

CAMBRIDGESHIRE COUNTY COUNCIL 2015 STREETLIGHT CONSULTATION

RESULTS

DECEMBER 2015

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Produced by:	<p>Michael Soper, Research Team Manager Michael.Soper@cambridgeshire.gov.uk 01223 715312</p> <p>Abigail Tuffs, Research Officer Abigail.Tuffs@cambridgeshire.gov.uk 01223 714737</p>
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EXECUTIVE SUMMARY

As part of savings proposals it is planned to reduce the operational times of street lights owned by the County Council from 1 April 2016 onwards. It is proposed that many street lights will be switched off between 12am and 6am on residential roads and footpaths which are not located on main traffic routes; all street lights will be dimmed (including those located on main traffic routes). The lights affected are currently only those on the Councils' system, so it should be noted that the response to this public consultation is likely to be limited to people living or working in affected areas.

During the autumn of 2015 the County Council followed-up consultation with district and parish councils by carrying out a consultation with the public on the proposals. The following report summarises the results of that consultation.

SUMMARY RESULTS

The primary methodology for the consultation was through an on-line survey, although members of the public could also request a paper copy of the survey or respond by email or letter.

Ultimately the results of the survey represent a 'self-selecting' audience of 1865 members of the public. By the nature of the methodology, the sample mainly includes those who have access to the internet either at home or through public access points. The sample also includes more women than men and significantly fewer people over the age of sixty-five than expected given the demography of the County.

Demographics

- Two thirds of all respondents were from Cambridge City. To an extent the location of respondents reflected the scope of the scheme (see figures 2 and 3).
- 54.1% of respondents were female.
- 35.2% of respondents were either full-time or part-time students.

Overall a significant number of the survey responses were received from female students based at Cambridge University.

Reactions to proposals

- Of the 1865 respondents, 60.4% said they "disagree" or "strongly disagree" with the proposals to dim the streetlights under control of the County Council.
- 77.8% of respondents said they "disagree" or "strongly disagree" with the proposals to introduce part-night lighting (PNL) to streetlights under control of the County Council.
- Of the 1130 responses to "strongly disagree" with PNL, 651 (64.5%) of these were female.
- Respondents were told about the option to allow town and parish councils to provide additional funding for street lighting in their own area. 43.2% said they "agree" or "strongly agree" with this proposal¹ (based on the local councils that had taken up this option thus far) and 73.9% supported the idea that their local council should provide additional financial support to maintain street lighting.

¹ Please see full question wording in Appendix 1 (26% indicated they were neutral on this; they were not resident in those council areas).

Impact of the proposals

- Considering the free-text comments on the impacts of the proposals there was most concern about:
 - the impact of the proposals on women (particularly female students);
 - the establishment of 'safe routes home' in Cambridge City as part of the mitigation of the impacts of the proposals;
 - the fear of attack that the proposals might create for anyone travelling about the City after midnight;
 - the increased hazard to cyclists.
- Female respondents were more inclined to say that the proposals would "very likely" change their behaviour as a pedestrian, with 45.7% of the 1009 responding with this answer.
- The County Council received a significant number of free text comments. In general the comments on the impact of the proposals were strongly expressed views against the proposals. They fell into the following categories:
 - Nearly half of the comments (46.6%) were about the proposals making people feel less safe.
 - 13.8% said that the changes would lead to a change in behaviour (some mentioning the word 'curfew')
 - 12.1% of comments suggested that the proposals would lead to an increase in crime.
 - 11.6% of comments suggested that there would be an increase in accidents or injuries as a result of the proposals.
 - The remainder of the comments talked about mitigating actions people would be forced to take such as changing their mode of transport or route home.
- The precise details on the proportion of people who said the proposals would change their behaviour is shown below. It should be noted that the proportion of people who said the proposals would change their behaviour was somewhat higher than those who were regularly out and about after midnight.

Table 1: Response percentage of frequency of use and behavioural change on particular modes of transport

Mode of Transport	% of respondents who are out "every night" or "once or twice a week" between the hours of midnight and 6am	% of respondents who say their behaviour will change ("likely" or "very likely")
Pedestrian	41.7	65.0
Cyclist	30.1	45.4
Motorist	15.7	17.8
Public Transport	4.3	18.8

- When asked about which destination would be the most impacted, 71.3% of respondents said travel for to and from a leisure-destination (mainly Cambridge City centre) would be affected, with 29.3% and 30.7% saying a place of study and work respectively.
- A number of people questioned the timing of the scheme questioning if 12 mid-night was too early given the pattern of life / activity, particularly in urban areas. Several people suggested 1am as an alternative.

CONSULTATION RESULTS

The online survey opened from late October to mid-December so that people wishing to respond to the consultation in response to news of streetlight proposals could have the chance to do so.

METHODOLOGY DESIGN AND DELIVERY

QUESTIONS AND CAVEATS

Questions were designed to be neutral as possible, with opportunities for respondents to give further comments and answer on a Likert scale², with the option to say “neutral” or “prefer not to say”.

An online engagement, whilst in theory available to all residents, does have an opt-in bias towards those people who have easy access to the internet, and those who actively want to answer online surveys about local government cuts. The survey was available in other formats, however only 6 out of the 11 paper requests were returned.

Overall, the survey received 1865 responses (including the 6 paper responses). Out of these 1665 gave a valid postcode, showing that 1243 of these respondents lived within Cambridge City.

Specific bias noted for the sample of those answering the survey included more women than men were responding to the survey and the most respondent age range being between 18 and 24.

ONLINE CONSULTATION: FINDINGS

RESPONDENT PROFILE

Within the survey, respondents were asked for some details about themselves. This information assists in analysing some of the context to the answers people gave. The information is only used to help us understand how different groups of residents feel and whether there are specific concerns by, for example, age group or resident location. These personal questions had the option of answering “Prefer not to say”.

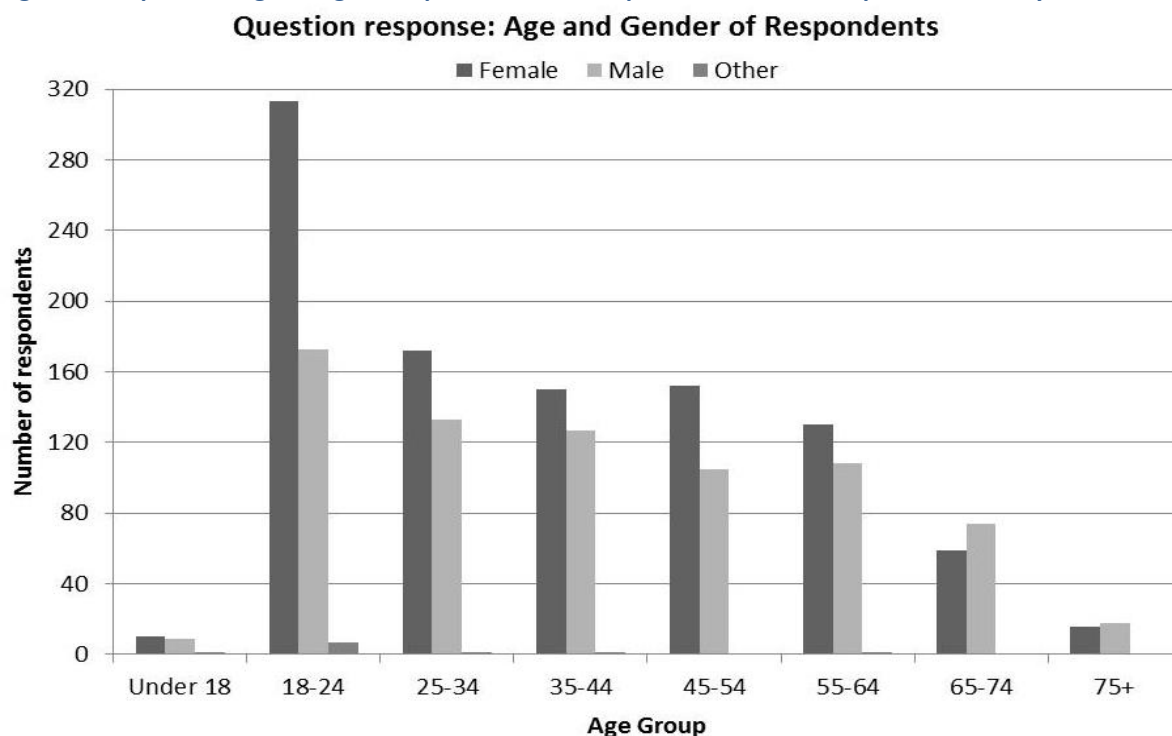
Overall, 95.4% of the respondents claimed to have read the streetlight proposals before completing the survey.

Out of the 1865 respondents, 40.4% of respondents indicated they were male, 54.1% female, 4.1% preferred not to say, 0.6% other and not to say, 0.6% other and 0.8% skipped this question. When asked their age, a greater proportion of respondents indicated they were respondents indicated they were aged between 18 and 24 years. The lowest response rate was for people over 65, with only 9.1% of 65, with only 9.1% of respondents being within this category. This age breakdown differs to the 2011 Census figures, where 33.6% of figures, where 33.6% of residents were aged over 65.

outlines respondents broken down by age and gender.

² A likert scale is where respondents are asked to rate their views of something against a scale, usually something like satisfaction with a service; ‘Very satisfied’, ‘Satisfied’ and so on to ‘Very dissatisfied’, or on a numeric scale, usually 1 to 5.
<http://www.socialresearchmethods.net/kb/scallik.php>

Figure 1: Respondent age and gender, please note 93 respondents answered “prefer not to say”.



The majority of the respondents (68%) indicated their ethnicity as being White British, and 11.6% indicating their ethnicity as other, with smaller proportions from a range of different backgrounds. Whilst, 84.6% of respondents stated they did not have a health problem or disability which limited their day-to-day activities, with 7.7% stating they did.

When asked about working status, 44.2% indicated they were in full or part time employment, 32.7% being in full- or part-time education, with a further 10.6% stating they were retired. This is inconsistent with employment figures for Great Britain as produced by the ONS APS³, 82.4% of people in Cambridgeshire were in employment for July 2014-June 2015, showing there was a biased response towards students.

The following table breaks down responses to this question in full:

Table 2: Occupational status of survey respondents

Occupation Status	Count	% Respondents
In education (full or part time)	609	32.7%
In employment (full or part time)	824	44.2%
Self-employed (full or part time)	133	7.1%
Retired	198	10.6%
Stay at home parent / carer or similar	41	2.2%
Other	44	2.4%
Skipped	16	0.9%
Total	1849	-

Of those 44 who stated ‘other’, responses included those registered as disabled, some with combined employment and education status, volunteers, and those who generally preferred not to say.

In total, of the 1865 members of the public who responded to the survey, over 89.3% left an identifiable postcode. Overall, 1243 (66.6%) of the respondents lived in Cambridge City.

³ <http://www.nomisweb.co.uk/reports/lmp/la/1941962832/report.aspx#tabempunemp>

The approximate location of respondents by Lower Super Output Area is shown in the map overleaf in **Figure 2: Approximate location of respondents**. 200 respondents did not give a valid postcode and six lived outside of Cambridgeshire.

