

|                               |            |                             |            |
|-------------------------------|------------|-----------------------------|------------|
| <b>Key Decision Required:</b> | <b>Yes</b> | <b>In the Forward Plan:</b> | <b>Yes</b> |
|-------------------------------|------------|-----------------------------|------------|

## CABINET

**13 MARCH 2015**

### REPORT OF THE LEADER OF THE COUNCIL

#### **A.2 PART NIGHT STREET LIGHTING**

(Report prepared by Karen Neath)

#### **PART 1 – KEY INFORMATION**

##### **PURPOSE OF THE REPORT**

To consider the responses and evidence from the recent consultation on part night street lighting and determine a response to the Council motion of 25 November 2014.

##### **EXECUTIVE SUMMARY**

- Essex County Council first introduced selected part night lighting in 2007 and in 2013 consulted on moving to part night lighting across the whole of Essex. In particular, views were sought on areas where it was felt that street lights should remain on all night.
- Part night street lighting was introduced early in 2014 to the Tendring District with all street lights, apart from agreed exceptions, being switched off between midnight and 5am.
- On 25 November 2014, at a meeting of the Full Council of Tendring District Council, a motion was received proposing that the District Council make a funding contribution to Essex County Council to allow all lights to be switched back on all night.
- The motion was referred to Cabinet who considered it at the meeting on 12 December 2014 and requested further evidence. The relevant organisations were contacted to request the information asked for by Cabinet. Following further debate on part night street lighting at the Council meeting on 10 February, the consultation was widened to allow residents to comment.
- Responses to specific questions raised by Cabinet have been received from The AA, Essex County Fire and Rescue Services and Essex Police and from 14 Town and Parish Councils with the responses set out in the appendices.
- There have been 309 responses from individual residents to the online consultation. Of these 203 positively asked for the lights to be switched back on with a further 26 expressing concerns about the lights being turned off citing crime and health and safety as the main reasons.
- There were 67 respondents who positively asked that lights continue to be turned off between midnight and 5am.

- The remaining respondents did not express a positive view one way or the other but suggested alternative approaches that would still make cost savings but would allow lights to be on including installing LED lights or only turning off every second or third light.
- The lead for the “We want our lights back on.....Tendring” campaign has advised that approximately 10,500 signatures have been received so far in favour of street lights being on throughout the night.
- Any further information received before the meeting on 13 March will be provided to Cabinet in order that it can be taken into account in the final decision.

#### **RECOMMENDATION(S)**

**That, having considered the responses and evidence from the recent consultation, Cabinet determines its response to the Council motion of 25 November 2014.**

### **PART 2 – IMPLICATIONS OF THE DECISION**

#### **DELIVERING PRIORITIES**

The District Council has a role as a community leader and in relation to this issue has sought views and contributions from other organisations as well as local residents.

#### **FINANCE, OTHER RESOURCES AND RISK**

At the Council meeting on 10 February 2015 in the Budget speech, the Leader made a commitment to set aside a one-off sum of £160,000 pending a final decision on part night street lighting by Council.

#### **LEGAL**

The provision of street lighting is a function of Essex County Council. Tendring District Council is able to request which lights are on or off and make a contribution to the cost. However, final decisions about lighting are ultimately the remit of the County Council.

#### **OTHER IMPLICATIONS**

The evidence around crime and disorder and health and safety will be taken into account as part of the consideration of response.

### **PART 3 – SUPPORTING INFORMATION**

#### **BACKGROUND**

Essex County Council first introduced part night lighting to the districts of Maldon and Uttlesford in 2007 and in Braintree and Chelmsford from 1 September 2013. In September 2013 the County Council then consulted on moving to part night street lighting across the rest of Essex. In particular, views were sought on areas where it was felt that street lights should remain on all night.

Following the consultation, part night street lighting was also introduced early in 2014 to the Tendring district with all street lights, apart from agreed exceptions, being switched off between midnight and 5am.

On 25 November 2014, the Tendring District Council full meeting received the following motion.

