is essential to the delivery of the programme and ensures that the primary consultees review the proposals and provide valuable feedback based on their local knowledge and the needs of their constituents. This process will be the blueprint for subsequent consultations involving County, District and Parish/Town Councillors.
- 5.2 We are also consulting with North Yorkshire Police and others to ensure that the proposals will not adversely impact on community safety. Night time road traffic accidents and crime statistics are reviewed as part of the process and no lights will be turned off in areas identified as having a significant accident or crime record.
- 5.3 Following consultation with local councillors the proposals are shown on the North Yorkshire County Council website by means of an Interactive Map. There is also further information on the scheme and a feedback form available on the website. An information leaflet is delivered to all residents which explains what, why and when we are making changes to the street lighting. A period of 4 weeks is then given to allow time for feedback and further discussion. Any changes arising from the consultation will be updated on the website prior to the switch over to part-night lighting. In addition there will be press releases in the local press at key points in the process.
- 5.4 As part of the Harrogate consultation there were in excess of 35,000 leaflets delivered to residents in the Harrogate Town and Knaresborough wards.
- 5.5 Table 4 (below) shows a breakdown of the responses received so far.

Website Pageviews	2,135 hits since 1st April 2012
Website Feedback Forms	55 Total <i>8 General comments</i> <i>10 Specific requests for change</i> <i>18 Negative comments</i> <i>19 Positive/Supportive comments</i>
Telephone Calls	Currently unable to identify the number of calls however the general feeling amongst CSC operatives is that the number is not significant.
Correspondence & Emails	10 Total <i>1 General comment</i> <i>2 Specific request for change</i> <i>5 Negative comments</i> <i>2 Positive/Supportive comments</i>

6.0 Lessons Learned

- 6.1 During the initial consultation and implementation of Phase 1 a number of lessons learned have been noted and will be put in place prior to commencement of Phase 2. These include:

- Improvements to information management and dissemination:
 - additional FAQs on the website and information leaflet
 - space for contact details on the online feedback form to allow replies to direct requests and questions
 - additional releases to the local press
- Improved communication with key stakeholders:
 - early contact and advice to local councillors to assist in curtailing the spread of misinformation and speculation.
 - include MPs in the consultation process
 - The Customer Service call system can be amended to identify the number of calls which relate specifically to the energy reduction programme.
- The photo cells installed in Selby and Harrogate do not have the capability to acknowledge GMT or BST. As a result the cells will switch between midnight and 5am (GMT) and 1am-6am (BST). At the request of North Yorkshire County Council the manufacturer has incorporated additional technology into the photo cell which will now manage the change and switch between midnight and 5 am throughout the year. This will be incorporated in all future schemes.
- The photo cells are not pre-programmed with the current time and date and take some time to establish themselves in terms of accuracy. Residents should be advised that the switching times will get more accurate the longer the cells are in situ.

7.0 Equalities

- 7.1 Consideration has been given to the potential for any adverse equality impacts arising from the proposals. It is the view of officers that the proposals do not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010.

8.0 Financial Situation

- 8.1 There is a £200k allocation for the implementation of the part-night energy reduction project during the current financial year. This is an approved direct Revenue contribution to the Capital Programme. The implementation programme will be closely monitored to ensure the budget allocation is not exceeded.

9.0 Summary

- 9.1 The conversion to part night lighting is due to complete in the Harrogate Town wards in August/Sept 2012.
- 9.2 The consultation for Knaresborough will be complete at the end of August 2012 and work will then commence on the conversion to part-night. This will take approximately 4 weeks.
- 9.3.1 Survey work has commenced in the Scarborough Town wards and initial contact with the local councillors has been established. Phase 1 is on schedule to complete by the end of December 2012.

- 9.4 The assessment work and subsequent conversion to part night lighting for the Cycletracks and Industrial Estates will continue in parallel with Phase 1 and 2.
- 9.5 In early 2013 we will commence a post implementation review of Phase 1 and commence the survey and “in house” risk assessments required for Phase 2.
- 9.6 Following a 4 month hiatus in the consultation and installation process during the build up to the local elections consultation on Phase 2 will commence in May 2013.

DAVID BOWE
Corporate Director – Business & Environmental Services

Authors: Hazel Davidson – Project Manager (Energy)
Paul Gilmore, Manager – Street Lighting