Approximate respondent location for the streetlight consultation

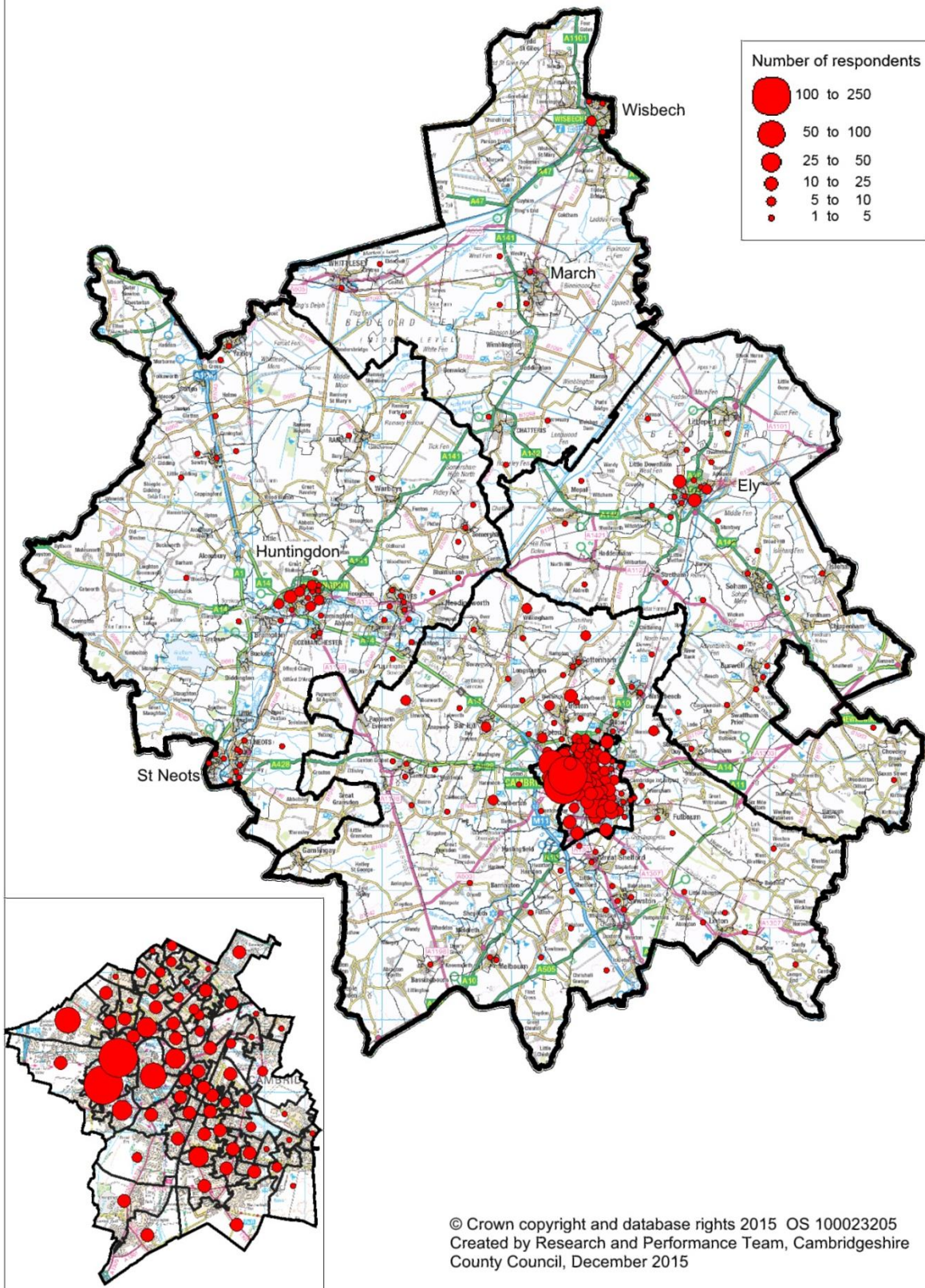


Figure 2: Approximate location of respondents. 200 respondents did not give a valid postcode and six lived outside of Cambridgeshire.

Approximate respondent location for the streetlight consultation

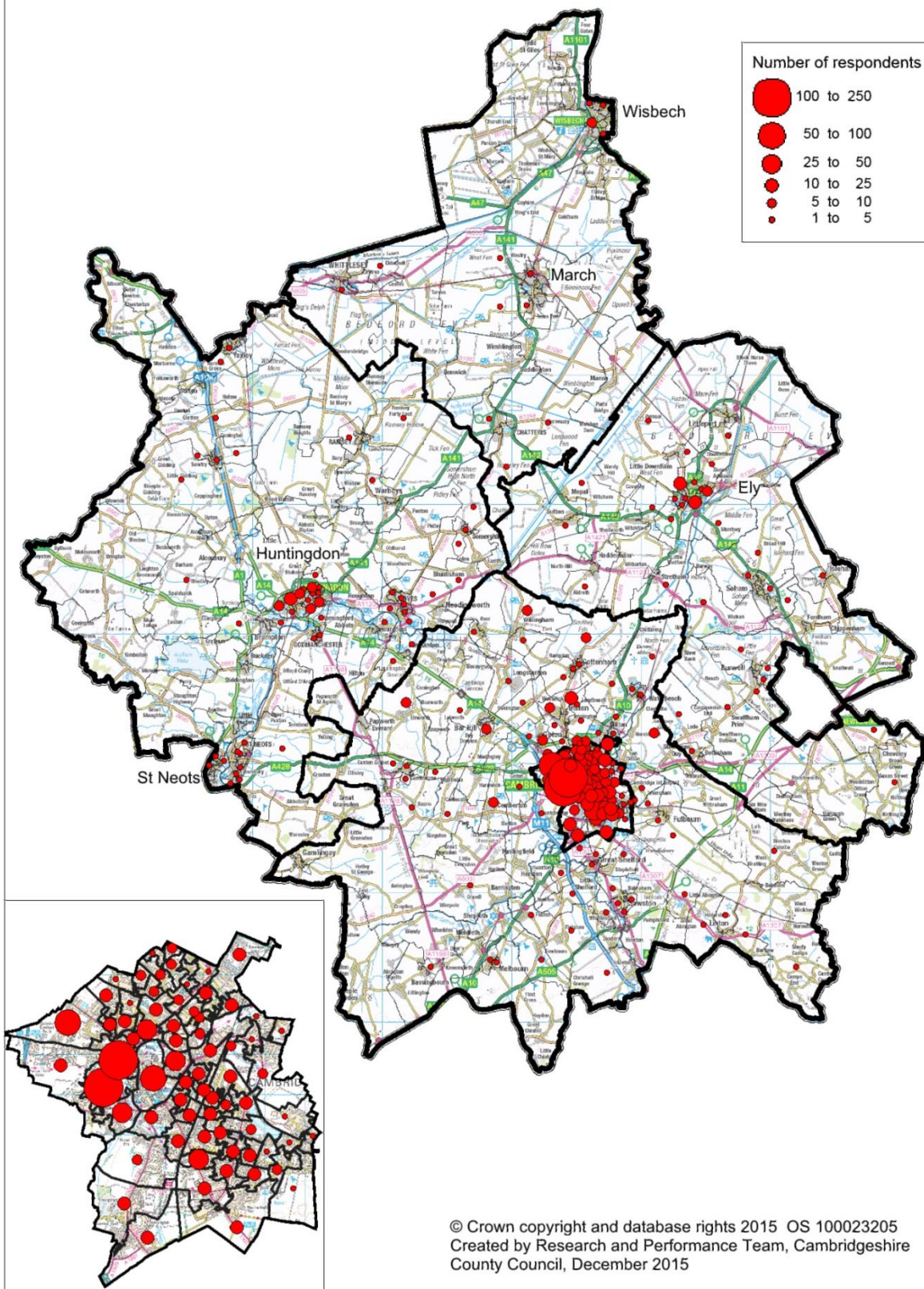
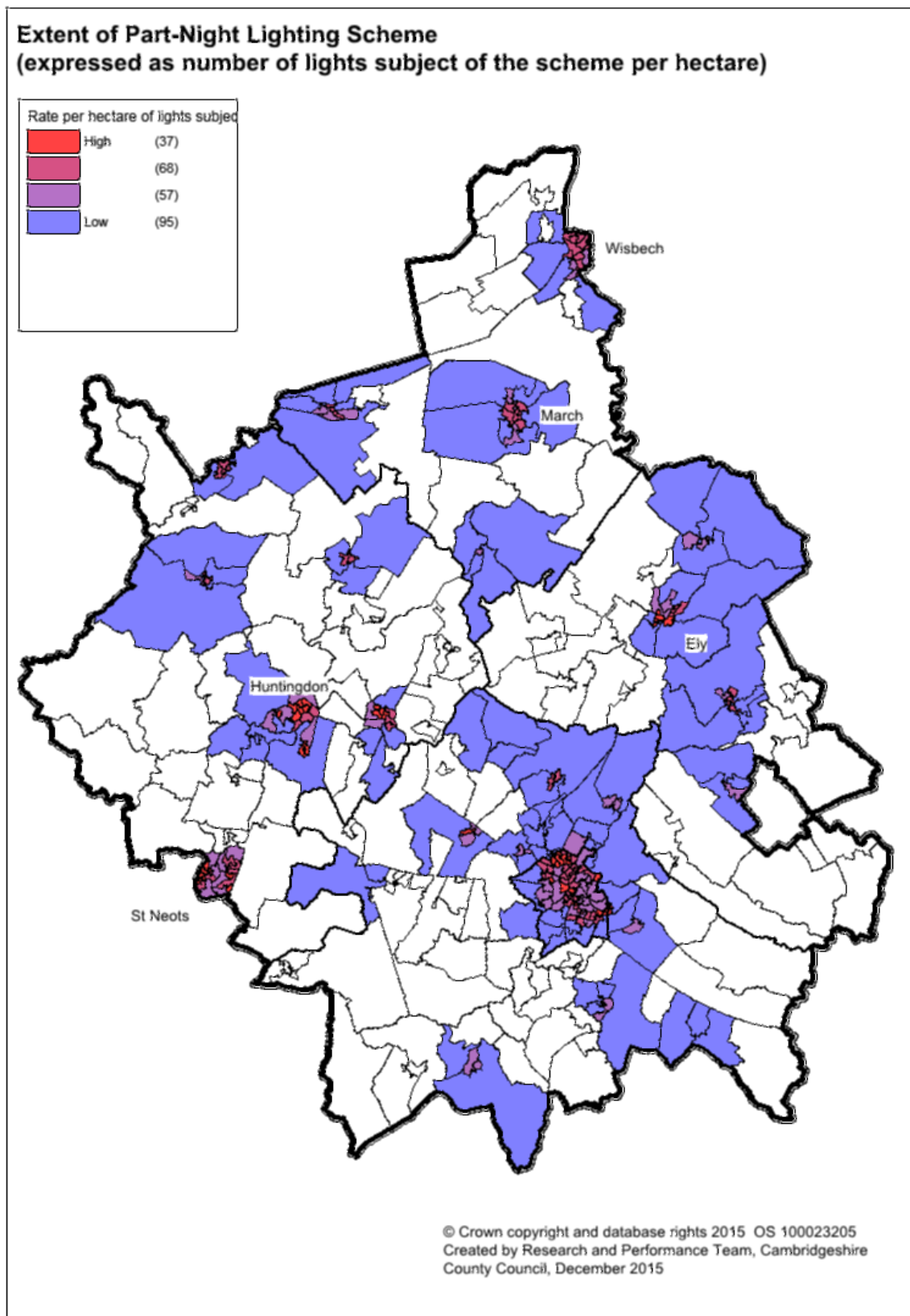


Figure 3: Extent on Part Night Lighting Proposals



SECTION 1A: IMPACT OF THE PROPOSALS

The survey started by asking the public about their behaviours, and the frequency of use of different modes of travel during the proposed time of the switch off. The modes identified were: walking, cycling, driving, and using public transport.

