
NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

THURSDAY, 7 SEPTEMBER 2017 AT 4.00 PM

THE EXECUTIVE MEETING ROOM - THIRD FLOOR, THE GUILDHALL

Telephone enquiries to Vicki Plytas Democratic Services Tel: 02392 834058

Email: democratic@portsmouthcc.gov.uk

If any member of the public wishing to attend the meeting has access requirements, please notify the contact named above.

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

Councillor Simon Boshier (Conservative)

Group Spokespersons

Councillor Lynne Stagg, Liberal Democrat

Councillor Yahiya Chowdhury, Labour

(NB This Agenda should be retained for future reference with the minutes of this meeting.)

Please note that the agenda, minutes and non-exempt reports are available to view online on the Portsmouth City Council website: www.portsmouth.gov.uk

Deputations by members of the public may be made on any item where a decision is going to be taken. The request should be made in writing to the contact officer (above) by 12 noon of the working day before the meeting, and must include the purpose of the deputation (for example, for or against the recommendations). Email requests are accepted.

A G E N D A

- 1 Apologies**
- 2 Declarations of Members' Interests**
- 3 Street Lighting Vision and Strategy (Pages 3 - 60)**

The purpose of the report by the Director of Transport, Environment and Business Support is to outline the amendments to the draft street lighting vision and strategy following the eight week public consultation, and present the final version of the street lighting vision and strategy for adoption.

RECOMMENDED that the Cabinet Member for Traffic and Transportation:

(1) notes the results of the public consultation;

(2) adopts the Street Lighting Vision 2017 (Appendix B) and the Street Lighting Strategy 2017 (Appendix C).

Members of the public are now permitted to use both audio visual recording devices and social media during this meeting, on the understanding that it neither disrupts the meeting or records those stating explicitly that they do not wish to be recorded. Guidance on the use of devices at meetings open to the public is available on the Council's website and posters on the wall of the meeting's venue.

Agenda Item 3

Title of meeting:	Cabinet Member for Traffic and Transportation Decision Meeting
Date of meeting:	7th September 2017
Subject:	Street Lighting Vision and Strategy
Report by:	Alan Cufley, Director of Transport, Environment and Business Support
Wards affected:	All
Key decision:	No
Full Council decision:	No

1. Purpose of report

- 1.1 The purpose of this report is to outline the amendments to the draft street lighting vision and strategy following the eight week public consultation, and present the final version of the street lighting vision and strategy for adoption.

2. Recommendations

- 2.1 It is recommended that the Cabinet Member for Traffic and Transportation notes the results of the public consultation.
- 2.2 It is recommended that the Cabinet Member for Traffic and Transportation adopts the Street Lighting Vision 2017 (Appendix B) and the Street Lighting Strategy 2017 (Appendix C).

3. Background

- 3.1 Street lighting illuminates all types of highway and public access, assisting road safety and ease of movement for all users in the hours of darkness. Improved visibility will reduce the likelihood of traffic collisions therefore improving road safety. Appropriate levels of street lighting can also reduce crime and fear of crime and contribute towards enhanced street environment and good quality of place, encouraging walking, cycling and public transport use.
- 3.2 Lighting equipment should be appropriate for the lighting needs of each area. The main consideration is the ability of the lighting to illuminate the area in the most effective manner.
- 3.3 Street Lighting in Portsmouth has three tiers:
 - An overarching vision document which sets the overall direction and aims of Street Lighting within Portsmouth

- A strategy document which provides a high level overview of Portsmouth's approach to Street Lighting.
 - The 25-year (2005-2030) Highways Maintenance Private Finance Initiative Contract (PFI Contract) with Ensign Highways Ltd which includes the design, installation, operation and maintenance of all existing and new street lighting assets.
- 3.4 The Street Lighting Vision and Strategy for Portsmouth identify how street lighting can be more effective and efficient in the future.
- 3.5 At the Traffic and Transportation decision meeting on 25 May 2017 an eight week consultation was approved on the draft street lighting vision and strategy. This consultation ran from 12 June to 6 August 2017.
- 3.6 The consultation was run as an online survey which was available on the council website and emailed to key stakeholders and the City Council's resident focus group.

4. Summary of Responses

- 4.1 A total of 84 responses to the online survey and five separate responses were received by email. The content of these responses are included at Appendix A.
- 4.2 Overall there was strong support for the street lighting vision and street lighting strategy;
- 94% agreed or strongly agreed with the vision
 - 94% agreed or strongly agreed with the aims
 - 96% agreed or strongly agreed with the objectives
 - 93% agreed or strongly agreed that LED and CMS would achieve the aims of the strategy
- 4.3 Respondents were asked to identify potential barriers to the implementation of the strategy. The most common barrier identified was categorised as lack of short term funding. However the budget for the upgrade to LED and introduction of a CMS system was approved at Full Council on 11th July 2017.
- 4.4 One proposed amendment has been made to the draft vision following the consultation. The word *transport* is to be replaced with *day-to-day activities*. The new vision reads from;
- "A modern network of efficient and effective street lighting which enables safe day-to-day activities for residents, commuters and visitors whilst ensuring minimal environmental impact, that provides value for money and an enhanced street environment; that contributes to the council's ambitions and reinforces the 'great waterfront city' message."*
- 4.5 Along with the amended vision, one additional amendment to the strategy is proposed to include reference to not directly illuminating important bat foraging corridors. Page 9, second bullet under the Do not section will now read;

“Directly illuminate bat roosts or important areas for nesting birds and fragment important bat foraging corridors”.

5. Reasons for recommendations

- 5.1 The consultation has demonstrated significant support for the draft street lighting vision and strategy.
- 5.2 To ensure improved, effective and efficient street lighting both a vision and strategy need to be in place.

