

## **Street Lighting Energy Savings - Local Council Consultation.**

1.0	<b>INTRODUCTION</b>
	<p>This report provides feedback obtained from the consultation on Street Lighting Energy Savings proposal which took place with Local Councils (Parish Councils, Town Councils, City and District Councils in Cambridgeshire) between 7<sup>th</sup> July and 30<sup>th</sup> September 2015.</p>
2.0	<b>BACKGROUND</b>
	<p>The consultation presented the details of the proposal to change the operational lighting times for many County Council owned streetlights along with the levels to which the streetlights are dimmed. The consultation provided Councils with the reasons for the proposed changes. It recognised the concerns which communities might raise on this matter and offered to work closely with Councils to ensure we have identified the highest priorities and to explore any alternatives or options for additional funding.</p> <p>One option explained was to provide local Councils with the ability to contribute to the energy costs in roads where they would like to keep streetlights on for longer periods. This would ensure that together we could provide a flexible streetlighting service that directs resources to meet the needs of different communities. The contribution we requested was £12 per street light per full year starting in 2016/17, increasing by inflation in future years, plus a small contribution of £65 per year covering administration of this proposal.</p> <p>Detailed information for the specific affected roads/areas was also supplied to each Council along with an information poster to display on local information points. A copy of the correspondence together with the maps and list of roads was also sent to Local County Council Members through their mailbox in Shire Hall.</p> <p>Information on the changes to street lighting operating times for the Councils and residents was also added to the County Councils website:</p> <p><a href="http://www.cambridgeshire.gov.uk/streetlighting">www.cambridgeshire.gov.uk/streetlighting</a></p>
3.0	<b>LOCAL COUNCIL CONSULTATION</b>
	<p>253 letters were issued to Local Councils including District and City Councils. 40 letters were sent to the Local Councils directly affected by the proposals on 7<sup>th</sup> July 2015 and 194 letters were sent to the Local Councils not directly affected by the proposals (see Appendix 1 for the list of Councils affected).</p> <p>The County Council officers commenced its consultation separately with the City Council on 21<sup>st</sup> May 2015 providing officers with specific details of the proposals affecting the City.</p>

3.1	<b>CONSULTATION MEETINGS</b>																										
	<p>The County Council attended specific consultation meetings with Cambridge City Council Councillors and Officers on 21<sup>st</sup> May 2015, 6<sup>th</sup> July 2015 and 19<sup>th</sup> October 2015.</p> <p>The County Council also attended the public meetings of the East Area Committee on 29<sup>th</sup> October 2015, the North Area Committee on 19<sup>th</sup> November 2015 and the South Area Committee on 14<sup>th</sup> December 2015 to answer any questions concerning the proposals</p>																										
4.0	<b>LOCAL COUNCIL ENQUIRIES</b>																										
	<p>The County Council received 100 letters/emails from Local Councils and 21 letters/e-mails from residents raising questions and enquiries of the proposal. The Consultation exercise generated a total of</p> <p>The replies were then divided by type of “key” questions and comments and then by type of response and lastly by type of sender.</p> <p>24 formal responses were received from Local Councils on the proposals</p> <p>Of the 121 enquiries received a total of 164 questions were raised which have been sorted into 13 categories as detailed in Table 1, below:</p> <p>Table. 1</p> <table border="1"> <tr> <td>CMS coverage – questions about areas covered</td><td>11</td></tr> <tr> <td>Documents/Information – Further questions</td><td>30</td></tr> <tr> <td>Feedback</td><td>24</td></tr> <tr> <td>Meeting invitation to attend Council meetings</td><td>3</td></tr> <tr> <td>Requesting extension of the period of consultation</td><td>4</td></tr> <tr> <td>Consultation period - inadequate time allowed</td><td>6</td></tr> <tr> <td>General questions concerning criteria applied to</td><td>8</td></tr> <tr> <td>Funding/Costs questions</td><td>12</td></tr> <tr> <td>Lighting level questions – road class classification questions</td><td>11</td></tr> <tr> <td>Specific/Requests questions</td><td>23</td></tr> <tr> <td>Suggestions/Opinions for alternative solutions</td><td>4</td></tr> <tr> <td>General street lighting questions.</td><td>9</td></tr> <tr> <td>Statements</td><td>19</td></tr> </table>	CMS coverage – questions about areas covered	11	Documents/Information – Further questions	30	Feedback	24	Meeting invitation to attend Council meetings	3	Requesting extension of the period of consultation	4	Consultation period - inadequate time allowed	6	General questions concerning criteria applied to	8	Funding/Costs questions	12	Lighting level questions – road class classification questions	11	Specific/Requests questions	23	Suggestions/Opinions for alternative solutions	4	General street lighting questions.	9	Statements	19
CMS coverage – questions about areas covered	11																										
Documents/Information – Further questions	30																										
Feedback	24																										
Meeting invitation to attend Council meetings	3																										
Requesting extension of the period of consultation	4																										
Consultation period - inadequate time allowed	6																										
General questions concerning criteria applied to	8																										
Funding/Costs questions	12																										
Lighting level questions – road class classification questions	11																										
Specific/Requests questions	23																										
Suggestions/Opinions for alternative solutions	4																										
General street lighting questions.	9																										
Statements	19																										