The majority of respondents identified themselves as pedestrians during the hours of midnight to 6am, with the least number of respondents being users of public transport.

The respondents were then asked how likely it was that their behaviour would be effected by the proposals (Table 3). For all types of transport, there were a greater number of respondents saying their behaviour would change compared to the number of respondents who were out on at least a weekly basis.

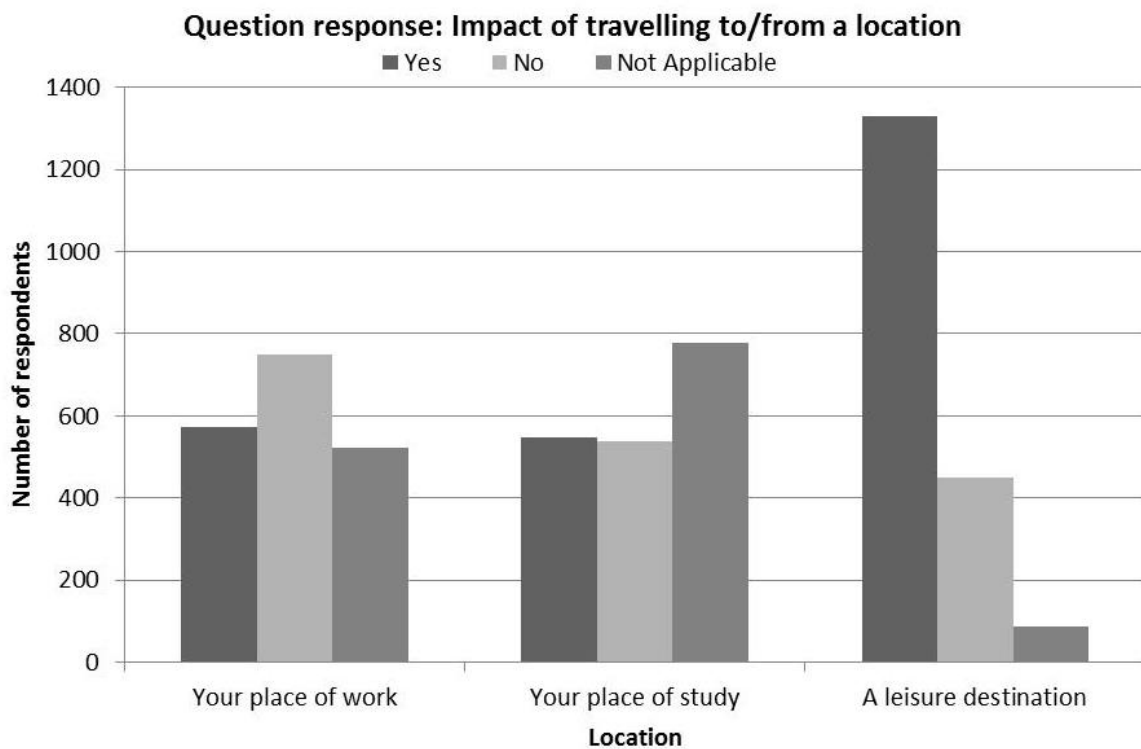
Table 3: Response percentage of frequency of use and behavioural change on particular modes of transport

Mode of Transport	% of respondents who are out "every night" or "once or twice a week" between the hours of midnight and 6am	% of respondents who say their behaviour will change ("likely" or "very likely")
Pedestrian	41.7	65.0
Cyclist	30.1	45.4
Motorist	15.7	17.8
Public Transport	4.3	18.8

This pattern occurred because of the number of people who stated that they never went out at these times, but who also said that their behaviour would change, despite indicating they were not out at these times.

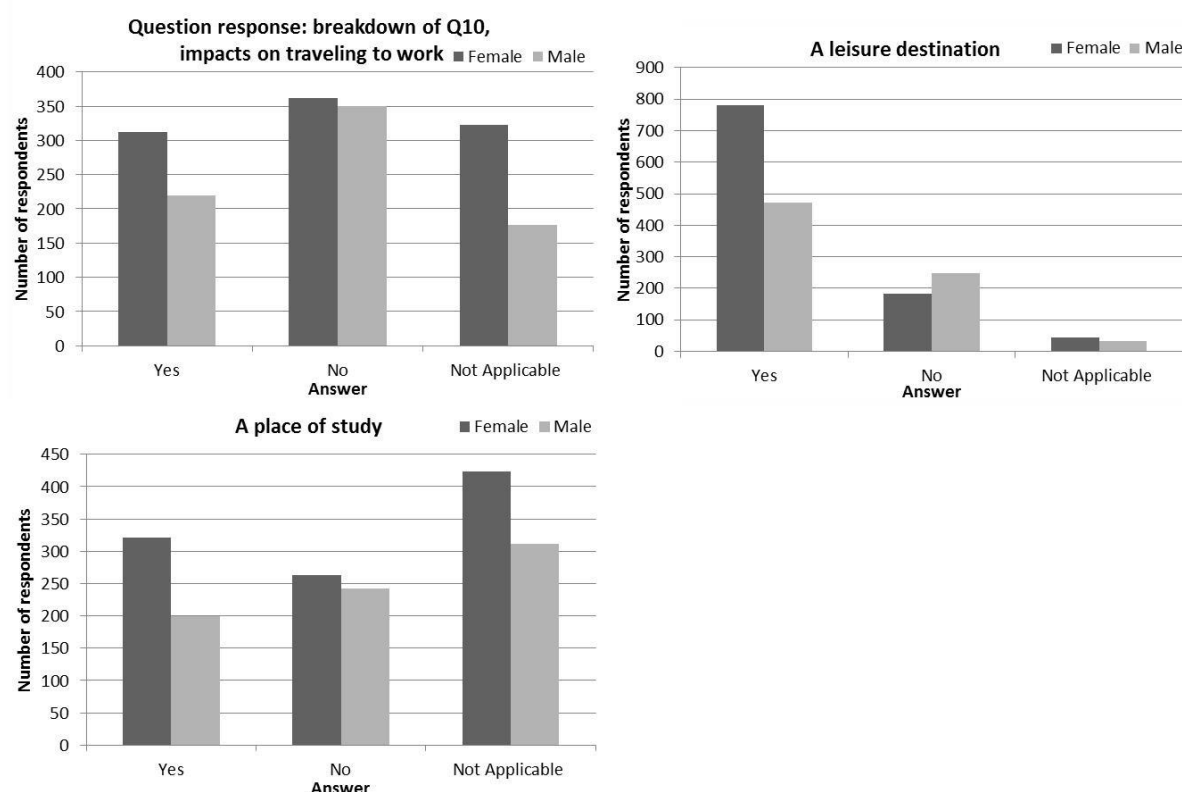
When asked if travelling to specific locations would be impacted, the majority of respondents said a leisure destination would be impacted the most from the proposals (**Error! Reference source not found.**).

Figure 4: Impact on travelling to or from a destination. A count of responses



When this question is broken down by gender (see Figure 4 below), it shows a higher proportion of women than men state their travel would be impacted. Women were also more inclined to write a comment expressing their opinion further.

Figure 5 Breakdown of gender and answer for Q10, asking if travel to a specific location would be impacted.



SECTION 1B: COMMENTS ON CHANGES TO PERSONAL BEHAVIOUR

The County Council received a significant number of free text comments. For the analysis of these we have used the 'closed' questions to focus on the comments for some specific parts of the survey sample. However in general the comments broadly fell into the following categories:

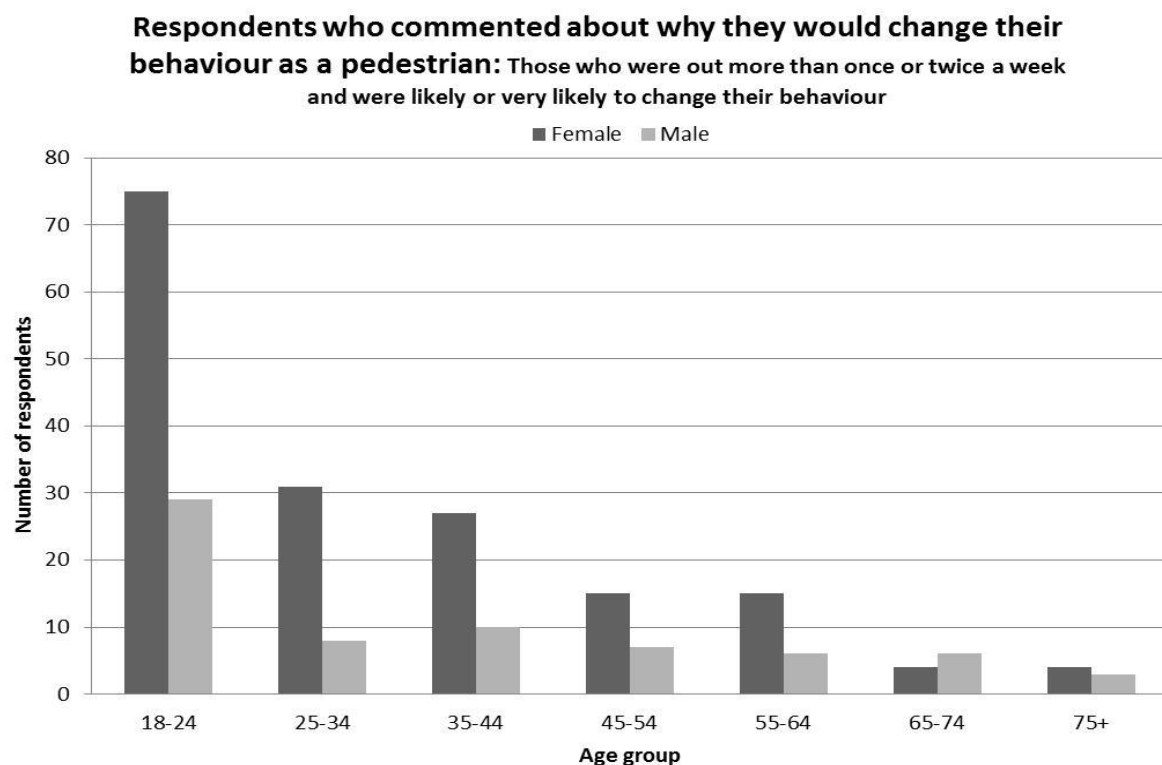
- Nearly half of the comments (46.6%) were about the proposals making people feel less safe
- 13.8% said that the changes would lead to a change in behaviour (some mentioning the word 'curfew')
- 12.1% of comments suggested that the proposals would lead to an increase in crime.
- 11.6% of comments suggested that there would be an increase in accidents or injuries as a result of the proposals.
- The remainder of the comments talked about mitigating actions people would be forced to take such as changing their mode of transport or route home.