*“That this Council seeks to reverse the impact of Essex County Council’s Part Night Street Lighting policy within the Tendring District by paying to Essex County Council the sum of up to £44,000 in 2014/15 (Essex County Council have identified £127,000 as the annual amount saved by the night time switch off of the District’s lights) to enable the Tendring District’s street lights to remain on all night. The amount to be spent is to be taken from the Council contingency to meet the remainder of the 2014-2015 financial year.*

*Funding thereafter to be included for consideration as part of the budget setting process for 2015/16 on the basis that the funding of Tendring’s street lights throughout the night be met by this Council only until Essex County Council is persuaded to reverse its unpopular and dangerous policy.”*

The motion was referred to Cabinet who considered it at the meeting on 12 December 2014 and resolved:-

*(a) in view of the significant financial implications of the proposal contained in the Motion, Cabinet requests that officers write to Essex County Council, Essex Police, Essex Fire and Rescue Services and the Ambulance Service to ask for written statements of their views as to whether the introduction of part night street lighting in Tendring has had a detrimental effect on the delivery of their services and to provide firm evidence to support their statements;*

*(b) the Town and Parish Councils in Tendring and the Automobile Association be invited to submit any evidence they have regarding the effects (positive or negative) of introducing part night street lighting;*

*(c) Essex Police be specifically requested to provide this Council with their best evidence (whether from Tendring, elsewhere in Essex or from elsewhere) as to the impact of part night street lighting on crime and the fear of crime;*

*(d) Essex County Council be requested to confirm whether they would be prepared to re-instate full night time street lighting in Tendring if the District Council meets the cost. If so, what would be the annual and ongoing costs;*

*(e) when responses to the requests are received, officers prepare a report to Cabinet setting out the statements and the evidence provided so that Cabinet can make an informed decision as to whether to support the motion in the light of the evidence; and*

*(f) Essex County Council be requested to supply details of any location in the District (and the reasons why) where Essex Police, Essex Fire and Rescue Services, ‘First Responders’ and the Ambulance Service have requested that the street lights be turned back on in response to an accident or other incidents.*

The relevant organisations were contacted to request the information asked for by Cabinet. Following further debate on part night lighting at the Council meeting on 10 February, the consultation was widened to allow residents to comment.

### **Consultation Responses**

Responses to specific questions raised by Cabinet have been received from The AA, Essex County Fire and Rescue Services and Essex Police and from 14 Town and Parish Councils..

The full responses are set out in the appendices but the main points are as follows:-

- Essex County Fire and Rescue – no incidents reported and therefore no evidence to support the Service having encountered an occasion where inadequate lighting prevented crews from fulfilling their operational duties. All Service fire engines have significant lighting available and Essex County Council can be requested that lighting is switched on or remains on if required.
- The AA – primary concern is with the blackout on urban and suburban roads of 40mph or faster and they consider that the evidence for not switching lights off on these road is irrefutable. The AA hope that in the longer term more councils will install energy efficiency lighting as a way of reducing energy costs rather than a switch off.
- Essex Police – not aware of any current significant crime trends around the night time economy that could be driven by impact of lighting. Crime trends are monitored and if there is evidence of an increase in any particular type of crime action will be taken. This includes the ability to request Essex County Council to turn the lights on.
- Town and Parish Councils – most Town or Parish Councils have not reported receiving significant complaints or negative feedback regarding part night lighting. Harwich Town Council has reported a number of concerns expressed by residents. For some Councils the effect is mitigated by them paying for lights themselves and there is concern, particularly in these Town and Parish Councils, about residents paying through council tax two or three times for street lighting.

There have been 309 responses from individual residents to the online consultation. Of these 203 positively asked for the lights to be switched back on with a further 26 expressing concerns about the lights being turned off. The reasons cited were:-

- Generally feeling less safe in the dark;
- Fear of more crimes being committed especially burglary and vandalism. In the case of vandalism many people felt that there was increased damage to cars since the lights have been turned off. Several also mentioned that their fears around crime were exacerbated by concern that Clacton Police Station may close ;
- Danger of falling on uneven pavements, kerbs etc;
- Concern that emergency services would be unable to find the location of incidents in the dark and that criminals cannot be seen or identified in the

dark;

- Concern that people out very early in the morning or late at night e.g. shift workers, partygoers etc could be attacked;
- Not being able to see hazards whilst driving such as pedestrians, potholes etc.