24 formal responses were received from Local Councils on the proposals

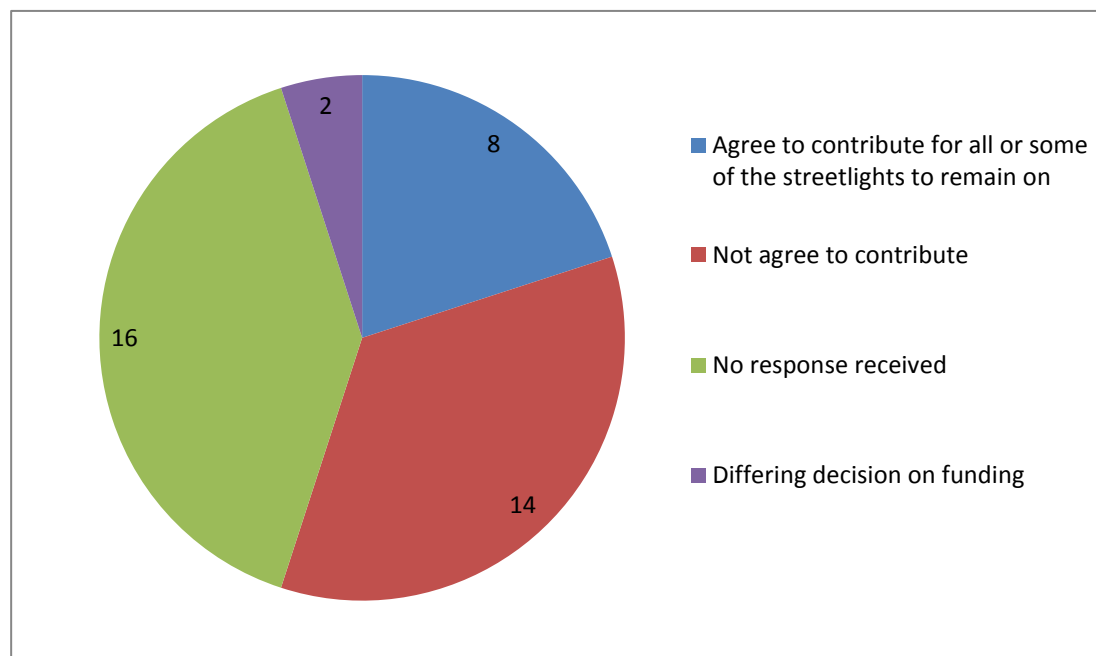


Fig. 1 – Local Council responses

The 8 Local Councils who have agreed to financially contribute for all or some of the streetlights in their areas are;

- Chatteris Town Council
- Cottenham Parish Council
- Granchester Parish Council
- Littleport Parish Council
- Sawston Parish Council
- Teversham Parish Council
- Wisbech Town Council
- Yaxley Parish Council

The 2 Councils who have asked to defer their decision are;

- Sawtry Parish Council
- Soham Town Council

The 14 Councils who have declined to contribute to funding option are;

- Bar Hill Parish Council
- Brampton Parish Council
- Burwell Parish Council
- Bury Parish Council
- Elm Parish Council