The section that follows focuses on answers to the question *"If the proposals will affect your behaviour as a motorist/pedestrian/cyclist/public transport user in any other way, please comment below"*

REGULAR, LATE NIGHT PEDESTRIANS WHO WERE LIKELY TO CHANGE THEIR BEHAVIOUR AFTER THE PROPOSALS WERE IMPLEMENTED

These people were identified within the survey as having answered that they were out and about as a pedestrian after midnight either 'every night' or 'once or twice a week' and who said that they were 'likely' or 'very likely' to change their behaviour as a result of the proposals being implemented. The age / gender profile for these people is shown below (262 comments in total).

Figure 6: Profile of respondents commenting on why they would change their behaviour as pedestrians



The comments received from people who would change their behaviour were dominated by women aged 18-24, who were predominantly, full-time students.

- This group was very clear about the specific **'exclusion'** that female students felt as a result of the proposals. A specific comment summed up this view as follows:

"I think it sends out a terrible signal for the inclusiveness of women in Cambridge"

...and someone else covered this point in more detail

"Effectively giving women travelling alone a curfew making them feel unsafe to travel outside certain times and increasing danger to cyclists travelling late at night. Especially this would affect students in colleges away from the city centre such as Wolfson, Robinson and Girton".

"As a woman, turning off street lights will make me afraid to walk alone at night, which had previously never been the case for me in Cambridge. I have always felt safe and not at risk here, and would like it to stay so."

- The **'safe route home'** was a common issue to many. Particularly those who had been out late at night either for leisure purposes or for study and who lived at colleges outside of the City Centre.

"As a student, I often walk or cycle late at night. Whilst the main areas of nightlife will remain lit, it's more about the route home. Walking home at 3am is pretty scary once you are out of the city centre

when lights are off. Especially as often main walkways are lit, but the surrounding areas aren't, which basically means whilst you still can't see anything around you, others can see you extremely easily, making you an easy target. Cambridge has a crisis, the number of sexual assaults is astounding and these measures will jeopardise the safety of pedestrians walking at night. They will also make pedestrians feel less comfortable in their own city."

- There were very specific comments from female students who were residents in colleges along Grange Road / Sidgwick Avenue. Most notably Selwyn College, Robinson's College and Newnham College. These comments highlighted very specific safety concerns regarding the routes from these colleges to other university buildings and the town centre. Most notable was the 'Burrell's Walk / Garret Hostel Lane' and 'Sidgwick Avenue / Silver Street' routes (see below).
- Specific comments on these routes were as follows:

"Women of Newnham College are vulnerable along Sidgwick Avenue already. The idea of plunging it into darkness between these hours jeopardises women's safety and is completely idiotic."

"The switch off of the lights along Sidgwick Avenue will have major effects on myself and others as pedestrians. It will make the area much more unsafe, which already is not well lit, and compromise the safety and welfare of those who use the paths."

"I live in Robinson College and therefore regularly walk into town and back along the pathways that will be affected. Multiple times in a week I walk along these pathways between midnight and 6am, as do most people who go to Robinson College. A lot of the time these students will be intoxicated. Sometimes these students will be walking on their own. The danger posed to these students if the lights are switched off is great. I will not feel safe living in this city if these lights are switched off between midnight and 6am."

"Burrell's Walk is one of the places affected. It is the only route for many colleges near it to and from town where people go to study, visit friends, go out (way past mid-night). It is also the main walkway for most people to get into the centre of Cambridge"

"I'm not against part night lighting, but one of the planned areas is burrells walk/garrett hostel lane, a key thoroughfare for pedestrians and cyclist between town and several Cambridge colleges used both for travel to leisure and study sites, which will make the route unsafe late at night."

- The safety concerns raised by this group centre around three issues:

- Increase fear of attack

"I would feel very unsafe walking home from meetings, social activities and visits to friends after midnight without lights. As it is I often feel slightly uncomfortable walking home late, as my street is almost always deserted late at night and lined by trees making it darker and less open."

"I would feel very vulnerable walking home/coming home from studying or night shifts - it would cause stress and anxiety at the thought making me feel I couldn't go out at that time"

- Actual vulnerability to attack

"I won't feel safe. - I've already been harassed and followed home with the lights on. I would not want to leave my home when the lights are off."

"This is a matter of public safety, especially for women who already feel unsafe walking home at night. There have been cases of assault in the areas where lighting is proposed to be cut, including on Sidgwick Avenue, before, and therefore it is madness to compromise public safety like this. An increase in crime as a

result of no lighting is definitely more expensive in the long run.”

“I have been attacked in Cambridge before (on Burrell’s walk). If the lights were not on, more serious consequences could have occurred easily. Please don’t do this, I won’t be able to study in my normal library, nor will I be able to go out at night.”

- Increased **vulnerability to accidental trips**, falls or bicycle accidents.

“Safety is highly affected by this as both a cyclist and a pedestrian. The streets in Cambridge are uneven and already dim with street lights that are not, in comparison to other places that I have lived, bright at all.”

“Putting all of these roads in darkness will also be dangerous for cyclists as the road surfaces are not even and Herschel Road in particular is tree lined and the leaves gathering at the side of the road make it difficult to see the the pavement boundaries.”

- Male students also commented on how the changes would alter their behaviour. Although the comments were more evenly balanced between concerns about personal safety and concerns about accidents.
- Comments from people in other age ranges continue to reflect safety concerns (particularly from women) and also mention how the changes will impact on working routines (see following section).
- There was a smaller strand of answers from people with mobility problems or visual impairments. They felt that the changes would disproportionately affect them. Conditions mentioned were:
 - night-blindness and other forms of visual impairment;
 - having an artificial hip;
 - Osteoporosis;
 - Multiple Sclerosis;
 - Rheumatoid Arthritis

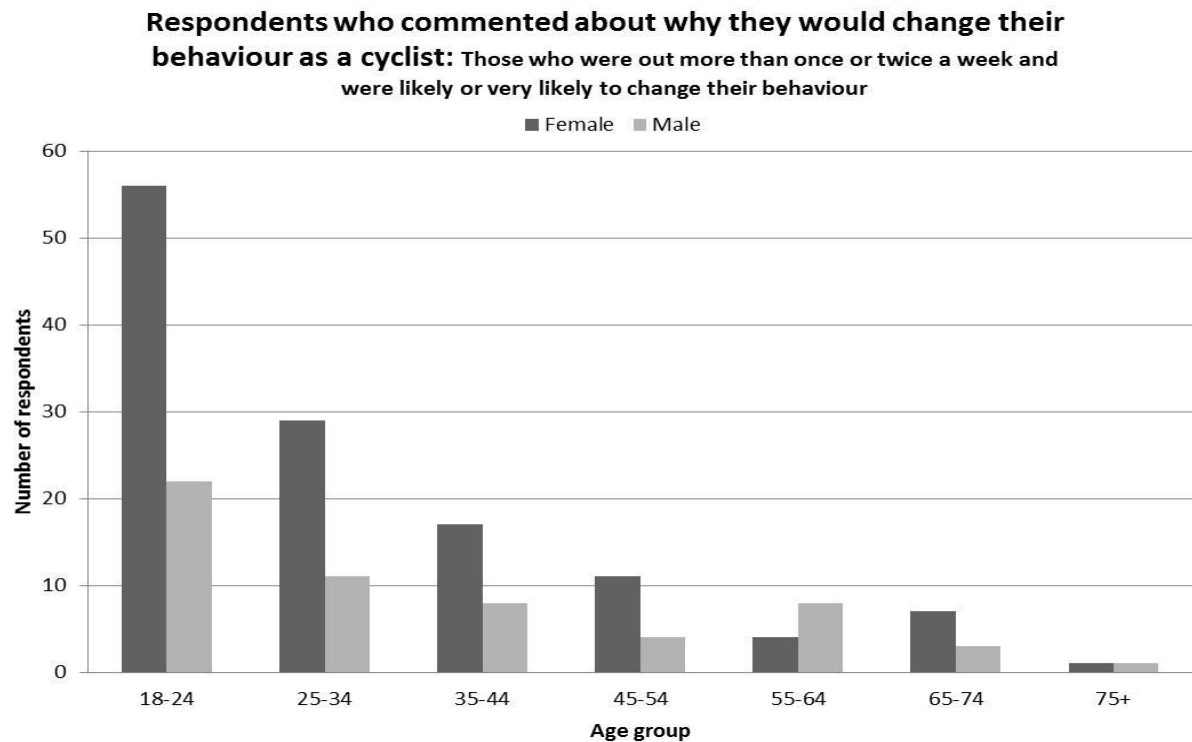
The most common type of comment from people with these conditions is the increased risk of accident that they could face if the proposals are implemented.

“I have multiple sclerosis which badly affects my balance so need to watch my every step as so many pavements are uneven ... with the lights off I will be unable to see the ground clearly which raises the chances that I might fall.”

REGULAR, LATE NIGHT CYCLISTS WHO WERE LIKELY TO CHANGE THEIR BEHAVIOUR AFTER THE PROPOSALS WERE IMPLEMENTED

These people were identified within the survey as having answered that they were out and about as a cyclist after midnight either 'every night' or 'once or twice a week' and who said that they were 'likely' or 'very likely' to change their behaviour as a result of the proposals being implemented. The age / gender profile for these people is shown below (194 comments in total).

Figure 7: Profile of respondents commenting on why they would change their behaviour as cyclists



- Some respondents were clear that they might have to **switch from cycle journeys late at night to car journeys** for safety reasons.

"I will walk and cycle less. I will drive more"

"I may have to switch to driving into the city as opposed to cycling"

"Depending on the light levels in winter, I may switch from walking and bicycle use to travelling by car. I ride three miles to work at 5am and roads are poor quality and not well illuminated as it is, so if the proposed changes make cycle journeys more hazardous I will revert to car."

- The most common concern was that cycling on roads without street lights would lead to an increase in accidents. Particularly **'car v bicycle'** accidents.

"I wouldn't feel safe cycling in urban areas with no street-lighting, would be nervous that a car driver wouldn't see me and crash into me. [...] Just one other thing I see numerous cyclist not having lights on their bikes but with street-lighting car drivers do see them, I'm sure there could be serious injuries and maybe even deaths."

"Grange Road is already a very badly lit road and should a cyclist not have lights on their bike or wear a high vis jacket (which most don't), there would be a very high chance of me hitting a cyclist."

- There were a significant number of comments that also focused on the availability of light in order to manage what were viewed as '**poorly maintained**' roads and / or cycle paths.

"Cycling is not at all pleasant when roads are not lit. It isn't possible to see potholes in the road, or other hazards. Walking has similar obstacles; kerbs, uneven pavements, tree branches are all difficult to see in unlit streets."

"I already struggle to see at night on Storey's Way as a cyclist with a bright front light, and due to the potholes on that road, even dimmed lights will be dangerous for students returning to Murray Edwards, Fitzwilliam, Churchill or Girton Colleges as well as other cyclists."

"The state of road surfaces, especially in side streets, is very poor. It's hard enough to manoeuvre round the pot holes with the lights on - it will be horrendous without street lighting or with reduced lighting.

"It is going to be harder as a cyclist as pathways & roadways are going to be harder to see without street lights."