There were 67 respondents who positively asked that lights continue to be turned off between midnight and 5am. The reasons given were:

- Better able to sleep at night without the glare from street lights;
- Ability to view the night sky and see the stars;
- There are benefits both financially and environmentally;
- The funding put aside to meet the cost of turning the lights back on could be better used e.g. more policing, social care, health;
- Turning off the lights discourages criminals as they cannot see in the dark either;
- Not wanting to pay two or three times for street lights to be on.

The remaining respondents did not express a positive view one way or the other but suggested alternative approaches that would still make cost savings but would allow lights to be on including, installing LED lights or only turning off every second or third light.

Information has also been received that the “We want our lights back on.....Tendring” campaign has secured approximately 10,500 signatures in favour of street lights being lit throughout the night. The petition will be presented to Essex County Council’s Highways Department once 14,000 signatures have been obtained.

#### **APPENDICES**

- Appendix A – Response from Essex County Fire and Rescue Service
- Appendix B – Response from The AA
- Appendix C – Response from Essex Police
- Appendix D – Responses from Town and Parish Councils

#### **BACKGROUND PAPERS FOR THE DECISION**

None

# Essex County Fire & Rescue Service

Mr David Johnson LL.B(Hons), BSc, MA, MSc, FCFI  
Chief Fire Officer Chief Executive



Mr Ian Davidson  
Tendring District Council  
Town Hall  
Station Road  
Clacton-on-Sea  
Essex CO15 1SE

Our ref: AE / kep / DM#293409  
Your ref: —

15 January 2015

Dear Mr Davidson,

## Re: Part Night Street Lighting

Thank you for your letter dated 23<sup>rd</sup> December 2014 which refers to a motion from your Council meeting in November on the matter of part night street lighting. The Service has robust health and safety reporting systems in place for our operational crews to raise concerns of any hazards that they feel may hinder, or have hindered them in the past, in carrying out their firefighting role. No events have been reported with reference to the part night street lighting decision, meaning that there is no evidence to support the Service having encountered an occasion where inadequate lighting prevented crews from fulfilling their operational duties, and I therefore conclude that the Service has not been affected by any such policy decision.

I would also point out that all Service fire engines have significant lighting provision available and, where needed, the Service has arrangements in place with Essex County Council Highways to request lighting to remain on, or to be switched on, when there is considered to be a significant benefit to public safety.

I hope this provides sufficient details for your current purposes.

Yours sincerely

**Adam Eckley**  
Acting Chief Fire Officer & Acting Chief Executive

Received

16 JAN 2015

Chief Executive's Office

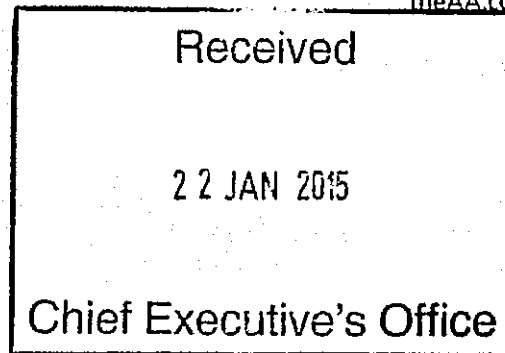
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Mr Ian Davidson  
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21 January 2015



Dear Mr Davidson

Thank you for the opportunity to lay out the research the AA has undertaken regarding part-night street lighting and the safety challenges this presents to our members.

**Summary**

Essentially, our primary concern is with the blackout on urban and suburban roads of 40mph or faster, for which evidence and expert opinion at inquests indicate that drivers have very little chance of avoiding collisions with objects unexpectedly in the carriageway, such as pedestrians.