6. Equality Impact Assessment

- 6.1 A full equality impact assessment was completed prior to consultation and has subsequently been updated.

7. Legal Implications

- 7.1 The primary responsibility for Street Lighting lies with the Highway Authority Specifically, section 97 and 98 of the Highways Act 1980. The Highway Authorities may agree with a lighting authority for delegation to the lighting authority of any function of the Highway Authority with respect to the lighting of any highway. This function has been delegated out to Ensign Highways Limited ("Ensign") by way of the PFI Contract. The Council retains the right for approval over Ensign for the any works to be executed or expenditure incurred in the discharge of this delegated function.
- 7.2 As such, the Project delivery must be commissioned and carried out within the remit of the PFI Contract including obtaining all relevant funders consent to any proposed variations to the PFI Contract so that the Council can realise the financial benefit of the Project.

8. Director of Finance's comments

- 8.1 Recent consultation has been undertaken in respect of the proposed adoption of PCC's Street Lighting Vision and its Street Lighting Strategy. This activity was all undertaken using existing resource and cash limited budgets. The report recommends that the results of the consultation are noted. There are no financial implications of approving this recommendation.
- 8.2 The report also recommends that the Street Lighting Vision 2017 (appendix B) and the Street Lighting Strategy 2017 (appendix C) are adopted. These set out the aims and the Vision of PCC in respect of street lighting. The adoption of these two documents does not result in any direct financial implications for PCC.
- 8.3 However, if as a result of the three aims that underpin the Street Lighting Strategy there is a need for either revenue or capital funding, then funding will need to be identified to meet these aims.

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Signed by:
Alan Cufley
Director of Transport, Environment and Business Support

Appendices:

Appendix A - Draft Street Lighting Vision and Strategy 2017 Consultation Analysis Report
Appendix B - Street Lighting Vision
Appendix C - Street Lighting Strategy

Background list of documents: Section 100D of the Local Government Act 1972

The following documents disclose facts or matters, which have been relied upon to a material extent by the author in preparing this report:

LED replacement programme report to Full Council July 2017	http://democracy.portsmouth.gov.uk/documents/s15472/LED%20Replacement%20Lighting.pdf
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The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected
by on

.....
Signed by:
Councillor Simon Bosher
Cabinet Member for Traffic and Transportation

Draft Street Lighting Vision and Strategy 2017

Consultation Analysis Report

August 2017

Introduction

A draft Street Lighting Vision and a draft Street Lighting Strategy were released for public consultation on 12 June 2017 for a period of eight weeks ending on 6 August 2017 following approval by the Cabinet Member for Traffic and Transportation on 25 May 2017. This followed an internal consultation across Portsmouth City Council departments in April 2017.

The consultation was run as an online survey which was available on the council website and emailed to key stakeholders and resident's focus group.

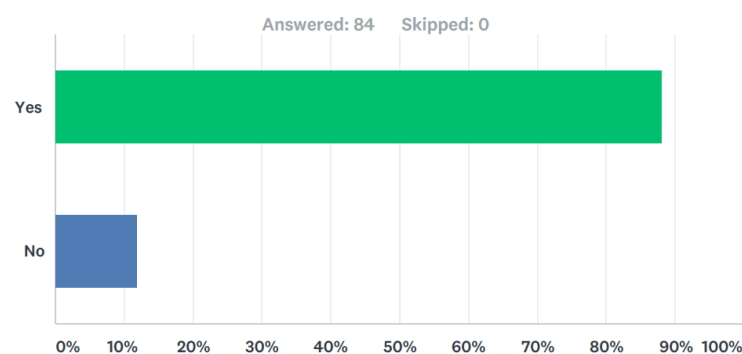
Responses

There were a total of 84 responses to the online survey and five separate responses received by email.

Results

The results to the consultation are detailed below;

Question 1 - Have you read the street lighting vision and strategy?

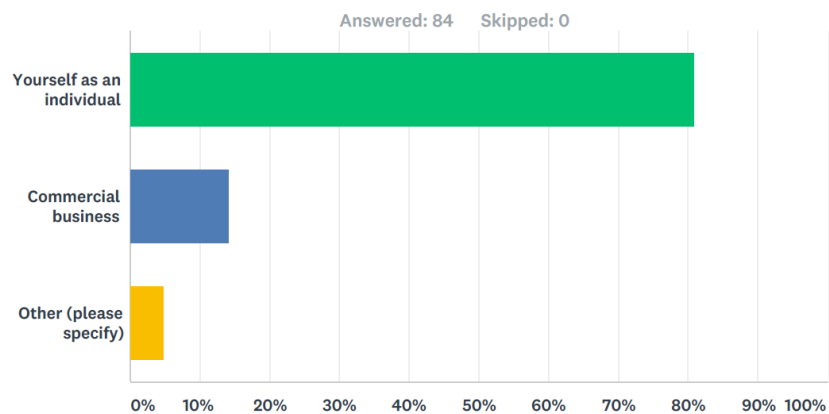


Answer Choices	Responses
Yes	88.10% 74
No	11.90% 10
TOTAL	84

All 84 respondents answered this question, 10 respondents had not read the documents.

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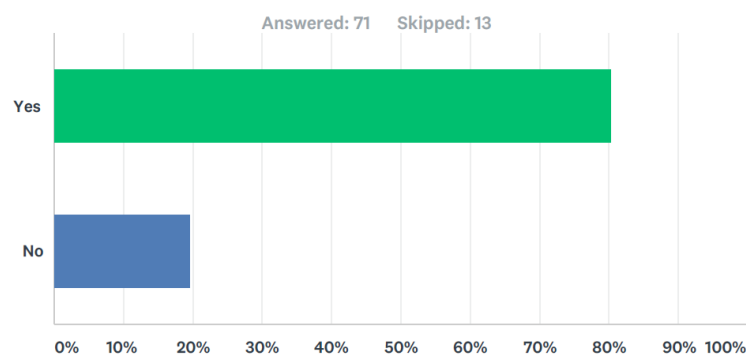
Question 2 - Are you answering on behalf of?