	<ul style="list-style-type: none"> <li>• Histon and Impington Parish Council</li> <li>• Huntingdon Town Council</li> <li>• Milton Parish Council</li> <li>• Over Parish Council</li> <li>• Pampisford Parish Council</li> <li>• St Ives Town Council</li> <li>• Whittlesey Town Council</li> <li>• Willingham Parish Council</li> <li>• Orchard Park Parish Council (Now removed from Proposal)</li> </ul> <p>The 16 Councils who did not provide a response are;</p> <ul style="list-style-type: none"> <li>• Camborne Parish Council</li> <li>• Ely Town Council</li> <li>• Fenstanton Parish Council</li> <li>• Fulbourn Parish Council</li> <li>• Girton Parish Council</li> <li>• Godmanchester Town Council</li> <li>• Hemingford Grey Parish Council (agreed to extend period of consultation until 31st January 2016)</li> <li>• Leverington Parish Council</li> <li>• Linton Parish Council</li> <li>• Little Paxton Parish Council (Now removed from Proposal)</li> <li>• March Town Council</li> <li>• Melbourn Parish Council</li> <li>• Meldreth Parish Council</li> <li>• Ramsey Parish Council</li> <li>• St Neots Town Council</li> <li>• Waterbeach Parish Council</li> </ul> <p>Cambridge City Council have also not provided a formal response to the consultation.</p>
4.2	<b>ADDITIONAL INDIVIDUAL RESIDENTS RESPONSES</b>
	<p>A small number of residents responded directly to the County Council to express their fears and concerns with the decision to turn the lights off and dim the lights further at all other times. 3 of the 19 messages received advised that the resident was happy with the proposal. Residents were asked to express their views via the separate public consultation exercise.</p>
4.3	<b>CAMBAC (Cambridge Business Against Crime)</b>
	<p>CAMBAC wrote to the County Council to express their concerns on the potential impact on safety and crime levels in the city and the potential effect on the business, especially on the night time businesses, (see <b>Appendix 3</b>)</p>

4.4	<b>University of Cambridge</b>
	The University responded asking the County Council to re-consider these proposals and ensure that their potential safety impact on residents and students is carefully assessed, (see <b>Appendix 4</b> ).
4.5	<b>Cambridge Colleges Bursars' Subcommittee for Fire Protection, Health and Safety</b>
	The Committee responded saying that the security of the students, staff, visitors and conference guests will be unprotected during the hours of darkness and therefore they disagree with the current proposal of part-night lighting in Cambridge City, (see <b>Appendix 5</b> ).
4.6	<b>DISTRICT AND CITY COUNCILS</b>
	<p>Cambridge City Council, Huntingdonshire District Council, Fenland District Council, East Cambridgeshire District Council, the City of Ely Council and Soham Town Council were consulted to request that they provide CCTV camera location information to ensure the proposal does not affect effective CCTV operation.</p> <p>Consultation meetings have taken place with Cambridge City, Huntingdonshire and Fenland District Council CCTV Managers.</p>

## **APPENDICES**

APPENDIX 1 – LIST OF ALL LOCAL COUNCILS DIRECTLY AFFECTED

APPENDIX 2 – LOCAL COUNCIL ENQUIRIES AND COMMENTS RECEIVED

APPENDIX 3 – CAMBAC RESPONSE

APPENDIX 4 - UNIVERSITY OF CAMBRIDGE'S RESPONSE

APPENDIX 5- CAMBRIDGE COLLEGES BURSARS' SUBCOMITTEE FOR FIRE  
PROTECTION, HEALTH AND SAFETY RESPONSE

## APPENDIX 1 – LIST OF LOCAL COUNCILS DIRECTLY AFFECTED

Parish/Town	
Bar Hill	Littleport
Brampton	March
Burwell	Melbourn
Bury	Meldreth
Cambourne	Milton
Cambridge City	Over
Chatteris	Pampisford
Cottenham	Ramsey
Elm *	Sawston
Ely	Sawtry
Fenstanton	Soham
Fulbourn	St Ives
Girton	St Neots
Godmanchester	Teversham
Grantchester	Waterbeach
Hemingford Grey	Whittlesey
Histon & Impington	Willingham
Huntingdon	Wisbech
Leverington	Yaxley
Linton	
Little Paxton	

Notes: \*2 Street lights crossing the boundary, from Wisbech to Elm geographic boundaries

## APPENDIX 2 – LOCAL COUNCIL ENQUIRIES AND COMMENTS

- 1- “Some of these roads are classified as” traffic routes” for the BB street light replacement programme – such as Fulbourn Road and Station Road. Why are they now residential roads for the purpose of this scheme? No way can Fulbourn Road be classified as “residential” for example. Also we have a night bus service on the citi 1 using some of these roads after midnight - is this not taken into account?”
- 2- I have been looking at your proposed lighting plan for Bury and Brookfield Way. I note that you are looking to Dimmed only for the following columns L1DAG / L2DAG & L3DAG which sit on the left side of Brookfield Way as you enter from Owls End. Can you explain the Criteria for this please.
- 3- “I would suggest that the following are Dimmed only L4DAG / L5DAG & L6DAG which sit at the lower end of Brookfield Way that covers the village hall for people leaving the hall by car or foot late evening instead of the other 3.”
- 4- “On the list of units Wisbech road is specified as