The safety impact of unlit 30mph built-up roads is statistically lower. However, the AA believes highway authorities should not see lighting switch-offs as first priority to reduce energy costs. We would prefer energy-efficient lighting systems to be installed as recommended by the Road Liaison Group's UK Lighting Board. To reduce the chance that our members may be involved in an otherwise avoidable unlit road accident, for which they may be partly blamed, prosecuted and even sent to prison, we advise them to drive on full beam, unless it dazzles other road users.

One of the fundamental flaws with the local authority process of implementing part-night lighting is the acceptance that, if accidents or crime happen after the switch-off, the lights can be switched back on again. It is proven that busier lit roads have better accident rates than those which are unlit. A cursory check on accident and crime records may indicate roads are 'safe' at that point in time but more cognisance must be given to the extra risk factors of dark roads, not just the fact that a road has a 'clean' record.

... 1 ...

It is unacceptable that the act of switching lighting off can lead to death and injury - which then warrants a reversal of the policy decision. It also seems fundamentally wrong to 'undo' infrastructure, that was clearly put in place for safety, amenity and citizen 'comfort', as a first and often the only considered option to reducing energy use and cost.

We note that, after a serious injury accident followed 40 minutes later by a fatal accident on a previously lit Essex main road in November, the Essex Police and Crime Commissioner was reported to be calling for lighting to stay on in areas of busy night life (Echo newspapers, 9 December 2014).

We also note that Hertfordshire County Council's review of its Part Night Lighting Policy in October 2013 recommended 'desire lines' of full lighting along routes always used by pedestrians at night. It highlighted difficulties around stations with late night and early trains – again predictable, because of the proximity to the capital.

### **The evidence**

The AA expressed grave concern about the road safety implications of switching off street lights from the outset, noting in September 2010:

*On urban main roads a reduction in accidents involving injuries of 30% can be expected at night following an improvement in the lighting from very bad to good.*

### ***Night-time fatalities***

*Low illumination is a major contributory factor in the night-time fatality rate.*

*On motorways, 2.6% of accidents are fatal where street lighting is present, compared to 4.3% of accidents where it is not.*

*On built up roads, 1.3% of accidents are fatal where street lighting is present, compared to 1.9% where it is not.*

*On non-built up roads 3.1% of accidents are fatal in lit conditions, rising to 4.9% in areas without street lights.*

Since then, annual Department for Transport reported road casualty statistics have provided two indicators of road accidents along unlit built-up roads.

The first provides a yearly tally, based on the dataset: *Reported accidents by daylight and darkness, road surface condition, built-up and non-built-up roads, speed limit and street lighting, Great Britain (RAS10007).*

This shows not only a gradually worsening trend but also, in particular, the much greater risk rate on 40mph roads in towns and cities:



**DfT data set: Reported accidents by daylight and darkness, road surface condition, built-up and non-built-up roads, speed limit and street lighting, Great Britain**

| BUILT-UP ROADS – DARKNESS        | 2013             |                                      |                              |   | 2008             |                                      |                              |   |
|----------------------------------|------------------|--------------------------------------|------------------------------|---|------------------|--------------------------------------|------------------------------|---|
|                                  | Street lights on | Street lights off / no street lights | TOTAL: unlit and lit streets | % of darkness accidents without streetlight | Street lights on | Street lights off / no street lights | TOTAL: unlit and lit streets | % of darkness accidents without streetlight |
| <b><u>30 mph</u></b>             |                  |                                      |                              |   |                  |                                      |                              |   |
| All <sup>1</sup>                 | 21119            | 1179                                 | 22298                        | 5.29  | 26164            | 1364                                 | 27528                        | 4.95  |
| Dry                              | 12227            | 618                                  | 12845                        | 4.81  | 14422            | 654                                  | 15076                        | 4.34  |
| Wet, snow, ice                   | 8853             | 561                                  | 9414                         | 5.96  | 11708            | 708                                  | 12416                        | 5.70  |
| <b><u>40 mph</u></b>             |                  |                                      |                              |   |                  |                                      |                              |   |
| All <sup>1</sup>                 | 2297             | 609                                  | 2906                         | 20.96                                       | 3025             | 680                                  | 3705                         | 18.35                                       |
| Dry                              | 1218             | 261                                  | 1479                         | 17.65                                       | 1478             | 294                                  | 1772                         | 16.59                                       |
| Wet, snow, ice                   | 1076             | 346                                  | 1422                         | 24.33                                       | 1547             | 386                                  | 1933                         | 19.97                                       |
| <b><u>All built-up roads</u></b> |                  |                                      |                              |   |                  |                                      |                              |   |
| All <sup>1</sup>                 | 23982            | 1816                                 | 25798                        | 7.04  | 29448            | 2064                                 | 31512                        | 6.55  |
| Dry                              | 13794            | 894                                  | 14688                        | 6.09  | 16063            | 958                                  | 17021                        | 5.63  |
| Wet, snow, ice                   | 10146            | 920                                  | 11066                        | 8.31  | 13351            | 1104                                 | 14455                        | 7.64  |