Answer Choices	Responses
Yourself as an individual	80.95%68
Commercial business	14.29%12
Other (please specify)	4.76%4
TOTAL	84

All 84 respondents answered this question. 81% of respondents were answering as an individual, 14% as commercial businesses and 5% as other which were Wildlife Charity, Hampshire Constabulary, Planning (Conservation) and Crime Prevention Design Advisor.

Question 3 - Do you live in Portsmouth?

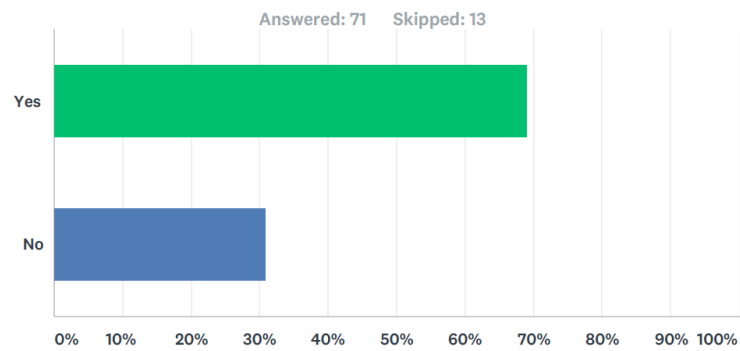


Answer Choices	Responses
Yes	80.28%57
No	19.72%14
TOTAL	71

Out of the 71 respondents who answered this question 80% lived in the city.

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Question 4 - Do you work in Portsmouth?

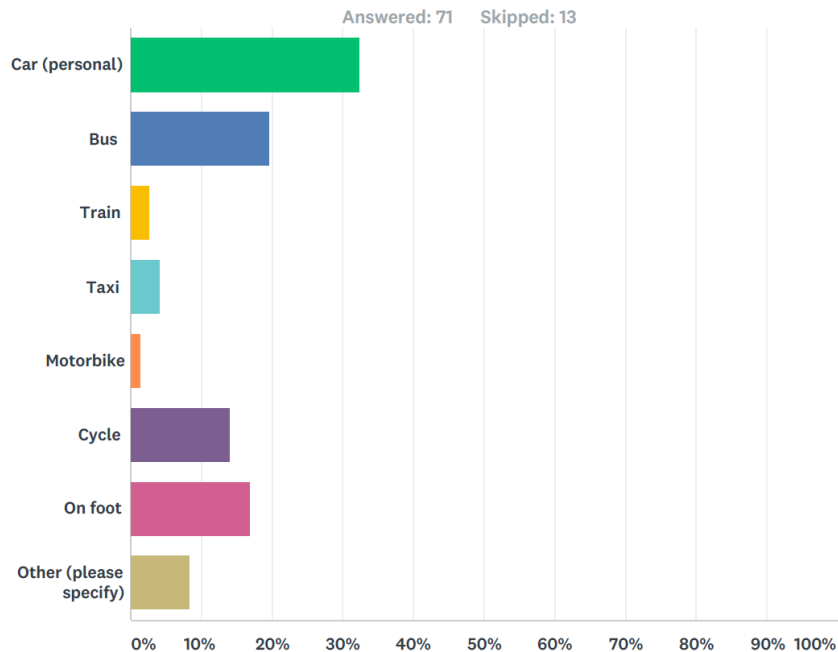


Answer Choices	Responses	
Yes	69.01%	49
No	30.99%	22
TOTAL		71

Out of the 71 respondents who answered this question, 69% work in the city.

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Question 5 - Please indicate your usual mode for travelling around Portsmouth?



Answer Choices	Responses	
Car (personal)	32.39%	23
Bus	19.72%	14
Train	2.82%	2
Taxi	4.23%	3
Motorbike	1.41%	1
Cycle	14.08%	10
On foot	16.90%	12
Other (please specify)	8.45%	6
TOTAL		71

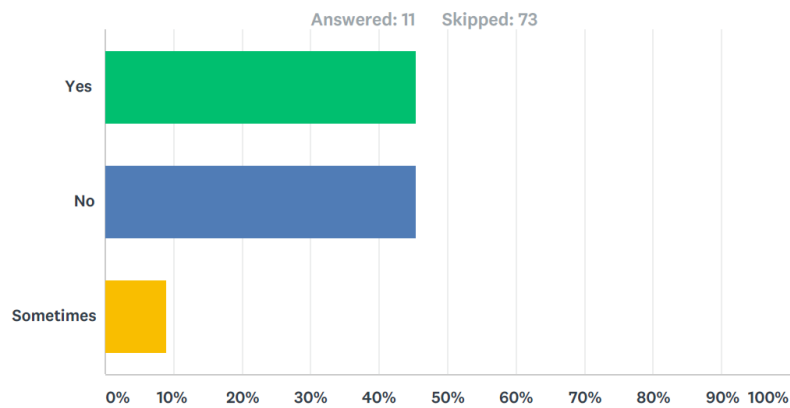
Of the 71 respondents who answered this question 32% stated car, 20% bus, 17% on foot and 14% cycle.

Question 6 - How many members of staff does your organisation employ?

This question was not answered by any of the respondents answering on behalf of a commercial business.