March WISBECH ROAD (B1099) TO TRUMAN AVENUE L1CFN Part Night Lighting - switch off

March WISBECH ROAD (B1099) TO TRUMAN AVENUE L2CFN Part Night Lighting - switch off

I believe this to be a major through road and therefore should not be considered. Furthermore there is a lack of clarity in the description as to which lights exactly this would mean. I hope you can revisit that listing and come back to us with an early positive response, whilst we look at the rest of the list.”

- 5- “(...) members noted that one of the criteria for keeping lighting on for the whole night was to provide illumination for through routes into and out of the village. Whilst this criterion appears to have been applied to Cambridge Road, Hillside, High street, and London Road, the Council would like to point out that through routes into and out of the village are also provided by Babraham Road, New Road and Mill Lane. Mill Lane and New road represent are particular hazardous, if unlit, because of cars regularly parked on the carriageway. Mill Lane and Babraham Road also border recreation grounds for part of their length and street lighting on these roads provides the only illumination. There have been a number of ASB incidents reported recently, especially on the Mill Lane recreation ground, and the police are considering applying for banning order of named individuals. Clearly if the already inadequate lighting is switched off entirely between 12:00 midnight and 6:00, these problems are likely to increase and be more difficult to enforce against. The Council notes it is proposed to retain two streetlights (dimmed only) illuminated through the night in Babraham Road (Z1 VKU & Z2 VKU) and one in New road (L1 VLW), no all-night lighting will be provided at all in Mill Lane. There are nine junctions with estate roads along the section of Babraham Road between its junction with Cambridge Road and the edge of the built up area, four



junctions in New Road, excluding the Village College and five in Mill Lane (six if a planning application (S/1515/15/OL) currently before South Cambridgeshire District Council is approved). In view of the preceding comments the Council requests that full lighting be retained throughout the night on Babraham, New roads and Mill lane.

The Council also notes that no lighting is to be provided in the vicinity of the three sheltered accommodation units at Chapefield Way, Uffen Way and Plantation Road, raising concerns about the security of their vulnerable residents. The Plantation Road sheltered scheme houses residents with long term psychiatric issues at least two of whom are in the habit of wandering the streets, sometimes late at night. The individuals who often walk on the main carriageway will be at particular risk on unlit roads. The Council therefore requests that all night lighting be retained in the immediate vicinity of these sheltered schemes.

(...) expressed concern that no consideration had been given to the Christmas/New Year period when it is usual for a larger number of residents that usual to be out after midnight. Particular concern was expressed about the risk of tripping, slipping on ice etc to sometimes elderly parishioners attending midnight church services on Christmas Eve or returning from other late night events. There is also an increased risk of vandalism over this period which is likely to be worsened by midnight switch off. We would therefore request that all the lighting is left on until at least 2:00 am during the week leading up to Christmas and the week between Christmas and the New Year (18th Dec to 1st January inclusive) or on Christmas Eve and New Years at the very minimum.”

- 6- “I have been asked by the Chairman whether you would allow for alternate lights to be switched off London Road to save other lights dotted around the village.

The Council also seeks clarification about street lights on the perimeter round around Bar Hill. ie Saxon Way and Crafts Way. We see there is mention of turning off lights at Saxon Way and Trafalgar Way which is one half of the perimeter road. Crafts Way forms the second part of the perimeter road leading back to the main traffic island into the village. Will lights remain on for the Crafts Way section?

The perimeter road is the main route serving all the residential estates in the village and it would be essential to keep these on (or at the very least those opposite the entrance into each estate), otherwise the whole village will be in total darkness apart from the Tesco area?”

- 7- “(...)In addition we asked that the County Council reconsider switching off lights between midnight and 6am – Saxon Way/Crafts Way – ie the perimeter road as this is the only route for residents and businesses to access their premises and therefore should be classified as a through route and lights kept on throughout the night. Again if the County Council does refuse to keep this perimeter road lit between midnight and 6am the Parish Council feels it has no alternative but to pay.(...)”

