

## COMMUNITY IMPACT ASSESSMENT

Directorate / Service Area		Officer undertaking the assessment
Economy, Transport & Environment  Assets and Commissioning		Name: Tom Blackburne-Maze  Job Title: Head of Assets and Commissioning  Contact Details: 01223 699772 <u><a href="mailto:Tom.Blackburne-maze@cambridgeshire.gov.uk">Tom.Blackburne-maze@cambridgeshire.gov.uk</a></u>
Service / Document / Function being assessed		
Reduce energy costs of streetlights.		
<b>Business Plan Proposal Number (if relevant)</b>	B/R.6.127	
Aims and Objectives of Service / Document / Function		
<p>The Streetlighting PFI Contract will provide the communities of Cambridgeshire with a streetlighting service that will:</p> <ul style="list-style-type: none"> <li>Reduce energy consumption by approximately 46%.</li> <li>Introduce more efficient white lights in residential areas which have better colour rendering ability.</li> <li>Provide conversion of every illuminated bollard to solar powered or highly reflective.</li> <li>Provide a central management system that will allow lighting to be remotely monitored and adjusted.</li> <li>Provide improved performance and response times to faults and emergencies</li> <li>Provide reduced hours of illumination and dimming of lights when traffic and pedestrian flows are low.</li> <li>Provide conversion of illuminated signs to LED.</li> </ul> <p>This Community Impact Assessment covers the impact of further efficiencies in the existing street lighting contract.</p>		
What is changing?		
<p>The Business Plan has identified the need to deliver an additional £174,000 of energy savings in 2015/16. This can only be delivered by:</p> <ul style="list-style-type: none"> <li>Switching off all streetlights in residential areas on the Central Management System between 1.00am and 6.00am.</li> </ul> <p>and</p> <ul style="list-style-type: none"> <li>Dimming all streetlights in residential roads on the Central Management System to maximum level (up to 70%) between switch-on and switch-off.</li> </ul>		
Who is involved in this impact assessment?		
e.g. Council officers, partners, service users and community representatives.		

Tom Blackburne-Maze - Head of Assets and Commissioning  
John Onslow - Service Director: Infrastructure Management & Operations

Officers from Assets and Commissioning Service  
Officers from Local Infrastructure and Street Management Service  
Staff from our service providers Balfour Beatty

## What will the impact be?

Tick to indicate if the impact on each of the following protected characteristics is positive, neutral or negative.

Impact	Positive	Neutral	Negative
Age			✓
Disability			✓
Gender reassignment		✓	
Marriage and civil partnership		✓	
Pregnancy and maternity		✓	
Race		✓	

Impact	Positive	Neutral	Negative
Religion or belief		✓	
Sex			✓
Sexual orientation		✓	
The following additional characteristics can be significant in areas of Cambridgeshire.			
Rural isolation			✓
Deprivation			✓

For each of the above characteristics where there is a positive, negative and / or neutral impact, please provide details, including evidence for this view. Describe the actions that will be taken to mitigate any negative impacts and how the actions are to be recorded and monitored. Describe any issues that may need to be addressed or opportunities that may arise.

<b>Positive Impact</b>
The changes are not expected to have any positive impacts on the protected characteristics.
<b>Negative Impact</b>

Whilst the provision of streetlighting is not a statutory requirement, where streetlighting has been provided many of our communities view any change to the existing service as being negative. This has already been recently experienced strongly during the existing PFI Core Investment period which has permanently removed 10% of the County Council's existing streetlights. This has been received most negatively by communities where age, disability, rural isolation or deprivation is prevalent and it is likely that these protected characteristics will perceive an even greater negative impact to the service changes proposed.

### **Age and Disability**

The potential service changes are most likely to affect those communities with the protected characteristics of age and disability where streetlighting is seen as an essential service. Further switching off or dimming is likely to be seen as adversely affecting their personal health and safety, although there is no evidence to support these fears from other Authorities who have had to implement similar savings.

### **Rural Isolation and Deprivation**

Whilst the safety of our highway network will remain our highest priority, the largest proportion of our highway network is classified as rural where the standards of streetlighting are already the lowest. The potential changes to the level of service provided in these rural locations has the potential to impact on a large number of people, leaving them feeling more isolated, including the more vulnerable who rely on streetlighting to make them feel safe at night-time. There is however, no evidence to support these fears from other Authorities who have had to implement similar savings.

### **Sex**

There is the potential for the service changes to have a greater impact on women than men although there is no direct evidence of this. There is the potential for some women to feel threatened by darkness and more concerned about their personal security and safety and this could lead to isolation.

### **Neutral Impact**

The changes are not expected to have any neutral impact on the protected characteristics.

### **Issues or Opportunities that may need to be addressed**

Any changes to service levels will be applied consistently across the County. Certain locations meeting the exception criteria will continue to be lit through the night, for example:

- Sites where there are a large number of conflicting traffic movements (e.g. roundabouts) which are on significant routes (generally those lit by columns greater than 6m high).
- Sites where street lights are installed as a result of accident remedial measures.
- Town Centre areas where there is one or more of the following features: publicly maintained CCTV, areas of high crime risk confirmed by the Police, high proportion of high security premises such as banks, jewellers, high concentration of people at night such as transport interchanges and nightclubs.
- Main approaches to town centre areas where there is a mix of development between residential and commercial/industrial (e.g. not exclusively residential).
- Sites where the police can demonstrate that there is likely to be an increase in crime if the lights are switched off during part of the night.
- Remote footpaths and alleys linking residential streets.
- Where there is a statutory requirement to provide lighting.

There is also the opportunity for individual communities to 'buy back' additional street lighting time and this will be communicated to them with an indication of the likely cost for lights to be on for periods longer than normally provided by the County Council.

Early communication of any changes to service levels will be required and this communication will require to be sustained to ensure that expectations are managed.

## **Community Cohesion**

If it is relevant to your area you should also consider the impact on community cohesion.

As these changes affect residential roads, they could have an impact upon community cohesion where residents feel unsafe to leave their homes during hours of darkness whilst the heaviest used traffic routes continue to be lit to the highest standards.