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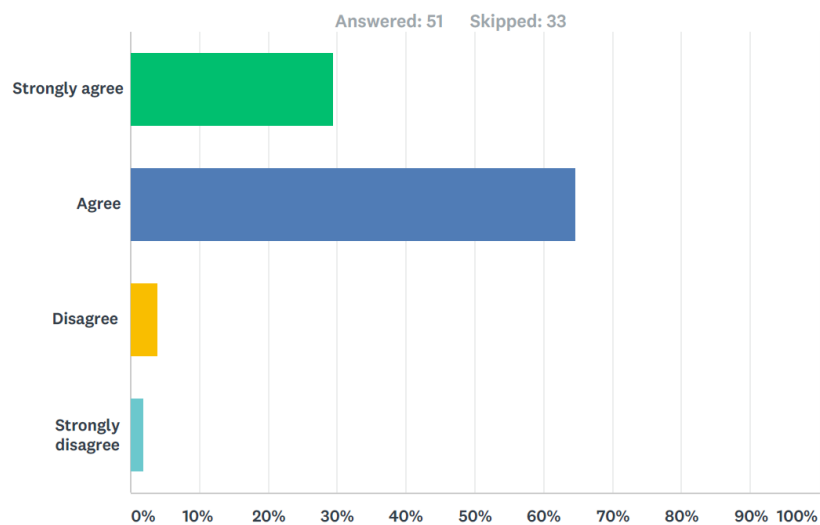
Question 7 - Do any of your staff members work overnight?



Answer Choices	Responses
Yes	45.45%5
No	45.45%5
Sometimes	9.09%1
TOTAL	11

Out of the 12 respondents who answered on behalf of Commercial Businesses 11 answered this question. There was an even split as to whether staff worked overnight, with five answering yes, five no and one sometimes.

Question 8 - Do you agree with the vision that is described in the document?



Answer Choices	Responses	
Strongly agree	29.41%	15
Agree	64.71%	33
Disagree	3.92%	2
Strongly disagree	1.96%	1
TOTAL		51

51 respondents answered this question. 94% of respondents agreed or strongly agreed with the vision, 6% disagreed or strongly disagreed.

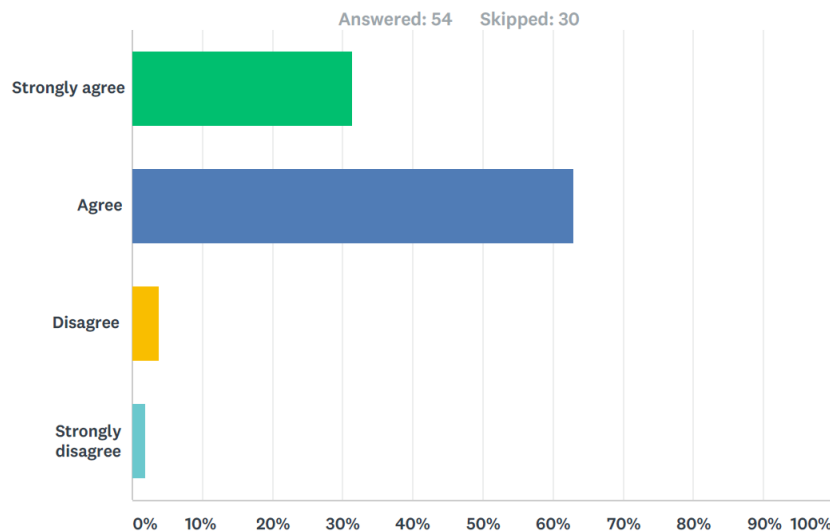
The respondents were invited to explain why they answered as they did to question eight. Comments received were put into 9 categories as follows;

Category	No. of comments	PCC response
Reduce carbon footprint/environmental benefit/ energy efficiency	8	Positive comments agreeing with vision.
Cost savings	5	Positive comments agreeing with vision.
Modern technology advances/ SMART applications	4	Positive comments agreeing with vision.
Makes good sense	4	Positive comments agreeing with vision.
Improved/good lighting/ visibility	4	Positive comments agreeing with vision.
Ability/appropriateness to alter lighting level	3	Positive comments agreeing with vision.
Lighting essential for safety	2	A comment was in disagreement with the vision around the fact that good lighting provides a safer environment for all activities not just travel. PROPOSED AMENDMENT TO VISION: replace the

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		word travel with day-to-day activities.
Balance seems right between safety, light pollution and energy saving	1	Positive comment agreeing with vision.
Benefit health and welfare of community	1	Positive comment agreeing with vision.

Question 9 - Do you believe that the aims in the strategy document are appropriate for Portsmouth?



Answer Choices	Responses	
Strongly agree	31.48%	17
Agree	62.96%	34
Disagree	3.70%	2
Strongly disagree	1.85%	1
TOTAL		54

Of the 54 respondents who answered this question 94% agreed or strongly agreed with the aims, 6% disagreed or strongly disagreed.