- 8- “(...)1. The list does not include a significant number of the street lights in Ramsey Road, these are L30GFI to L88GFI ( L83GFI is included for some reason). Please can you confirm the intention for these lights

“2. On some of the roads leading off Ramsey Road, the first street light is noted as being dimmed only, whilst others are not. For example The Furrows (L1GFK) and Chestnut Road (L1GCR) are shown as dimmed whilst Kings Hedges (L4GJA) and Elm Drive (L13GHA) are switched off. Is there a reason for this inconsistency?”

- 9- “Please can you advise me whether the new lights proposed in Hartford and Godmanchester will be dimmed or switched off as soon as they are installed and if so do residents and the town council know?”

Also I am aware lights in other villages are being dimmed etc – do you have any plans to dim/switch off any of the new style lights in Godmanchester or Huntingdon East division in the near future?”

- 10-“(…)Broad Piece is a dark area as it is without messing about with the lights! If anything we need more Lighting!! Our properties will be vulnerable to crime with an easy escape to the 142 for thieves. I do not want to be a Victim of crime in anyway at all and strongly feel the council are putting me in that position against my will. I pay council Tax to keep me safe, therefore do not put me in a vulnerable position because of cost of lighting! It is your duty to keep residents safe!  
There are no white lines on the road to show drivers the middle or edge of the road therefore making the road totally inadequate for complete darkness, considering how busy and fast the traffic is at Broad Piece!! As I have said you totally underestimate this road.  
It may appear to others a quiet country road, rest assured it isn't. We moved here 8 months and have come to realise this road gets as busy as the main road and with speeding traffic!! Which the council appears to do nothing about i.e. Speed Bumps!! And you wish to turn lights off!! Madness!!!!!!  
With the amount of wild animals there are in Broad Piece there is guaranteed to be road traffic accidents. Quite frankly we should have warning signs to drivers showing monk Jack deer's crossing (...).”

- 11-“(…)Whittlesey Town Council would like to make the following recommendations for some of its lights to be only dimmed or not switched off at all and would respectfully request that the cost of this is borne by Cambridgeshire County Council.  
(...)I have identified the lights below from the coding on them”. -( list of units).

- 12-“All these lights in the list are in the Teversham “Foxgloves” area of the Parish.

Will there be another list provided regarding the main village part of Teversham, or are those lights not on the “central management system”?

In addition it appears that Airport Way is not designated as a “traffic route” as it is proposed to turn off these lights. Could you explain that decision?”

- 13-“(…)The road you call Church Road changes its name to Buckden Road at the junction with the High Street. It is in the Brampton parish. Buckden begins several hundred yards down the road beyond the landfill site.

The section you are proposing not to light is the main link between Huntingdon and the A1 South and should be treated in the same way as Huntingdon Road and Thrapston Road(..)".

14-"I can understand why the County Council is wanting to dim all the lights between midnight and dawn but please consider keeping on the lights on the recreation grounds / green open spaces as the pathways are very worrying to walk down after late shifts at work (even with the lights on!)(...)"

15-"Reconsider the proposals of switching off the streetlights in Cambridge. Students and people with shift works are not being considered and will be vulnerable and in danger".

16-"(...) It is to do with what you call Church Road. Many of the lights specified are in fact on Buckden Road. We note that these are to be dimmed or switched off. We need to point out to you that this is a major road through the village, linking Huntingdon to the A1. In our view there should be no action in relation to all the lights you have attributed to 'Church Road'(..)".

17-(...)Whilst some of the mismatch roads may conceivably not have any lights e.g.Charcoal Lane, Grafham Road, Great North Road, Wrights Way and others,

I am perplexed at the omission of Huntingdon and Thrapston Roads, possibly because you consider them to be major roads and hence outside your study area and can think of no reason to exclude Chestnut, Knowles, Bell field and Hawkes.

(...)I can see no basis for providing Church/Buckden with lower lighting than Thrapston.

d) For your information it is my understanding that the 30 mph boundary on Buckden Road is to be extended and this requires the installation of street lights.

I am advised by the developer of Brampton Park that they will be responsible for installing lights from the St George's roundabout to the newly positioned 30 mph limit.

e) Some of the roads within Brampton park are intended to be adopted.

I am also advised that the developer will be seeking to get street lights on those roads adopted, but that is a matter for them.

18-Last train stopping at Waterbeach station is at 12.15 am - Parish feels it is important that the Station Road lighting between the railway station and the village green needs to be fully operational until at least 12.30am as many residents use this late train service.