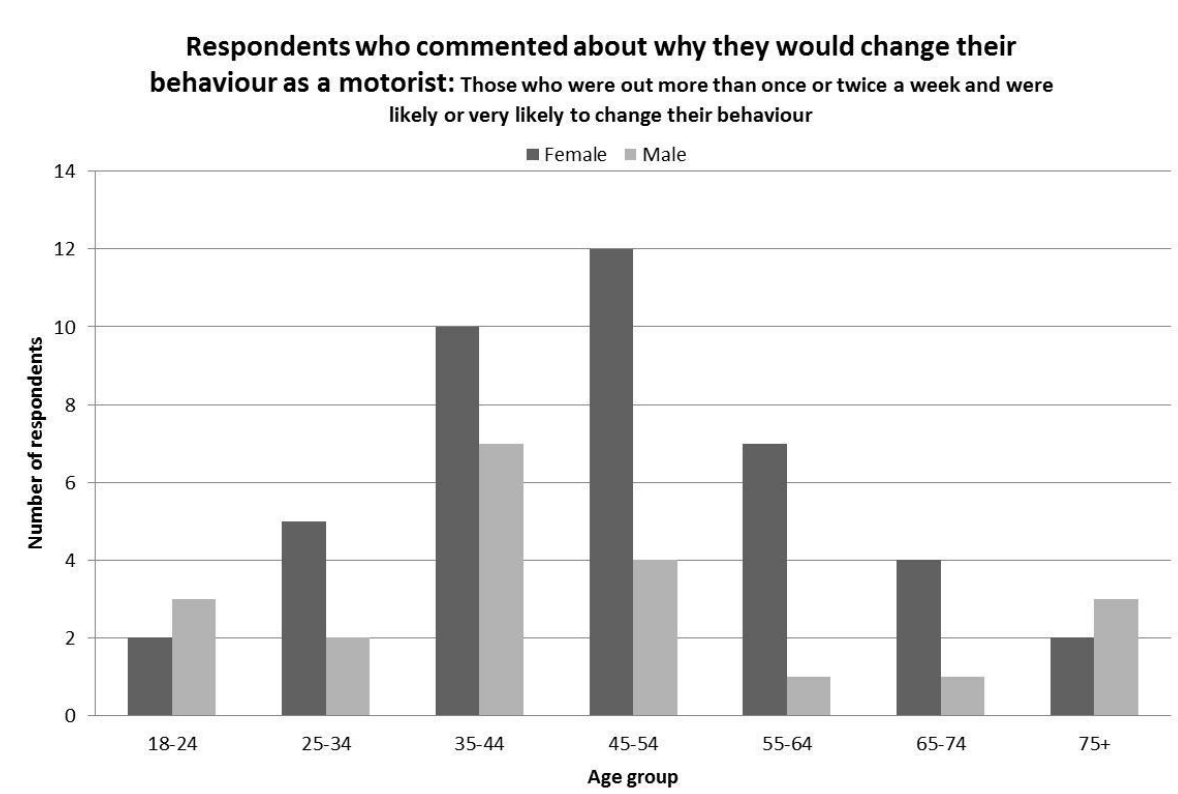
- Female cyclists also shared the strong concerns raised by pedestrians about the increased fear of personal attack / assault.

"I live in the area where it is suggested that the street lights are turned off, and these are already very dimly lit areas of Cambridge. I have events in town that require me to come back late at night and when I am walking or even cycling home I am already weary of what is going on around me in the dimly lit parts of my journey. Making this journey home in near total darkness is something that as a young female student I do not want to contemplate."

REGULAR, LATE NIGHT MOTORISTS WHO WERE LIKELY TO CHANGE THEIR BEHAVIOUR AFTER THE PROPOSALS WERE IMPLEMENTED

These people were identified within the survey as having answered that they were out and about as a motorist after midnight either 'every night' or 'once or twice a week' and who said that they were 'likely' or 'very likely' to change their behaviour as a result of the proposals being implemented. The age / gender profile for these people is shown below (73 comments in total).

Figure 8: Profile of respondents commenting on why they would change their behaviour as motorists



- Although there were far fewer comments from regular motorists there was still concern around safety concerns at the point where people got in or out of cars.

"I live in a cul de sac ,there are only 6 houses in the street, the bottom 2 being the end of the cul de sac, when the only light in the street broke it was terrible, I could not see to get my key in the lock, and I was scared because I have a porch and anyone could hide in there, also with the bottom two houses being the end of the road there was a feeling of feeling trapped. I live alone but go out three times a week at night often getting back at about 15mins after midnight. As I am on my own and coming up to 79 I feel, that you are taking away my right to a safe life."

"Unloading equipment and my personal effects from car will be impossible when I get home either on foot, (and I will be too afraid of walking home in dark). If I have to leave everything in car till morning I am uninsured for the value of items and will fear being broken in to"

- Drivers were also concerned about the additional precautions or measures that they would have to take to avoid hitting cyclists or pedestrians.

"As a driver main beam headlights will be needed for the safety of any pedestrians out at the same time as motorists. However this is not fair on the people whose homes you drive past when your main

beam lights flash in their windows, disrupting their sleep”.

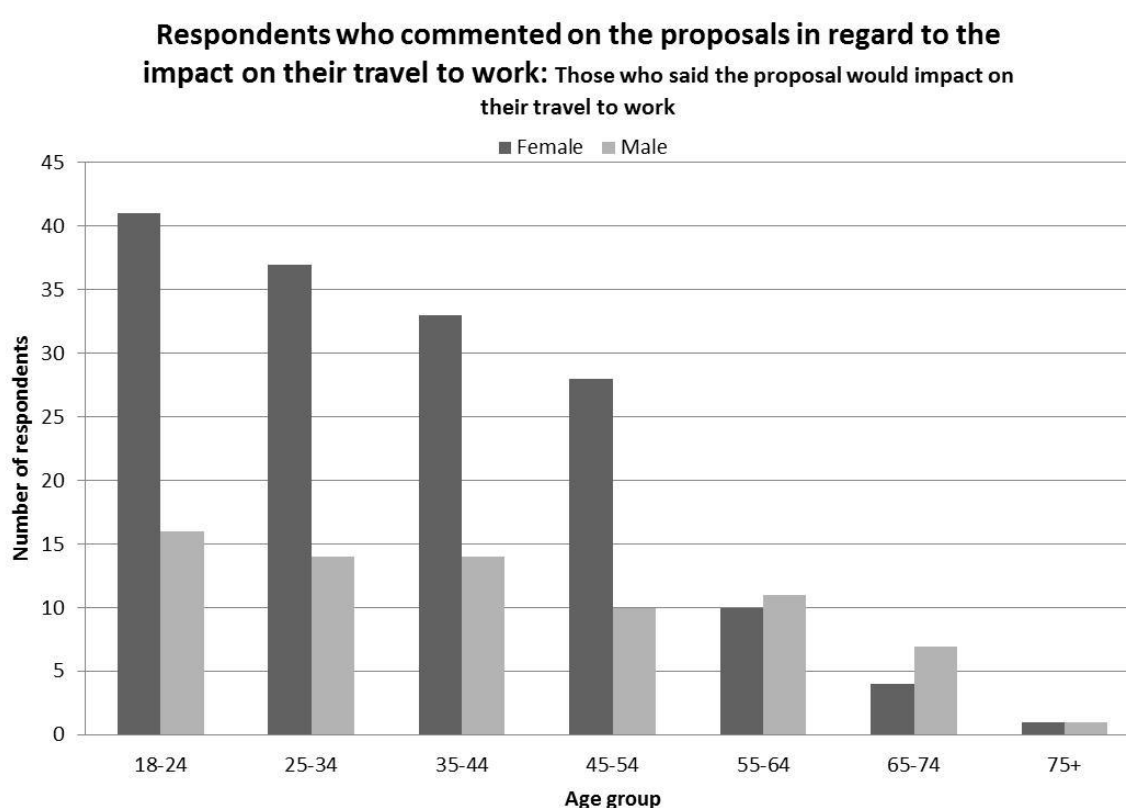
“...the possibility of not seeing pedestrians crossing the road”

“I would be concerned as a driver that I may not see a pedestrian/cyclist. - I would be concerned taking a late night taxi as an alternative in case they wanted to stop in the dark”

PEOPLE WHO FEEL THE CHANGES WOULD IMPACT ON THEIR WORKING PATTERNS

These people were identified within the survey as having answered that the proposals would have an impact on their travel to work (252 comments in total). The age / gender profile for these people is shown below (73 comments in total).

Figure 9: Profile of respondents commenting on why the changes would impact on their travel for work



- The people who highlighted that the proposals would impact on them worked with in specific areas of the economy. Either within the night-time economy in Cambridge or working shift work within the health care sector. One person described their role as a night-warden within an older persons care scheme. Some people said that they would consider changing their shift patterns.
- The other common group of people were those who commuted to places like London, worked late and then caught late trains home. They were very concerned about their safety on the return journey e.g. the walk from the station to home.

OTHER COMMENTS

Some people raised other comments that don't fit into the sections above.

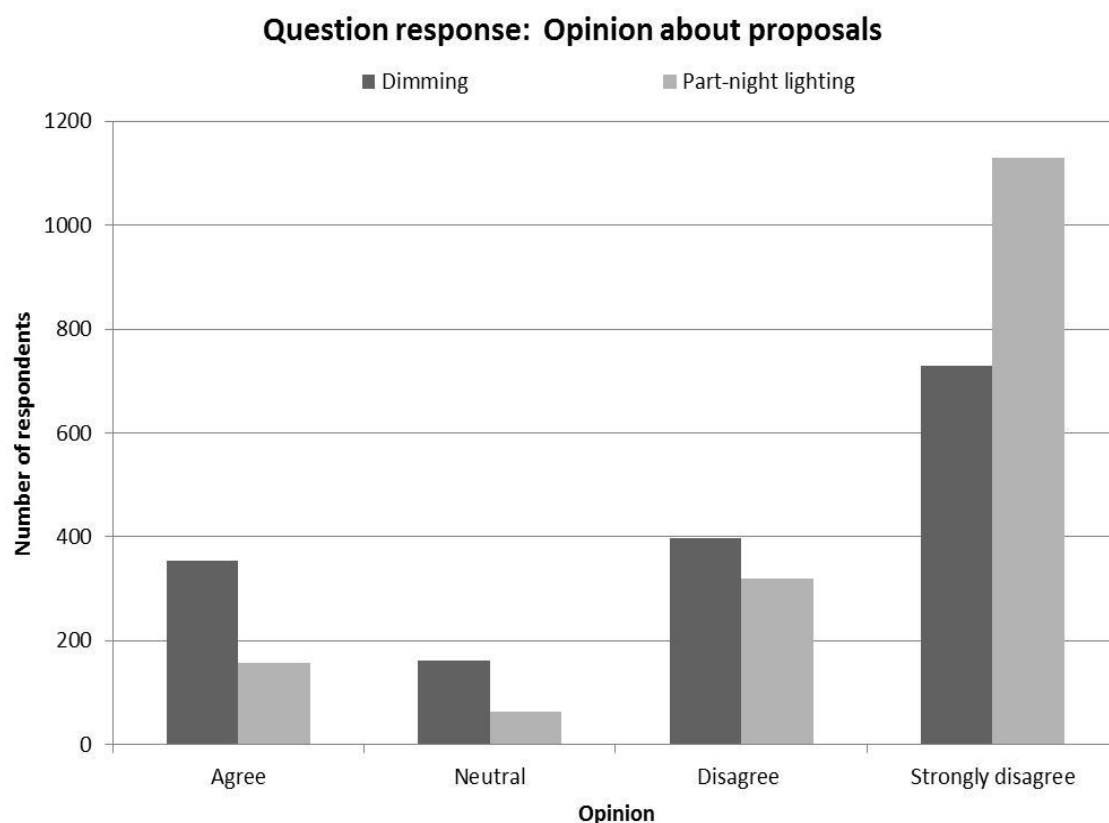
- Members of the community of people who live in river boats in Cambridge were concerned about the safety implications for them given that the street lighting along the river provides lighting for their properties (boats).
- Other property owners commented on specific places where street lights currently provided what they saw as the 'security lighting' around their property. Many of these people lived in communal properties where it was unclear who would be responsible for providing lighting if the street lights were switched off.
- Other activities that were thought to be impacted on were dog walking and running / jogging.