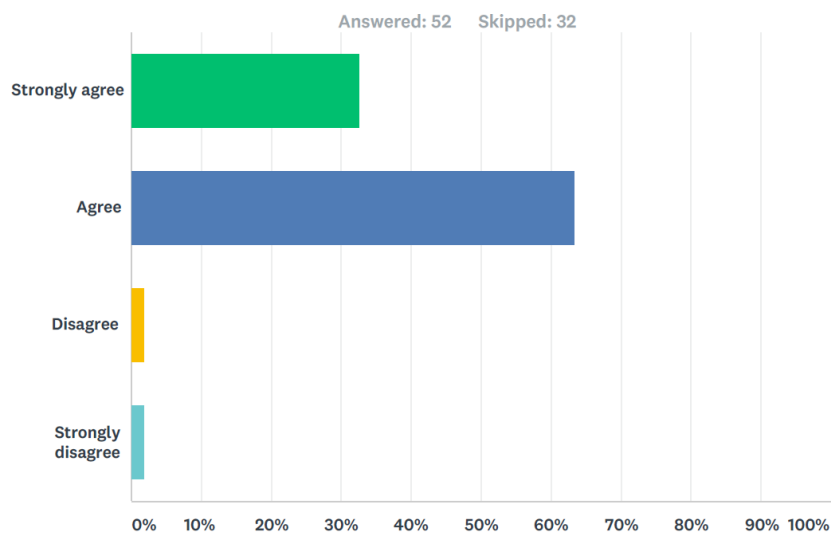
The respondents were invited to explain why they answered as they did to question nine. Comments received were put into 13 categories as follows;

Category	No. of comments	PCC response
Reduce carbon footprint/ environmental/ energy efficient	4	Positive comments agreeing with the aims.
Makes good sense/appropriate	4	Positive comments agreeing with the aims.
Modern technology	2	Positive comments agreeing with the

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advances/SMART applications		aims.
Cost savings	2	Positive comments agreeing with the aims.
Support promotion of Portsmouth as place to live and industry	1	Positive comment agreeing with the aims.
Portsmouth is a series of tightly-packed residential streets	1	Positive comment agreeing with the aims.
Same as all other cities	1	Positive comment agreeing with the aims.
Upgrades required	1	Positive comment agreeing with the aims.
Benefit and protect health and welfare of community	1	Positive comment agreeing with the aims.
Do not outline what effective street lighting network encompasses	1	Positive comment agreeing with the aims.
Ability/appropriateness alter lighting level	1	Positive comment agreeing with the aims.
Lighting does not reduce crime	1	<p>Hampshire Constabulary's Crime Prevention Designer indicates in their response to this consultation that good lighting helps with the prevention of crime.</p> <p>Many lighting studies have been undertaken by the Home Office, with evidence that good or improved street lighting can have a positive effect in reducing crime or the fear of crime by up to 20%. This is especially the case when moving from a yellow/amber light source to a white light source, which has better colour rendering properties and can enhance CCTV picture images assisting in the detection of crime.</p>
Vague enough to be open to interpretation/broadly meaningless	1	This respondent agreed with the aims.

Q10- Do you believe that the strategic objectives in the strategy are appropriate for Portsmouth?



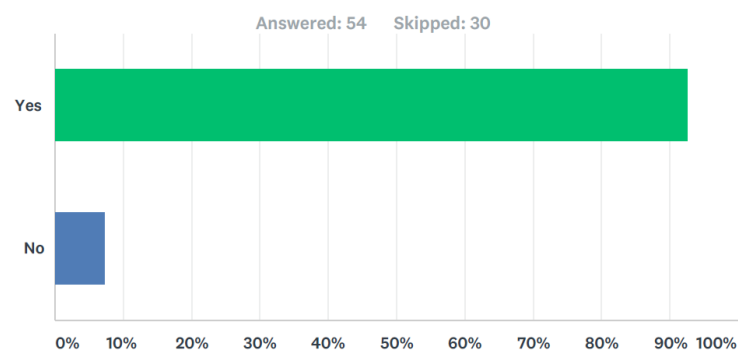
Answer Choices	Responses	
Strongly agree	32.69%	17
Agree	63.46%	33
Disagree	1.92%	1
Strongly disagree	1.92%	1
TOTAL		52

Of the 52 respondents who answered this question 96% agreed or strongly agreed with the objectives, 4% disagreed or strongly disagreed.

The respondents were invited to explain why they answered as they did to question 10. Comments received were put into 12 categories as follows;

Category	No. of comments	PCC response
Makes good sense/appropriate/proactive/needed	6	Positive comments agreeing with the strategic objectives.
Reduce carbon footprint/ environmental/ energy efficient	3	Positive comments agreeing with the strategic objectives.
Modern technology advances/SMART applications	2	Positive comments agreeing with the strategic objectives.
Support promotion of Portsmouth as place to live and industry/ takes city forward	2	Positive comments agreeing with the strategic objectives.
Portsmouth is a series of tightly-packed residential streets	1	Positive comment agreeing with the strategic objectives.
Cost savings	1	Positive comment agreeing with the strategic objectives.
Objectives 1 and 2 closely intertwined	1	There is some overlap between objectives 1 and 2 however there are clear separate issues to be achieved; SO1 has a focus on traffic incidents while SO2 has a focus on crime incidents.
Improved street environment at night	1	Positive comment agreeing with the strategic objectives.
Vague enough to be open to interpretation/broadly meaningless	1	This respondent agreed with the strategic objectives.

Question 11 - Do you agree that the upgrade to LED lighting and introduction of a Central Management System will achieve the proposed aims of the strategy?



Answer Choices	Responses	
Yes	92.59%	50
No	7.41%	4
TOTAL		54

Of the 54 respondents to this question 93% agreed that LED and CMS would achieve the aims of the strategy.