Junctions on Bannold Road - street lights near to the junctions with the various side roads should not be switched off //Junctions on Denny End Road - street lights near to the junctions with the various side roads should not be switched off

19-“(…) The Councillors have made a decision to provisionally request that the street lights in Upwood Road are on at all times due to the high traffic usage. We are investigating the possibility of applying to get this busy road re-designated as a major traffic route in which case the lights should remain on anyway (..)”.

20-“Asking why Great Whyte isn't included as a main route? Surely the B1060, which encompasses the Great Whyte is the route to follow? (..) The Council hasn't ruled out funding some of the street lighting itself. However, at this juncture we cannot definitely confirm which particular lights are needed. We are currently undertaking a more in depth consultation with residents”

21-“(..)(1) If the Parish Council moved forward with the proposal for the lights to be dimmed/switched off but at a later date decided they wanted a particular street light put back on after midnight, What would be the process for this to happen and how long would it take to reinstate that particular column.

(2) Please could you also provide a bit more information regarding the rationale behind which lights are to be switched off after midnight. For example all of Saxon Way is to be switched off at midnight with the exception of the column nearest Station Road which I assume would already be lit by the columns on Station Road not being switched off.(..) “

22-“(…) Traffic routes will not be switched off overnight. It is clear from your proposal that CCC considers the North-South route (..) and the West-East route (..) to be the only main traffic routes through Willingham. However, anyone with local knowledge would realise that an equally significant and well-used route to the East (..) Aside from L1GBB, which is very close to the High Street junction, only two of the street lights on this entire route are to be left on :(..). Given that this is a significant route through the village, there are two points where there are conflicting traffic movements; including two roughly 90 degree bends that are currently planned to be totally unlit overnight (..) there is also a awkward junction where Long Lane meets Church Street.

Therefore we regard your initial proposal regarding which; lights should be left on, based on traffic routes (..) at the above junctions should be left on. We emphasise that this is not a proposal for Willingham Parish Council to contribute to the cost of these, but a request that your initial assessment be amended. (..)in change there may a couple of locations where lights now planned to stay on could be switched off.

(..) unhappy about this traffic-centred approach, "ignoring cyclists and pedestrians' needs".(..) Wilford Furlong where there are bungalows for elderly (..) Request a proper on-the-ground survey of streetlighting in Willingham(..) checking that no overnight lights are obscured. (..) Can we be assured that if there is an increase in accidents or crime in an area where the lights are switched off, relevant lights will be switched on at no cost to the parish Council?(..)”

23-“(…) We need to point out to you that this is a major road through the village, linking Huntingdon to the A1. In our view there should be no action in relation to all the lights you have attributed to 'Church Road'.

Could you please ask your team of engineers to verify this and confirm that they will be left on, as are the lights on Thrapston Road and Huntingdon Road?”

24-“I must urge you to reconsider this. There has been an error in classification of these roads.

The data from Highways England confirms that Church Road takes more traffic than Thrapston Road. This is confirmed by my own personal vehicle counts on-site(..)”.

25-“(..)Could you please supply me with details of the major traffic routes in Bury and your definition that leads to this designation?

Within the consultation process will it be possible to review those roads designated as major traffic routes, as all local residents in Bury and the surrounding villages would consider that the Upwood Road for one merits this designation(...)”

26-“(...) Indeed I was at a meeting with Balfour Beatty and the former CCC commissioning officer when I was elected in 2013 where I was told that Station Road was a “traffic route” and had been designated as such by CCC and therefore needed brighter lanterns (which I had queried) - as well as Teversham Road, Hinton Road, Fulbourn Road and Yarrow Way in Fulbourn, but not Cambridge Road and Balsham Road which have higher traffic volumes. Also I cannot see how Yarrow Road (which is having its lights kept on) can have a higher traffic volume than Fulbourn Road given it feeds into the latter (..)”

27-“(..) Why are they now residential roads for the purpose of this scheme? No way can Fulbourn Road be classified as “residential” for example (..)”

28-“(...) Was the classification of Pig Lane/Broad Leas decided when these lights changed (...)?

29-“(...) however, anyone with local knowledge would realise that an equally significant and well-used route to the East (...) Aside from L1GBB, which is very close to the High Street junction, only two of the street lights on this entire route are to be left on :(...). Given that this is a significant route through the village (...)”

Therefore we regard your initial proposal regarding which lights should be left on, based on traffic routes (...) at the above junctions should be left on(...)”

30-One Parish Council suggested that the Council should have prepared a trial during this consultation period to allow the residents to see the effect before making the decision on whether or not the lights should remain on.