SECTION 2: REACTIONS TO PROPOSALS

The second section of the survey was based around the positive and negative aspects of the proposals, and the respondents' overall opinion of dimming the streetlights and about part-night lighting.

The overall response was against the proposals, although there was more acceptance of dimming compared to part-night lighting.

Figure 10: How far in agreement respondents were to the streetlight proposals



The responses were then broken down into districts (see below). This shows that the majority of respondents were based in Cambridge City, and that their views are negative. Looking at the other districts in Cambridgeshire, there are a similar number of people who agree and disagree. It should be noted that the proposals had a significant impact on Cambridge compared to more rural areas of the County (see figure 3).

Figure 11: Opinion on dimming proposals compared to where the respondent lives. Please note this is only for the respondents who gave a valid postcode and who live in Cambridgeshire.

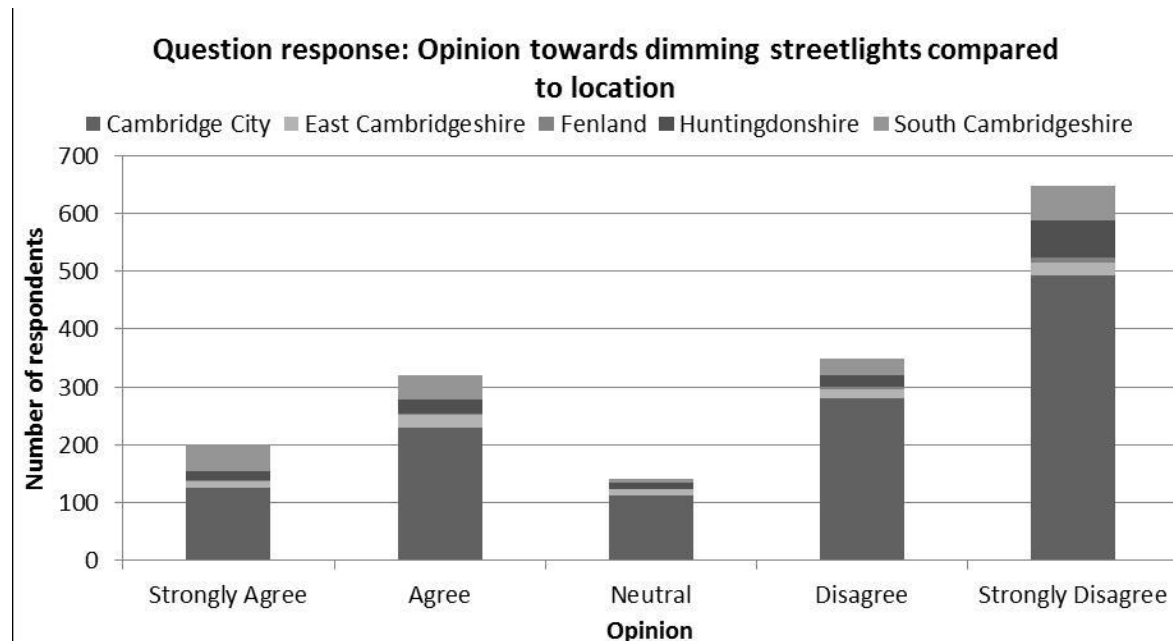
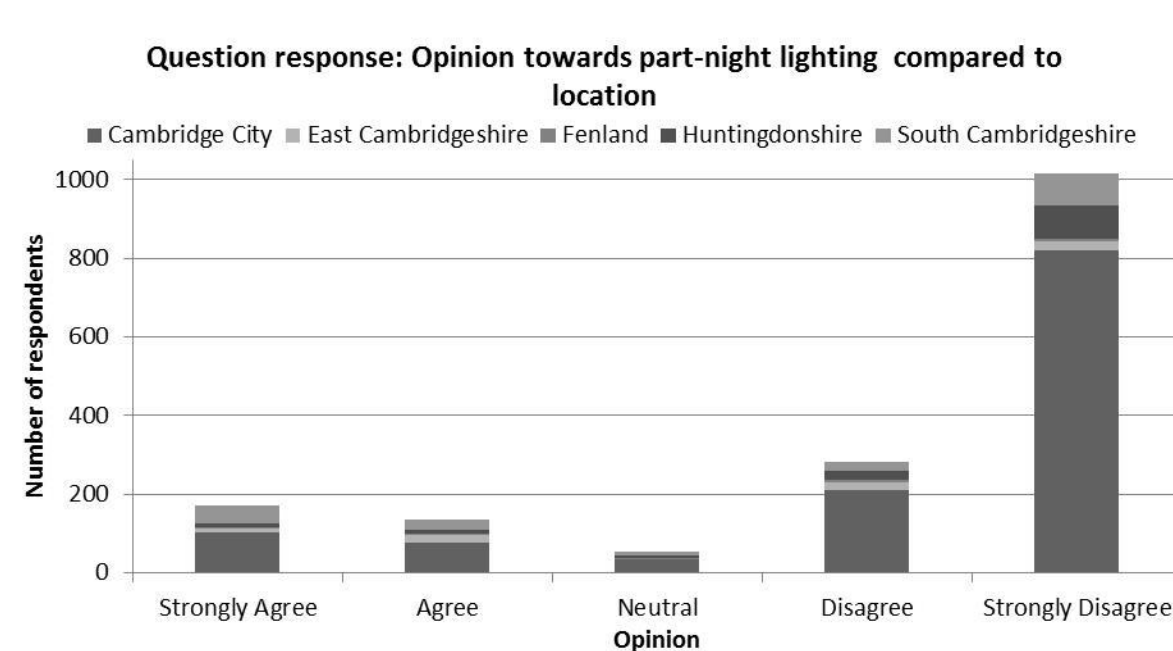


Figure 12: Opinion on part-night lighting proposals compared to where the respondent lives. Please note this is only for the respondents who gave a valid postcode and who live in Cambridgeshire.



If we break down the opinions further, and compare these with the age of the respondents (see the following two figures), there is a clear spike of respondents aged 18 – 24 who strongly disagree with both the dimming and the part-night lighting. On the other hand, there are a predominant number of respondents aged 55 – 64 who strongly agree with both the dimming and the part-night lighting.

Figure 13: Opinion on the dimming proposal compared to how old the respondent is. Please note this is only for the respondents who gave their age

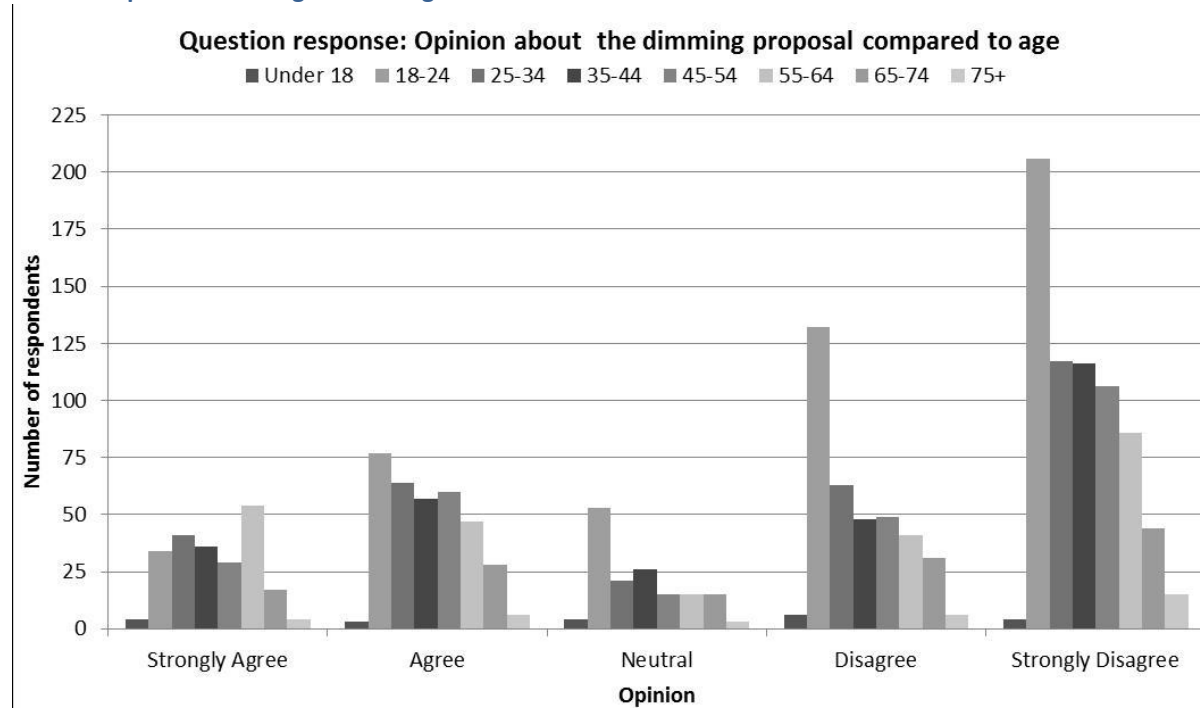
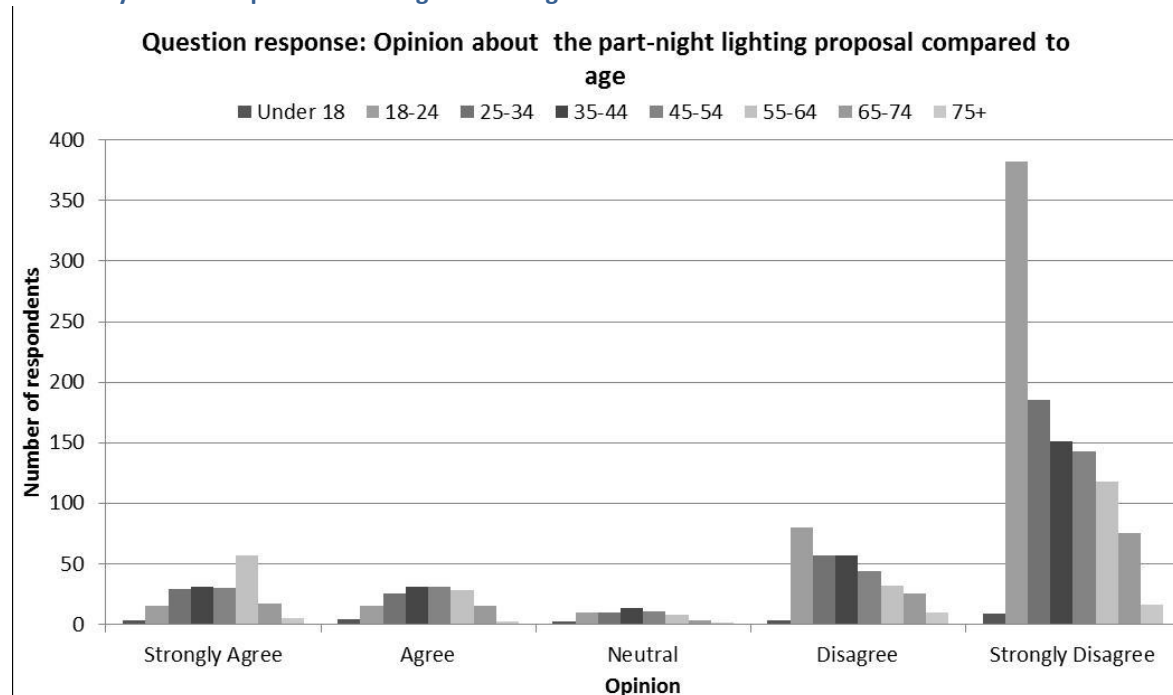


Figure 14: Opinion on the part-night lighting proposal compared to how old the respondent is. Please note this is only for the respondents who gave their age



FREE TEXT COMMENTS: PLEASE TELL US WHAT YOU CONSIDER THE POSITIVE ASPECTS OF THE PROPOSED SCHEME TO BE?