<sup>1</sup> Includes cases where road surface condition was not reported.

The second indicator shows how switching off street lights has stunted road casualty reductions significantly. Once again, the added danger on 40 mph and faster roads stands out clearly:

| <u>2008 v 2013 - change in number of and reduction in accidents</u> |                         |  |
|---|-------------------------|--|
| <b>BUILT-UP ROADS<br/>- DARKNESS</b>                                | <b>Street lights on</b> | <b>Street lights off / not present</b> |
| <b><u>30 mph</u></b>  |                         |  |
| <i>All<sup>†</sup></i>  | 26164 v 21119 = -19.3%  | 1364 v 1179 = -13.6%                   |
| Dry   | 14422 v 12227 = -15.2%  | 654 v 618 = -5.5%                      |
| Wet,<br>snow,<br>ice  | 11708 v 8853 = -24.4%   | 708 v 561 = -20.8%                     |
| <b><u>40 mph</u></b>  |                         |  |
| <i>All<sup>†</sup></i>  | 3025 v 2297 = -24.1%    | 680 v 609 = -10.4%                     |
| Dry   | 1478 v 1218 = -17.6%    | 294 v 261 = -11.2%                     |
| Wet,<br>snow,<br>ice  | 1547 v 1076 = -30.4%    | 386 v 346 = -10.4%                     |
| <b><u>All built-up roads</u></b>                                    |                         |  |
| <i>All<sup>†</sup></i>  | 29448 v 23982 = -18.6%  | 2064 v 1816 = -12.0%                   |
| Dry   | 16063 v 13794 = -14.1%  | 958 v 894 = -6.6%                      |
| Wet,<br>snow,<br>ice  | 13351 v 10146 = -24.0%  | 1104 v 920 = -16.7%                    |

<sup>†</sup> Includes cases where road surface condition was not reported.

### **What do AA members think?**

The AA, working with leading market research company Populus, has established the biggest dedicated motoring opinion panel in Europe to gauge AA Members' thoughts and opinions on transport issues.

Between 21 February and 3 March 2014, we set out to discover how many of our members might be affected by part-night street lighting. A response from 24,351 AA members found that over the previous month 12% had set off for or returned from work between midnight and 5am on at least one occasion.

That rose to 24% among 18 to 24-year-olds and 21% among skilled service and manual workers. Of the whole sample, 34% had travelled during the small hours because of a social event and 5% because of travel disruption.