31-Parish Councils questioned and challenged the lighting class design on roads which they considered as having a high volume of traffic

32-Parish Councils do not understand why Cambridgeshire County Council is seeking more savings in Street lighting when the current PFI contract is already delivering considerable energy savings.

33-Parish Councils which have late night bus and train services also pointed out that these services should be taking into account.

- 34-Some Parishes did not understand why the whole of the county is not covered by the Central Management System and the current street lighting dimming levels and times.
- 35-Health and Safety issues relating to pedestrians walking on unlit or dimmed areas were raised by the Parishes and residents. Some consider that streetlights located on roads near to sheltered accommodation, vulnerable people areas, passageways and on the recreation grounds / green open spaces, should be left on
- 36-With regards to funding/costs it was also asked if it would be possible to pay to get the lights on after the date they have been switched off and how this would be processed. One Parish Council and one resident, inquired if individuals or small groups of individuals could pay to have their lights left on if they wished, i.e. under a scheme administered by the County Council.
- 37-Two Parish Councils have asked if it was possible to set switching profiles to run on particular days of the week, such as Friday and Saturday and/or on certain calendar days, like in Christmas and New Year weeks.

## APPENDIX 3 – CAMBAC RESPONSE

### **Cambridge Business Against Crime: Reaction to Proposal for Reduction in Street Lighting**

Cambridge Business Against Crime is a not-for-profit Community Interest Company operating in the heart of the city of Cambridge and representing the Retail and Licensed businesses.

CAMBAC is an active member of both the Cambridge Community Safety Partnership and the Alcohol Related Violent Crime Group and works within many multi-agency set ups to help reduce crime in the city.

On behalf of the businesses in the city, we feel we must convey our concerns at the proposal to significantly reduce the power of certain street lights and switch others off altogether between the hours of 12am and 6am.

Having looked at the map outlining the proposal, there are serious concerns from our organisation of the potential impact on safety and crime levels in the city, alongside the possible effect on footfall into the city which could have a significant impact on night time businesses. I have outlined these below:

- Cambridge has a busy and vibrant night time economy that continues until the early hours of the morning, with a number of venues trading until 3am or 4am. This means that not only is there potential for thousands of people to be in and around the city throughout the proposed time to switch off the lights, but also many will be making their way home down dark streets. A large percentage of the people who frequent the pubs and clubs in the city are local residents who will walk or cycle home and that will be made more dangerous.
- As a result of having many late night venues open until the early hours, the staff of these venues will also be leaving and making their way home during the proposed switch off times. Many will be young people and students who live in the city and will have to use the roads involved in the switch off, significantly increasing the feeling of vulnerability.
- Staff from partner agencies will also be working during this key time. This includes Street Pastors and members of security teams. The street pastors are out in the city as volunteers in order to assist vulnerable people in the night time economy, by switching off or significantly dimming the street lights they are being put at a greater risk.
- Some of the customers leaving the venues within the city are likely to be under the influence of alcohol, and where we appreciate that this is at their own risk, making them walk down badly lit streets will increase the chances of trips and falls which in turn will increase the pressure on the ambulance service and A+E.
- CAMBAC is currently working hard with other agencies to find ways to reduce urination in doorways, stairwells and public spaces. Dark or dimly lit streets will potentially undo this good work by giving people the cover of darkness. This also applies to the less common occurrence of sex and defecation in

public spaces. A perfect example of this is in Sussex Street which, according to the map, is going to be part of the switch off.

- Although I know this has already been taken into consideration, I must also mention the impact on the effectiveness of the CCTV service offered. The comprehensive cover that the city has will be compromised should the visibility be reduced. The network of information sharing between CCTV, Police and the licensed premises via the CAMBAC radio system is vital in the prevention and detection of crime and this potentially could be affected.
- Emergency services are extremely busy during these hours, especially within the city, and often have to attend incidents on the street. Potentially they will be subjected to a greater risk if the street lighting is dimmed or switched off altogether. They already have to face occasional abuse and threats as it is without them being made to do their job in dark streets.
- After the horrific sexual attacks perpetrated last year by the Libyan troops from Bassingbourn, it is very alarming to hear that the proposal is to switch off the lights on Jesus Green. This is a major through route and is frequented by many people going to and from the city on nights out. Making this already vulnerable spot even darker will make it a potentially dangerous place.
- Cambridge is a celebrated tourist destination as well as having one of the finest Universities in the world. Many of the students and visitors will make use of the night time economy in the city and we have a duty to ensure that they are protected and as safe as possible. The knock on effect could be severe if the city is deemed unsafe at night.
- Having spoken to a number of night time businesses, they have also raised concerns that turning the lights off may reduce the number of people who walk into and out of the city centre at night as they will feel vulnerable. Reduced numbers in an already challenging industry would be extremely unwelcome.