Respondents were then asked "Why do you believe this to be the case?" Comments received were put into 12 categories as follows;

Category	No. of comments	PCC response
Cost savings	7	Positive comments agreeing that LED and CMS would achieve the aims of the strategy.
Reduce carbon footprint/ environmental/ energy efficient	6	Positive comments agreeing that LED and CMS would achieve the aims of the strategy.
Modern technology advances/SMART applications	2	Positive comments agreeing that LED and CMS would achieve the aims of the strategy.
Depends on interpretation for what is right for an area	2	Concerns were raised around dark areas being left between lamp columns. All replacement lighting will be designed and installed to comply with the current British and European Lighting Standards, and therefore this should eliminate any dark patches between lamp columns. Before any adjustments (dimming) are made to existing lighting levels we will consider the specific needs for the area, and consult with key stakeholders.
Makes good sense/appropriate/ proactive/ best alternative	2	Positive comments agreeing that LED and CMS would achieve the aims of the strategy.
More flexible system	1	Positive comments agreeing that LED and CMS would achieve the aims of the strategy.
Local area benefits	1	Positive comments agreeing that LED and CMS would achieve the aims of the strategy.
Will probably not alone encourage more walking and cycling	1	Improvements to street lighting will help to address some barriers to cycling. Portsmouth has an active travel strategy which looks at all measures to encourage

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		more walking and cycling.
Unclear on effectiveness of system	1	Page 16 of the draft strategy outlines the benefits of an LED upgrade and CMS system.
Portsmouth is a series of tightly-packed residential streets	1	Positive comment agreeing that LED and CMS would achieve the aims of the strategy.
Providing a system that's good quality, good value and effective	1	Positive comment agreeing that LED and CMS would achieve the aims of the strategy.
Lighting level will still have to provide for prevention of crime	1	Any dimming of lighting will consider the specific needs of the area and further consultation will be undertaken before this is implemented. There are currently no plans for switching off lights.

Q12 - Do you consider there are barriers to the implementation of the strategy? If so, how could these barriers be overcome?

17 respondents answered this question, the comments were categorised into seven themes as below;

Category	No. of comments	PCC response
Short term funding	7	Funding for the upgrade to LED and introduction of a CMS system has been approved by Full Council on 11 th July and can be found here; http://democracy.portsmouth.gov.uk/documents/s15472/LED%20Replacement%20Lighting.pdf
Lack of evidence for/understanding by residents	2	A communications strategy will be developed for the upgrade of street lighting to LED providing residents with details including the reasoning behind the project.
Risk of prioritising environmental/cost benefits over safety	2	Safety will not be compromised; any change in lighting levels will be undertaken on a case by case basis.
Local area specific issues	2	Specific issues for local areas will be addressed as each area is delivered.
Ensure comply with legislation	1	All legislation will be adhered to. This comment specifically referenced the Road Traffic Regulation Act 1984 and the requirement of three or more street lights not more than

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		200yards apart in a 30mph speed limit. This requirement will be met. Each area will be assessed on a case by case basis for its suitability for dimming of lights and further consultation will be undertaken when this is brought forward. We will not be removing or replacing any of the existing lighting columns, as part of this strategy. There are currently no plans for switching off lights.
Ensure system is hacker proof	1	PCC Information Services team are fully involved in the project and will ensure the security of the system.
Removal of seafront decorative lighting would be a great loss	1	The seafront lighting is currently excluded from the upgrade to LED.

Q13 - Do you have any further comments on the street lighting strategy?

24 respondents answered this question, the comments were categorised into 19 themes as below;

Category	No. of comments	PCC response
Long term change required/ way forward	2	Positive comments in support of the draft street lighting strategy.
Use solar/wind power for street lighting	2	Consideration of environmental friendly solutions will be made through the procurement process.
Ensure comply with legislation	1	All legislation will be adhered to. This comment specifically referenced the Road Traffic Regulation Act 1984 and the requirement of three or more street lights not more than 200yards apart in a 30mph speed limit. This requirement will be met. Each area will be assessed on a case by case basis for its suitability for dimming of lights and further consultation will be undertaken when this is brought forward. There are currently no plans for switching off lights.
Light pollution into residential properties not mentioned	1	Page 9 of the draft strategy states "Street lighting must still be well designed to ensure it is lighting the street area as intended and no excess and or undesirable light is emitted towards residential