The research team carried out a basic coding of the positive comments from respondents about the changes. There were 1393 comments from individuals. As with all open ended comments people were able to talk

about several different things within one comment so the percentages below are expressed as a percentage of all items commented upon (well over 1815 comments).

- 37.5% of comments identified the financial savings as a positive aspect of the scheme
- 21% of comments identified the reduction in the carbon footprint / energy saving as positive
- 16.4% of comments mentioned a reduction in pollution
- 24.2% of comments said that there was nothing positive about the scheme

There were several comments about wanting the scheme to go further and extend to rural villages that had not yet had the modernised street lights installed to enable a PNL scheme to be implemented.

“This scheme does not go far enough. I live in a village but our lights are not being turned off or even dimmed. At the minimum everywhere that is not a major hub for night life should be dimmed.”

“Can you tell me why none of the lights in the countryside are going to be switched off or dimmed? This is utter madness, I live in Boxworth and would happily see the lights switched off or greatly dimmed but this seems to be outside this project”

FREE TEXT COMMENTS: PLEASE TELL US WHAT YOU CONSIDER THE NEGATIVE ASPECTS OF THE PROPOSED SCHEME TO BE?

The research team carried out a basic coding of the negative comments from respondents about the changes. There were 1554 comments from individuals. As with all open ended comments, people were able to talk about several different things within one comment so the percentages below are expressed as a percentage of all items commented upon (well over 4766 comments).

- 33% of comments were about the adverse impact on personal safety.
- 18.1% of comments felt that the changes would lead to an increase in crime.
- 9.2% mentioned the adverse impact on women or other vulnerable people within the community such as the elderly or those with disabilities.
- A further 10.8% of comments considered the coverage of the scheme either in terms of timing of the switch off or in terms of areas included or excluded.
- The remaining comments covered a variety of issues such as increased car use, potholes, increased accidents and injuries or adverse changes to behaviour.

A significant number of comments on the coverage of the scheme focused on the design of the area designated as covering Cambridge City Centre or the 'night-life area'. People had a range of ideas for **'improved' designs** for this including areas off Mill Road and parts of the city that encompass the University or routes from the main student residential areas and the city centre. Some people linked this to a phasing of the timing of the switch off, proposing an intermediate zone between the centre and predominantly residential areas where the lighting was not switched off until 3am.

Whilst the balance of comments was against the scheme outright there were also a considerable number of comments that discussed the proposed timing of the scheme (12 to 6am) didn't match the current pattern of life, particularly in Cambridge City. The issue of timing was raised in relation to student life and the late running of trains into Cambridge station.

*"Students are out and about well past midnight - why expose them to danger? - Your plan even has the lights **outside the train station** being turned off - trains get in well past midnight, are we really supposed to walk out into the darkness?"*

"Fear being out on street late at night as we very often are. Won't be able to see what I'm doing with all our heavy luggage when we arrive back late at night. Please please don't turn them off completely until at least 1 am. In France they go off at 11 pm and it's just too early. Its pitch black. If Cambs like that I shall live in fear."

The switch off time at **midnight was particularly criticised**. Many people commented that a 1am switch off would be better.

"I think Midnight is too early to switch off, 1.00 am would be better and I would guess that about 50% less people would then be affected."

"I'm not entirely convinced by arguments that turning off streetlights increases crime, I hear there is research arguing both ways. However, it does increase peoples' fear of crime and I hope that doesn't discourage people from partaking in activities that might finish later in the evening. I'm glad that lights will be on in nightlife areas but I wonder if dimming should be used until 1am in all areas."

"I do agree with streetlight dimming but not completely turning lights out. Midnight is actually quite early to be turning them off completely as well. As a small young woman, I do find it quite scary walking home if areas aren't lit, and I will not walk through areas where there is no lighting at night."

"...However, midnight is far too early to declare the evening over, and I fear for the safety of my teenage and early adult age children, and the many students who live nearby. If the council cut the lights from 2am that would be more likely to get my support."

"Cambridge is already very dark, the worse-lit place I have ever lived in 6 different countries. I know people with eye problems, who already have a difficulties while walking on uneven pavements after dark. I am also worried about bicycle and bicycle-pedestrian collisions in dark streets. I think midnight is too early to switch the lights off. 1 am would be better."

There were also comments about 6pm being too late a switch on time. This didn't seem to suit early morning commuters or people who worked 'early' shifts. Early morning sporting activities were also mentioned.

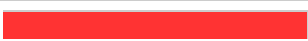

"If I have to catch an early London train (i.e. Ones that leave Ely before 06.00) my route to the station will be blacked out - inhibiting my ability to get to work. Removing streetlighting would be returning Cambs to the medieval era."






"For any people who row this will have a massive impact on their ability to travel to the boat clubs in the early mornings."







"Wife and daughter walking to there cars early in morning leaving the house before 6am."






APPENDICES

On-line Survey Summary

Have you read the County Council's proposals for part-night lighting and dimming?							Response Percent	Response Total
1	Yes						95.44%	1780
2	No						4.56%	85
Analysis	Mean:	1.05	Std. Deviation:	0.21	Satisfaction Rate:	4.56	answered	1865
	Variance:	0.04	Std. Error:	0			skipped	0

How often are you out and about as a pedestrian between the hours of midnight and 6am?							Response Percent	Response Total
1	Every night						7.14%	133
2	Once or twice a week						34.60%	645
3	Once or twice a month						29.77%	555
4	Once or twice a year						21.57%	402
5	Never						6.92%	129
Analysis	Mean:	2.87	Std. Deviation:	1.05	Satisfaction Rate:	46.63	answered	1864
	Variance:	1.11	Std. Error:	0.02			skipped	1

How likely is it that the proposals will change your behaviour as a pedestrian?							Response Percent	Response Total
1	Very Likely						38.95%	726
2	Likely						26.13%	487
3	Unlikely						9.23%	172
4	Very Unlikely						17.33%	323
5	Unsure / Don't know						6.38%	119
6	Not Applicable						1.98%	37
Analysis	Mean:	2.32	Std. Deviation:	1.4	Satisfaction Rate:	26.41	answered	1864
	Variance:	1.96	Std. Error:	0.03			skipped	1

How often are you out and about as a cyclist between the hours of midnight and 6am?							Response Percent	Response Total
1	Every night						4.29%	80
2	Once or twice a week						25.80%	481
3	Once or twice a month						21.24%	396
4	Once or twice a year						12.82%	239
5	Never						35.84%	668
Analysis	Mean:	3.5	Std. Deviation:	1.32	Satisfaction Rate:	62.53	answered	1864
	Variance:	1.74	Std. Error:	0.03			skipped	1

How likely is it that the proposals will change your behaviour as a cyclist?							Response Percent	Response Total
1	Very Likely						23.50%	438
2	Likely						19.47%	363
3	Unlikely						8.74%	163
4	Very Unlikely						13.41%	250
5	Unsure / Don't know						4.35%	81
6	Not Applicable						30.53%	569
Analysis	Mean:	3.47	Std. Deviation:	1.99	Satisfaction Rate:	49.44	answered	1864
	Variance:	3.97	Std. Error:	0.05			skipped	1

How often are you out and about as a motorist between the hours of midnight and 6am?							Response Percent	Response Total
1	Every night						2.47%	46
2	Once or twice a week						13.20%	246
3	Once or twice a month						23.66%	441
4	Once or twice a year						18.99%	354
5	Never						41.68%	777
Analysis	Mean:	3.84	Std. Deviation:	1.17	Satisfaction Rate:	71.06	answered	1864
	Variance:	1.38	Std. Error:	0.03			skipped	1

How likely is it that the proposals will change your behaviour as a motorist?							Response Percent	Response Total
1	Very Likely						7.99%	149
2	Likely						9.82%	183
3	Unlikely						16.68%	311
4	Very Unlikely						20.33%	379
5	Unsure / Don't know						4.94%	92
6	Not Applicable						40.24%	750
Analysis	Mean:	4.25	Std. Deviation:	1.7	Satisfaction Rate:	65.02	answered	1864
	Variance:	2.87	Std. Error:	0.04			skipped	1

How often are you out and about using public transport between the hours of midnight and 6am?							Response Percent	Response Total
1	Every night						0.75%	14
2	Once or twice a week						3.59%	67
3	Once or twice a month						12.02%	224
4	Once or twice a year						21.62%	403
5	Never						62.02%	1156
Analysis	Mean:	4.41	Std. Deviation:	0.89	Satisfaction Rate:	85.14	answered	1864
	Variance:	0.79	Std. Error:	0.02			skipped	1

How likely is it that the proposals will change your behaviour using public transport?							Response Percent	Response Total
1	Very Likely						9.23%	172
2	Likely						9.55%	178
3	Unlikely						7.73%	144
4	Very Unlikely						12.55%	234
5	Unsure / Don't know						7.35%	137
6	Not Applicable						53.59%	999
Analysis	Mean:	4.6	Std. Deviation:	1.77	Satisfaction Rate:	72.01	answered	1864
	Variance:	3.15	Std. Error:	0.04			skipped	1

Do you think the proposals will have any impact on you travelling to or from the following locations:					Response Total
	Yes	No	Not Applicable		
Your place of work	31.0% (572)	40.6% (748)	28.4% (523)		1843
Your place of study	29.3% (546)	28.9% (539)	41.8% (779)		1864
A leisure destination	71.3% (1329)	24.1% (449)	4.6% (86)		1864
				answered	1864
				skipped	1

Matrix Charts

10.1. Your place of work						Response Percent	Response Total
1	Yes					31.0%	572
2	No					40.6%	748
3	Not Applicable					28.4%	523
Analysis	Mean:	1.97	Std. Deviation:	0.77	Satisfaction Rate:	48.67	
	Variance:	0.59	Std. Error:	0.02			answered 1843