The panel was also asked for its views on various aspects of part-night street lighting:

**1. I think this sounds like a good initiative to help cut costs and reduce CO2 emissions:**

54% agree (18% strongly, 37% somewhat. Most agree – South West 63%, least agree – London 43%)

**2. I would be happy for street lights to be turned off between midnight and 5am in my local area:**

47% agree (18% strongly, 29% somewhat. Most agree – South West 57% , least agree – London 30%)

**3. Turning off street lights after midnight will encourage vandalism and bad behaviour:**

58% agree (21% strongly, 37% somewhat. Most agree – London 70%, least agree - South West 50%)

**4. Turning off street lights after midnight will encourage more serious crime, such as burglary:**

59% agree (22% strongly, 37% somewhat. Most agree – London 72%, least agree – South West 50%)

**5. Local residents should be consulted before lights are switched off between 12 midnight and 5am in their area:**

78% agree (41% strongly, 37% somewhat. Most agree – London 84%, least agree – South West 74%)

**6. Local residents should be given the chance to vote on whether street lights should be switched off in their area:**

70% agree (34% strongly, 35% somewhat. Most agree – London 76%, least agree – South West 65%)

**7. Consulting with the local police on crime and road accident statistics is sufficient for highway authorities to decide whether or not to turn off street lights:**

50% agree (15% strongly, 35% somewhat. Most agree – South West 53%, least agree – London 44%)

**8. Turning off street lights without my consent isn't fair because I pay for them through the council tax:**

49% agree (21% strongly, 27% somewhat. Most agree – London 57%, least agree – South West 42%)

**9. Some of the savings from turning off street lights should be returned to residents in affected streets through council tax:**

59% agree (27% strongly, 32% somewhat. Most agree – North East 63%, least agree – Scotland 56%)

## Conclusions

The AA recognises that councils are under intense pressure to cut costs and are required to reduce CO2 emissions. However, this should not be done at a cost paid in lives and injuries.

There are now known to have been six separate road fatalities since 2009 from which coroners have concluded that the switching off of street lights was a contributory factor. These are listed in the news section of the AA website (4 July 2014).

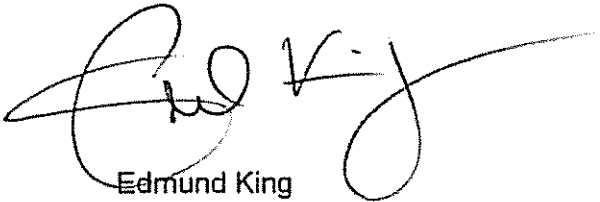
As far as we can ascertain, one of the common denominators in these incidents is that they have happened on A roads. Evidence from police crash investigators is that drivers involved had little or no chance of avoiding the collision.

There are two sets of victims in each of these incidents: the deceased and their friends and family, and the drivers who were within the speed limit, behaving as they should, but suddenly placed in a deadly predicament.

Other councils, such as Glasgow, have been able to secure 'green' loans to enable them to switch to more energy-efficient street lighting. It is the AA's hope that more councils will consider this avenue to meet financial and environmental demands while safeguarding the road users they have a duty to protect.

For the moment, however, the argument for not switching off street lights on 40mph roads or faster is, in the AA's opinion, irrefutable.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Edmund King', with a long, sweeping horizontal stroke extending to the right.

Edmund King  
AA President

cc. Councillor Mick Page, Leader of the Council, Tendring District Council

## **PART NIGHT STREET LIGHTING Response From Essex Police**

It is apparent there is a lot of strong feeling in the Tendring area around the issue of part night lighting.

I am aware of a number of social media groups who highlight these issues including a site called 'We Want Our Lights Back On'. This had recently secured 3400 followers in Clacton and 3500 followers and supporters in Harwich (18% of the local population there).

In the recent Local Policing Team realignment in September 2014 additional staff were dedicated to cover the Tendring District, particularly in roles based outside of Clacton, we now have 25 officers based in Harwich and the other rural locations aligned to 5 teams along with 3 Sgt's.

I personally visited community leaders in Tendring to hear their observations first hand, I was told there is a belief that fear of crime is impacted by lighting arrangements, I am told this could be having an effect on peoples social habits, along with issues such as availability of taxis in some of the Tendring areas.

Towards the end of 2014 requests were received to support applications to have the lights turned on at New Year's Eve, to cater for events such as the Harwich Firework display. I received positive feedback from the event organisers and witnessed myself the good nature, well behaved and strong numbers at the event, which was supported by assistance from the team in Chelmsford.