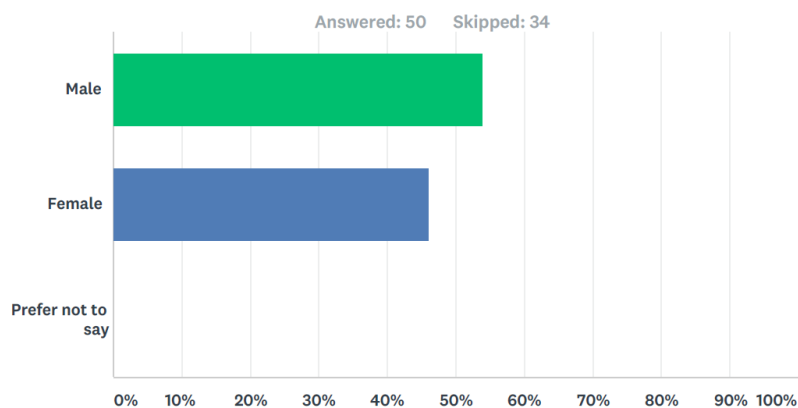
Appendix A

		properties or polluting the night time sky."
Keep bus clearways clear during planned works	1	Works will be carefully planned to ensure minimum disruption as possible.
More lighting on A27	1	This comment has been fed back to the Street Lighting PFI contractor and Highways England (it is unclear which part of the A27 the respondent is referring to).
No mention of when costs outlaid will be met by savings	1	Proposed energy and cost savings are detailed in the project report which was approved by Full Council on 11 th July and can be found here; http://democracy.portsmouth.gov.uk/documents/s15472/LED%20Replacement%20Lighting.pdf
Street lighting is currently too high and above the trees leaving dark areas	1	The PFI contractor should ensure that lighting is adequate and not obstructed. Any specific areas identified will be investigated. When the LED upgrade project is rolled out all areas will be fully surveyed.
Do not move lamp columns	1	There is no proposal to relocate lamp columns as part of this strategy.
Do not turn off lights at certain times	1	Although the CMS provides the ability to there are currently no plans to turn off lighting at certain times.
Hate orange sodium lights	1	The upgrade to LED white lighting will address this issue.
Some current lighting levels too low	1	The PFI contractor should ensure that lighting is adequate and not obstructed. Any specific areas identified will be investigated. All replacement lighting will be designed and installed to comply with the current British and European Lighting Standards.
Consider people with visual impairments	1	An equalities impact assessment has been undertaken and will be updated following this consultation.
Link with movement sensors	1	This could be considered if this technology is well proven on future years. This is outside the scope and budget of the LED upgrade project.
Seafront/ Christmas decorative lighting should not be affected	1	Seafront and Christmas decorative lighting will not be affected by this strategy/ upgrade to LED.
Query if PFI contractor Ensign on board	1	Ensign PCC's street lighting contractor was consulted on the draft vision and strategy in April. They are fully aware and involved in the project to upgrade the street lights to LED.
Use full cut off	1	Through our careful choice and selection of the LED

Appendix A

luminaires only		luminaire products we will try to minimise light pollution and nuisance glare, with no or very little light being emitted above the horizontal plane.
Will this increase around coastline	1	The number of street lights will not be altered.
good to have state of art technology/ better lighting	1	Positive comments in support of the strategy.

Question 14 - What gender do you identify with?

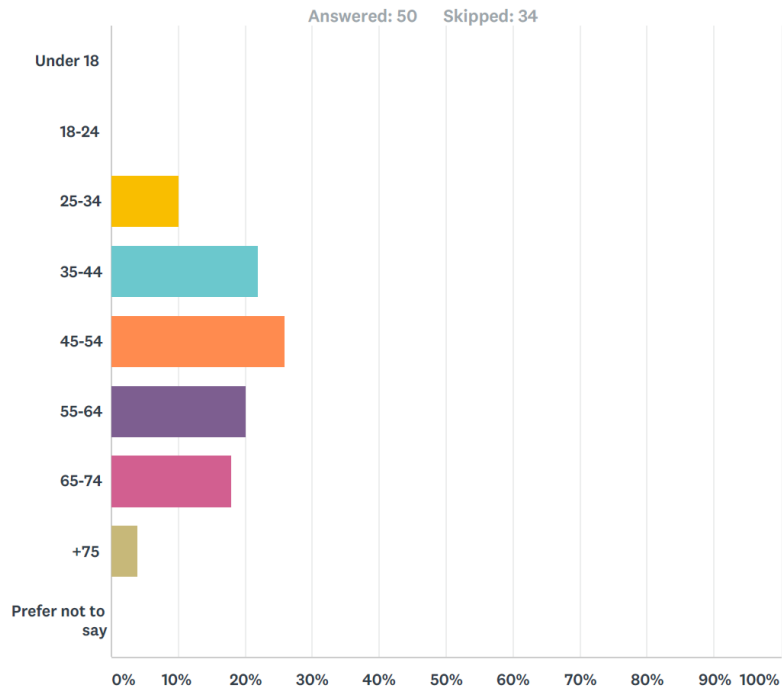


Answer Choices	Responses	
Male	54.00%	27
Female	46.00%	23
Prefer not to say	0.00%	0
TOTAL		50

Of the 50 respondents who answered this question 54% were male, 46% female.

Question 15 - Please indicate your age

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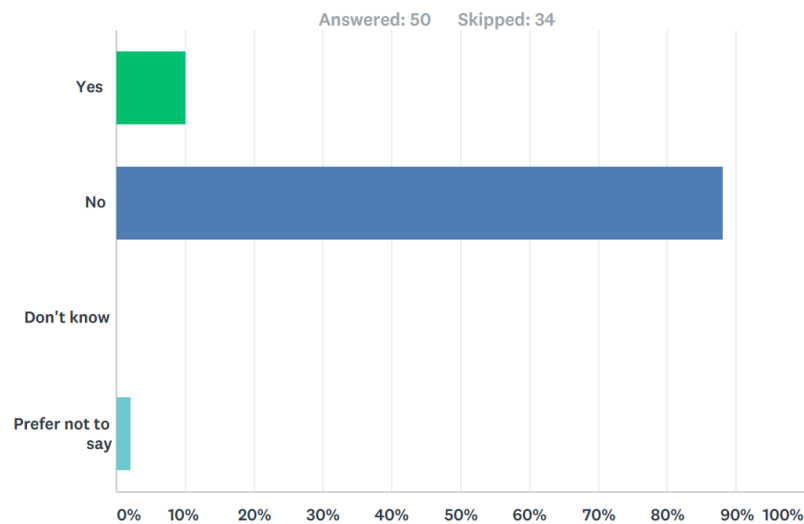


Answer Choices	Responses
Under 18	0.00% 0
18-24	0.00% 0
25-34	10.00% 5
35-44	22.00% 11
45-54	26.00% 13
55-64	20.00% 10
65-74	18.00% 9
+75	4.00% 2
Prefer not to say	0.00% 0
TOTAL	50

Of the 50 respondents who answered this question 86% were aged between 35 and 74.

Q16 - Disability: 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?

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Answer Choices	Responses
Yes	10.00% 5
No	88.00% 44
Don't know	0.00% 0
Prefer not to say	2.00% 1
TOTAL	50

5 of the respondents stated that their day-to-day activities were limited because of a health problem or disability which has lasted or is expected to last, at least 12 months. One of which stated it was a visual disability.

Q17 - What is your ethnic group?

Of the 50 respondents who answered this question 90% were British white, 2% any other white background, 2% Indian and 6% preferred not to say.