10.2. Your place of study						Response Percent	Response Total
1	Yes					29.3%	546
2	No					28.9%	539
3	Not Applicable					41.8%	779
Analysis	Mean:	2.12	Std. Deviation:	0.83	Satisfaction Rate:	56.25	
	Variance:	0.7	Std. Error:	0.02			answered 1864

10.3. A leisure destination						Response Percent	Response Total
1	Yes					71.3%	1329
2	No					24.1%	449
3	Not Applicable					4.6%	86
Analysis	Mean:	1.33	Std. Deviation:	0.56	Satisfaction Rate:	16.66	answered
	Variance:	0.31	Std. Error:	0.01			
							1864

4. Your Opinions About The Proposals

How far do you agree with the County Council's proposals to increase the current period of streetlight dimming from (8pm or 10pm to 6am) to all times?							
						Response Percent	Response Total
1	Strongly Agree					12.01%	224
2	Agree					18.98%	354
3	Disagree					21.29%	397
4	Strongly Disagree					39.09%	729
5	Neutral					8.63%	161
Analysis	Mean:	3.13	Std. Deviation:	1.18	Satisfaction Rate:	53.34	answered
	Variance:	1.39	Std. Error:	0.03			skipped
							1865
							0

How far do you agree with the County Council's proposals for part-night lighting (PNL); to turn off lighting (excluding areas of 'night-life' and main traffic routes between midnight and 6am?)							
						Response Percent	Response Total
1	Strongly Agree					10.35%	193
2	Agree					8.42%	157
3	Disagree					17.21%	321
4	Strongly Disagree					60.59%	1130
5	Neutral					3.43%	64
Analysis	Mean:	3.38	Std. Deviation:	1.05	Satisfaction Rate:	59.58	answered
	Variance:	1.09	Std. Error:	0.02			skipped
							1865
							0

How far do you agree with the following aspects of the County Council's proposals for street-lighting:						
	Strongly agree	Agree	Disagree	Strongly disagree	Neutral	Response Total
Keeping lighting on major traffic routes	58.2% (1086)	27.4% (511)	5.3% (98)	2.5% (47)	6.6% (123)	1865
Keeping lighting in areas of significant nightlife e.g. Cambridge City centre	65.8% (1228)	25.8% (482)	2.0% (38)	1.4% (26)	4.9% (91)	1865
Keeping lighting in areas covered by council operated CCTV Systems	56.3% (1050)	29.6% (552)	3.8% (71)	1.6% (29)	8.7% (163)	1865
Maintain lighting in areas where the police raise concerns about crime or anti-social behaviour	74.6% (1392)	19.6% (365)	1.7% (32)	0.7% (13)	3.4% (63)	1865

How far do you agree with the following aspects of the County Council's proposals for street-lighting:						
	Strongly agree	Agree	Disagree	Strongly disagree	Neutral	Response Total
Monitoring crime, anti-social behaviour and road traffic accident rates to ensure that the scheme has no adverse impact on these	68.4% (1275)	22.8% (426)	2.0% (38)	2.2% (41)	4.6% (85)	1865
					answered	1865
					skipped	0

Matrix Charts

13.1. Keeping lighting on major traffic routes						Response Percent	Response Total
1	Strongly agree					58.2%	1086
2	Agree					27.4%	511
3	Disagree					5.3%	98
4	Strongly disagree					2.5%	47
5	Neutral					6.6%	123
Analysis	Mean:	1.72	Std. Deviation:	1.12	Satisfaction Rate:	17.96	answered 1865
	Variance:	1.25	Std. Error:	0.03			

13.2. Keeping lighting in areas of significant nightlife e.g. Cambridge City centre						Response Percent	Response Total
1	Strongly agree					65.8%	1228
2	Agree					25.8%	482
3	Disagree					2.0%	38
4	Strongly disagree					1.4%	26
5	Neutral					4.9%	91
Analysis	Mean:	1.54	Std. Deviation:	0.98	Satisfaction Rate:	13.4	answered 1865
	Variance:	0.96	Std. Error:	0.02			

13.3. Keeping lighting in areas covered by council operated CCTV Systems						Response Percent	Response Total
1	Strongly agree					56.3%	1050
2	Agree					29.6%	552
3	Disagree					3.8%	71
4	Strongly disagree					1.6%	29
5	Neutral					8.7%	163
Analysis	Mean:	1.77	Std. Deviation:	1.18	Satisfaction Rate:	19.21	answered 1865
	Variance:	1.4	Std. Error:	0.03			

13.4. Maintain lighting in areas where the police raise concerns about crime or anti-social behaviour						Response Percent	Response Total	
1	Strongly agree			<div><div></div></div>		74.6%	1392	
2	Agree			<div><div></div></div>		19.6%	365	
3	Disagree			<div><div></div></div>		1.7%	32	
4	Strongly disagree			<div><div></div></div>		0.7%	13	
5	Neutral			<div><div></div></div>		3.4%	63	
Analysis	Mean:	1.39	Std. Deviation:	0.85	Satisfaction Rate:	9.65	answered	1865
	Variance:	0.72	Std. Error:	0.02				

13.5. Monitoring crime, anti-social behaviour and road traffic accident rates to ensure that the scheme has no adverse impact on these						Response Percent	Response Total	
1	Strongly agree				<div><div></div></div>		68.4%	1275
2	Agree				<div><div></div></div>		22.8%	426
3	Disagree				<div><div></div></div>		2.0%	38
4	Strongly disagree				<div><div></div></div>		2.2%	41
5	Neutral				<div><div></div></div>		4.6%	85
Analysis	Mean:	1.52	Std. Deviation:	0.98	Satisfaction Rate:	12.94	answered	1865
	Variance:	0.97	Std. Error:	0.02				

Please tell us what you consider the positive aspects of the proposed scheme to be?				
		Response Percent	Response Total	
1	Open-Ended Question	100.00%	1394	
		answered	1394	
		skipped	471	

Please tell us what you consider the negative aspects of the proposed scheme to be?			
		Response Percent	Response Total
1	Open-Ended Question	100.00%	1553
		answered	1553
		skipped	312

6. Your Opinions About The Proposals

One option for streetlighting is giving town and parish councils the opportunity to provide additional funding for streetlighting in their area, giving them 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 to cover the administration of this proposal.

The following local councils have indicated that they will provide funding: Chatteris, Cottenham, Granchester, Sawston, Teversham, Wisbech and Yaxley.




















How far do you approve of this course of action?							Response Percent	Response Total
1	Strongly Agree						14.59%	269
2	Agree						29.07%	536
3	Disagree						15.73%	290
4	Strongly Disagree						14.53%	268
5	Neutral						26.08%	481
Analysis	Mean:	3.08	Std. Deviation:	1.43	Satisfaction Rate:	52.11	answered	1844
	Variance:	2.06	Std. Error:	0.03			skipped	21




Do you support the idea of your Local Council providing additional funding for the cost of lighting between 12 and 6?							Response Percent	Response Total
1	Yes						46.00%	856
2	No						28.05%	522
3	Neutral						25.95%	483
Analysis	Mean:	1.8	Std. Deviation:	0.82	Satisfaction Rate:	39.98	answered	1861
	Variance:	0.68	Std. Error:	0.02			skipped	4

7. About You

Are you...							Response Percent	Response Total
1	Male						40.72%	753
2	Female						54.57%	1009
3	Other						0.59%	11
4	Prefer not to say						4.11%	76
Analysis	Mean:	1.68	Std. Deviation:	0.69	Satisfaction Rate:	22.7	answered	1849
	Variance:	0.48	Std. Error:	0.02			skipped	16

Please provide your age:							Response Percent	Response Total
1	Under 18						1.14%	21
2	18-24						27.15%	502
3	25-34						16.50%	305
4	35-44						15.31%	283
5	45-54						14.01%	259
6	55-64						13.20%	244
7	65-74						7.30%	135
8	75+						1.84%	34
9	Prefer not to say						3.57%	66
Analysis	Mean:	4.13	Std. Deviation:	1.96	Satisfaction Rate:	39.16	answered	1849
	Variance:	3.85	Std. Error:	0.05			skipped	16

How would you describe your ethnic background?							Response Percent	Response Total
1	British						68.63%	1269
2	Irish						1.46%	27
3	Gypsy & Traveller						0.16%	3
4	Eastern European						1.95%	36
5	Other						11.74%	217
6	African						0.16%	3
7	Caribbean						0.05%	1
8	Other						0.11%	2
9	White and Black African						0.22%	4
10	White and Black Caribbean						0.05%	1
11	White and Asian						1.14%	21
12	Other						0.54%	10
13	Indian						1.24%	23
14	Pakistani						0.27%	5
15	Bangladeshi						0.11%	2
16	Chinese						1.62%	30
17	Other						0.97%	18
18	Any other Ethnic Group						0.43%	8
19	Prefer not to say						9.14%	169
Analysis	Mean:	5.63	Std. Deviation:	7.11	Satisfaction Rate:	20.13	answered	1849
	Variance:	50.61	Std. Error:	0.17			skipped	16

Are you a student / in education?							Response Percent	Response Total
1	Yes - Full time						32.90%	608
2	Yes - Part time						2.65%	49
3	No						64.45%	1191
Analysis	Mean:	2.32	Std. Deviation:	0.93	Satisfaction Rate:	65.77	answered	1848
	Variance:	0.87	Std. Error:	0.02			skipped	17

Are you..							Response Percent	Response Total
1	In education (full or part time)						32.94%	609
2	In employment (full or part time)						44.56%	824
3	Self-employed (full or part time)						7.19%	133
4	Retired						10.71%	198
5	Stay at home parent / carer or similar						2.22%	41
6	Other (please specify):						2.38%	44
Analysis	Mean:	2.12	Std. Deviation:	1.18	Satisfaction Rate:	22.37	answered	1849
	Variance:	1.4	Std. Error:	0.03			skipped	16

What is your postcode? (This will be used to identify common concerns by location, not to identify you personally)			
		Response Percent	Response Total
1	Open-Ended Question	100.00%	1849
		answered	1849
		skipped	16

Are your day-to-day activities limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?							Response Percent	Response Total
1	Yes						7.73%	143
2	No						85.29%	1577
3	Prefer not to say						6.98%	129
Analysis	Mean:	1.99	Std. Deviation:	0.38	Satisfaction Rate:	49.62	answered	1849
	Variance:	0.15	Std. Error:	0.01			skipped	16

The Cambridgeshire Research Group
Cambridgeshire County Council
SH1306
Shire Hall
Castle Hill
Cambridge
CB3 0AP

Tel: 01223 715300

Email: research.performance@cambridgeshire.gov.uk

About the Cambridgeshire Research Group

The Research Group is the central research and information section of Cambridgeshire County Council. We use a variety of information about the people and economy of Cambridgeshire to help plan services for the county. The Research Group also supports a range of other partner agencies and partnerships.

Subjects covered by the team include:

- Consultations and Surveys
- Crime and Community Safety
- Current Staff Consultations
- Data Visualisation
- Economy and The Labour Market
- Health
- Housing
- Mapping and Geographic Information Systems (GIS)
- Population
- Pupil Forecasting

For more details please see our website:

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