While CAMBAC understands the constraints put on partner agencies and the need to save money wherever possible, we feel that the significant risk to public safety and the potential impact it will have on night time businesses through lower numbers, makes this proposal not viable and we must formally declare our objection to the proposal.

We feel that it is currently not clear enough over which areas are to be dimmed and which to be switched off so greater clarity would be extremely useful. The map provided on the website is not easy to read and the business community would be keen to be better informed.

We are always keen to maintain professional working relationships and contribute to problem solving platforms so if we can be of assistance in any consultation on this subject then please do get in contact on the details below on behalf of the CAMBAC Board of Directors.

Cambridge Business Against Crime C.I.C  
Adam Ratcliffe  
Business Crime Manager



## APPENDIX 4 - UNIVERSITY OF CAMBRIDGE'S RESPONSE

### **Cambridgeshire County Council streetlight consultation – response on behalf of the University of Cambridge**

The University has carefully considered the County Council's proposal to dim or switch off streetlights across the city of Cambridge.

The Collegiate University is committed to the safety of its students and staff. Our most recent travel survey shows that almost 50% of staff members and 90% of students walk or cycle to the University. We are concerned about the potential safety impact of the County Council's proposals on them.

During Term time, student lifestyles and working patterns vary. At different points throughout the academic year, there is a strong likelihood that students will be out on the roads during the hours when the Council is proposing to switch off streetlights, i.e between midnight and 6am.

Many of the University's postdocs, academics, security and cleaning staff also work unconventional hours, and their safety is our primary concern. We are concerned that unlit streets will make it harder for pedestrians and cyclists to be seen, and will increase the number of accidents.

We would like to understand whether the County Council has taken full account of the volume of pedestrian and cycling traffic when deciding which lights to dim and which to turn off.

The University is therefore asking the County Council to re-consider these proposals and ensure that their potential safety impact on residents and students is carefully assessed. The University will be pleased to assist the County Council to help inform the development of these proposals.

APPENDIX 5 - RESPONSE FROM: COLLEGES BURSARS' SUBCOMMITTEE FOR  
FIRE PROTECTION, HEALTH AND SAFETY

NEWNHAM COLLEGE  
CAMBRIDGE

Alan Hitch  
Strategic Project Manager  
Box No. SH1313  
Shire Hall  
Castle Hill  
Cambridge  
CB3 0AP

26<sup>th</sup> November 2015

Dear Sir or Madam,

**Cambridge Streetlight Proposal**

As Chairman of the **Cambridge Colleges Bursars' Sub Committee for Fire Protection, Health and Safety** the subject of Streetlights in Cambridge was brought to our attention at our last meeting as a result of your consultation document which has been recently distributed around the Colleges. In my capacity of Chairman, I thought it would be appropriate to respond to your proposal of either further reducing streetlight dimming or switching them off completely between midnight and 6am on non-main traffic routes.

Whilst the Committee appreciates that the County Council is faced with making significant savings over the next 5 years, as a safety committee we are deeply concerned that reducing lighting levels further in the City will increase the risk to the health, safety and personal security of our students, staff, visitors and conference guests who regularly traverse across Cambridge in the hours of darkness.

All colleges are a 24 hour operation whether it is providing necessary services such as catering, security or response maintenance to our vast estates or Fellows and students working late studying or carrying out research across the plethora of sites we occupy, many of them have to travel back to their residences at night.

A considerable number of our students use minor roads and travel across "green areas" and they rely on suitable and sufficient lighting as a necessity to aid their personal safety. During the early hours of the 18<sup>th</sup> November 2015, a woman was subjected to a sex attack on Christ Pieces and further reducing lighting levels can only encourage additional crime against individuals.

It is for these reasons that we as a safety orientated committee robustly disagree with the current proposal and raise an objection to it.

We request that in light of this and the likely increase in risk to our community you reconsider your street lighting options to ensure the safety of our members whilst they move around the City during the hours of darkness.

Yours faithfully,



Miss Wendy Evans – Domestic Bursar  
Tel 01223 335 801 – Email [dburs1@newn.cam.ac.uk](mailto:dburs1@newn.cam.ac.uk)