In company with my teams in Tendring there is an established process around daily monitoring of crime trends, during our morning 'Pacesetter' briefings. These patterns in turn inform our local 2 weekly tasking process and indeed the Local Police and Partnership Hub tasking process which sits every month.

Should it be apparent that a series of crime is emerging such as theft from motor vehicles, a range of tactical options including enforcement, prevention and educational measures will be considered. Within the package of options, this could include the ability to contact colleagues at Essex County Council who on an intelligence led and sound evidential basis have the ability to turn lights on at our request.

This process has been completed, including during Operation Exeter which was an investigation into a series of linked sexual offences within a relatively tight geographic area in Tendring. This crime series has stopped and was tackled by a dedicated of detectives and uniform officers.

Crime in Tendring has risen by around 3.6% above projected levels. There are some real good news stories in the work that has been conducted through local partnerships which includes reductions in Dwelling Burglaries, Robberies, shed burglaries, thefts, damages and racially aggravated crime which have all showed reductions.

The current challenge rests around the area of violent crime and assaults, analysis indicates a proportion of these offences are as a result of Domestic Abuse incidents, the majority of which occur within private residences. A further impact factor is the growing trend of gang activity, mainly groups arriving in Tendring from London boroughs selling illicit drugs. This area is being tackled and formed part of a recent review by Home Office members under the Ending Gang and youth Violence banner. I continue to work with my team and in close partnership to bring about the recommendations from the review and continue to make Tendring a safer place.

A real positive note is that over the last year violent crime within groups of young people in Tendring has reduced by 25%.

I continue to review patterns of crime that occur or are linked to the night time economy, it is apparent the night life in Tendring is significantly different to that of Colchester who have the Garrison and University areas to cater for. I am not aware of any significant identified crime trends around the night time economy that could be driven by the impact of lighting at this current time. Tendring has over 700 licensed premises, the local team of police and council officers continue to make positive inroads to ensure legislation is being adhered to and pro active steps are taken to test local procedures and any areas of concern. e.g. joint patrols and checks during Op Benison.

I am aware the outward facing public media sites at Police.UK, the Essex Police website and the Police and Crime Commissioners office publish regular and up to date crime figures for Tendring and other Essex Police areas.

I can give assurances that the police and partnership team at Tendring will continue to remain vigilant and will take a proactive stance to any emerging crime series and will bring about all available options, will seek to secure other force wide assets and look to innovate and work in partnership to continue to reduce crime and bring local offenders to justice.

Russ Cole  
Temporary Chief Inspector 1529  
District Commander Tendring  
Tendring Local Police and Partnership Team

**PART NIGHT STREET LIGHTING – RESPONSES FROM TOWN AND PARISH COUNCILS**

| <b>Responder</b>                | <b>Comments</b>   |
|---------------------------------|---|
| Alresford Parish Council        | Some comments have been received from the elderly who feel more vulnerable without the lights on. Otherwise no complaints have been received.   |
| Brightlingsea Town Council      | The Town Council's previous comments, which still stand are: lights switched off from 1am to 5am, lights remain on in areas that have residential homes, light switch off should be weather dependent and should remain on at emergency premises e.g. police station, fire station doctors etc.   |
| Elmstead Parish Council         | Not aware of any complaints in the village about part night street lighting.  |
| Frating Parish Council          | The general view is that switching off of lights in Frating has not had a negative effect. There are positive effects in viewing the night sky. Residents are seldom out after midnight apart from exercising dogs when torches are in use. Some users of licensed premises have had to get used to using torches when leaving late at night but no complaints from a practical point of view have been received.   |
| Frinton and Walton Town Council | No comment except to say that a request has been made that the lights on Princes Esplanade should remain on as this is a dark area and some increase in crime has been reported.  |
| Great Bentley Parish Council    | The issue hardly affects Great Bentley as most of the street lights are operated by the Parish Council and are lit all through the night. The residents of Great Bentley are currently paying indirectly for street lighting through council tax payments to ECC and directly to the parish council. TDC's proposal will add further cost to residents for no additional or improvement to service. Therefore, the parish Council opposes any efforts by TDC to fund street lighting.   |
| Great Bromley Parish Council    | Unanimous decision that the Parish Council objects to the switching on of the street lights in the Tendring area.   |
| Harwich Town Council            | <p>Harwich Town Council has been unable to obtain evidence from the emergency services regarding the negative impact of PNSL within the council's boundaries but members are aware of numerous incidents where having to work in darkness has seriously impeded the response times to incidents. Members of the public have reported to members of the council incidents such as watching a police car drive past the address to which it was heading because the officers could not identify the property in the dark and there have been numerous reports of fire-fighters having difficulty in locating a fire hydrant during a serious blaze. This particular incident required houses to be evacuated which was also made harder as a result of the street lights being out.</p> <p>Numerous incidents have been reported of local businesses being visited by police officers seeking footage from private CCTV cameras in the hope of identifying suspects following night time criminal activity only for the footage to be of no value because it was too dark. Incidents have also been reported of burglars acting with apparent casualness whilst gaining entry to local shops knowing that they would not be identified in the</p> |

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|                              | <p>dark.</p> <p>Members have also been made aware of accidents that have occurred to local residents going to work in the early hours of the morning and not seeing potholes or uneven pavements as a result of PNSL.</p> <p>There have also been many reports of reduced activity in local pubs, restaurants and community venues resulting from customers seeking to get home before the lights go out.</p> <p>Whilst members of Harwich Town Council accept that this information does not constitute documentary evidence they state that the overwhelming amount of anecdotal evidence available via reports to them, reports in local newspapers and reports published on social media outlets indicate that PNSL is having a seriously detrimental impact on the safety of residents within Harwich and Dovercourt and also a serious detrimental impact on the local night time economy.</p> |
| Lawford Parish Council       | <p>No feedback either positive or negative has been received from local residents about the local impact of part night street lighting. Residents have expressed concern about the idea that the District Council pays to have the lights switched back on. They do not like the idea of the District Council council tax being used in this way especially as they pay for lighting under the County Council council tax. The consensus is that if residents of a particular area or town want the lights back on their own local precept should be raised to cover the cost.</p>   |
| Little Oakley Parish Council | <p>Oppose the proposal for Tendring District Council to pay Essex County Council to put lights back on, on the basis that Little Oakley residents will be paying three times for lights. There is also concern that it will set a precedent for other County Council services. If the proposal goes ahead the parish Council deem it fair that they be reimbursed for the cost of lighting between midnight and 5am.</p>   |
| Manningtree Town Council     | <p>There is no negative feedback.</p>  |
| Mistley Parish Council       | <p>No specific issues raised. It was recognised that ECC had committed to keeping on lights in footpaths in alleys linked to residential areas. Suggested that the switch off time could be between 1.00am and 4.00am rather than 12.00am to 5.00am.</p>   |
| St Osyth Parish Council      | <p>There is little evidence to suggest that turning off street lights has led to an increase in crime and traffic collisions, although that is the public perception. The vast majority of people are usually home by the time the lights go off and do not ordinarily leave their home until the lights come back on. In order to cater for those who socialise at the weekend there could be benefit in changing the switch off time to between 1.00am and 6.00am. It was felt that by funding the switching on of lights itself, the District Council could be imposing a double taxation on its residents. Therefore, whilst Councillors and the public would like to see lights remain on, the Parish Council does not support the use of District Council funds to do so.</p>  |
| Weeley Parish Council        | <p>Not aware of any problems in Weeley since part night lighting was introduced. However, the Parish Council</p>   |



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|  | <p>do own a significant number of street lights in the village so any negative impact from ECC's policy is minimised. Should the District Council agree to use its funds to reverse the part night street lighting policy then the Parish Council consider that residents would be paying three times. To the County Council, the District Council and the Parish Council. They would be subsidising other parishes and towns that rely more heavily on ECC lighting. The Parish Council has already had to increase its precept largely due to the cost of maintaining the lighting columns. It is inequitable to expect Weeley residents to bear a further burden of cost.</p> |
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