Written Responses

The five written responses can be categorised into themes as follows;

Appendix A

Comment	PCC response
Impact of any alterations on festive light provision/ lamp column banners	<p>The LED upgrade project will only change and update the existing street lighting luminaries to LED lighting. It will not remove, or replacing any of the existing lamp columns on the highway.</p> <p>With reference to installing festive lighting or advertising banners attached to the existing lamp columns, providing there are agreements already in place with the PFI Service Provider/Contractor, the appropriate highway licenses have been issued, and compliance with the current code of practice for 'Festive Lighting Illuminations' on the highway, then these will proceed as usual.</p>
LED lamps should be specified rather than the awful energy efficient and environmentally damaging fluorescent lamps	The procurement specification will be for LED lamps.
Units should be made locally and create employment	The procurement process may look favourably on suppliers that can provide wider benefits to the local economy.
Impact on historic columns	<p>Heritage and bespoke lighting, subways, and illuminated traffic signs and bollards have all been excluded from the LED upgrade project.</p> <p>This means for the City's heritage lighting, including 'listed' lighting columns in conservations areas the lamp columns and situation remains unchanged.</p>
Consideration of lighting levels in areas with a casualty history and regular reviews of lighting levels in areas with emerging casualty patterns.	The appropriateness of any alteration to lighting level will be taken forward on a case-by-case basis with further consultation undertaken before any changes are made. Lighting levels will be reviewed periodically.
Compliance with relevant legislation	All legislation will be adhered to. This comment specifically referenced the Road Traffic Regulation Act 1984 and the requirement of three or more street lights not more than 200yards apart in a 30mph speed limit. This requirement will be met. Each area will be assessed on a case-by-case basis for suitability for dimming; there are currently no plans for switching off lights. Further consultation will be undertaken when this is brought forward.
Natural Environment - specifically advocate the inclusion of additional text	<p>PROPOSED AMENDMENT TO STRATEGY PAGE 9</p> <p>the second bullet under the Do not section to read "Directly illuminate bat roosts or important areas for</p>

<p>under the second point of the 'Do not' section to read; "Directly illuminate bat roosts or important areas for nesting birds and fragment important bat foraging corridors".</p> <p>Where possible, and as part of this lighting strategy, would also recommend the creation and maintenance of unlit foraging routes for bats and other nocturnal species throughout the City.</p>	<p>nesting birds and fragment important bat foraging corridors".</p> <p>With the LED lighting project, each road category within the city has been reassessed, to ensure that it will have the correct level of lighting provided in relation to the road speed and traffic flows, and that we are not over lighting. With the LED lighting and luminaire, we will have greater control to make sure the light being emitted only illuminates the road surface, and does not create light pollution or nuisance glare to adjoining properties. Through the CMS system we can trim and switch our street lighting to operate for the same length of time each night, across the city, and also vary our lighting levels (dimming) throughout the night, according to our traffic routes flows. All of this will support our wildlife throughout the city.</p>
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VISION FOR STREET LIGHTING

A modern network of efficient and effective street lighting which enables safe day-to-day activities for residents, commuters and visitors whilst ensuring minimal environmental impact, that provides value for money and an enhanced street environment; that contributes to the council's ambitions and reinforces the 'great waterfront city' message.

The provision of street lighting assists the movement of all vehicles and pedestrians during the hours of darkness. Improved visibility will reduce the likelihood of traffic collisions therefore improving road safety. Street lighting can also reduce crime and fear of crime and contribute towards enhanced street environment and good quality of place, encouraging walking, cycling and public transport use and improving accessibility. Good, effective street lighting is a key factor in delivering the city council's corporate priorities to;

- **be entrepreneurial and efficient**
- **raise education standards**
- **encourage regeneration & investment**
- **empower residents to be healthy and independent**
- **provide excellent customer service**

THE FOLLOWING THREE AIMS UNDERPIN PORTSMOUTH'S STREET LIGHTING STRATEGY:

Aim 1:
An effective and energy efficient street lighting network

The first two aims will be achieved by investment in new LED (light emitting diodes) lighting technology for our street lights, together with a Central Management System (CMS) to control our lighting, and investigate variable lighting levels on our roads as and when required. This will create a significant reduction in street lighting energy consumption minimising our carbon emissions.

To ensure we purchase our street lighting electricity at a competitive price, we will continue to procure this through flexible purchasing by means of a Central Buying Consortium. Our existing energy contract runs until 2020.

Aim 2:
A cost effective street lighting network that represent best value.

Aim 3:
A well maintained street lighting network.

The third aim will continue to be achieved through the 25 year (2005 to 2030) Highways Maintenance Private Finance Initiative Contract (PFI contract) for delivery of inspection, maintenance, life cycle replacement, enhancements and operational services. The PFI contract covers the majority of assets on the city's highways network and includes the design, installation, operation and maintenance of all existing and new street lighting assets. The PFI contract is with Ensign Highways Ltd as the service company who sub-contract the delivery of the service to Colas Ltd.

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STREET LIGHTING STRATEGY

2017



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FOREWORD

Street lighting plays a big part in the safety of those using our highway network and the quality of place of our communities. It is our aspiration that people who live, work, and visit Portsmouth should be able to enjoy quality places which feel safe, and are safe whilst minimising impact to the environment.

This strategy sets out the city council's aspirations for maintaining and improving street lighting in Portsmouth outlining the drivers for change, including carbon reduction and financial savings.

We are passionate about making changes to the network which not only represent good value for the tax payer but also offer environmental benefits whilst improving quality of place for current and future generations using the latest technology.

I am delighted to endorse this strategy to improve street lighting in Portsmouth and to realise the benefits it will deliver to our residents and people who work in and visit our city.

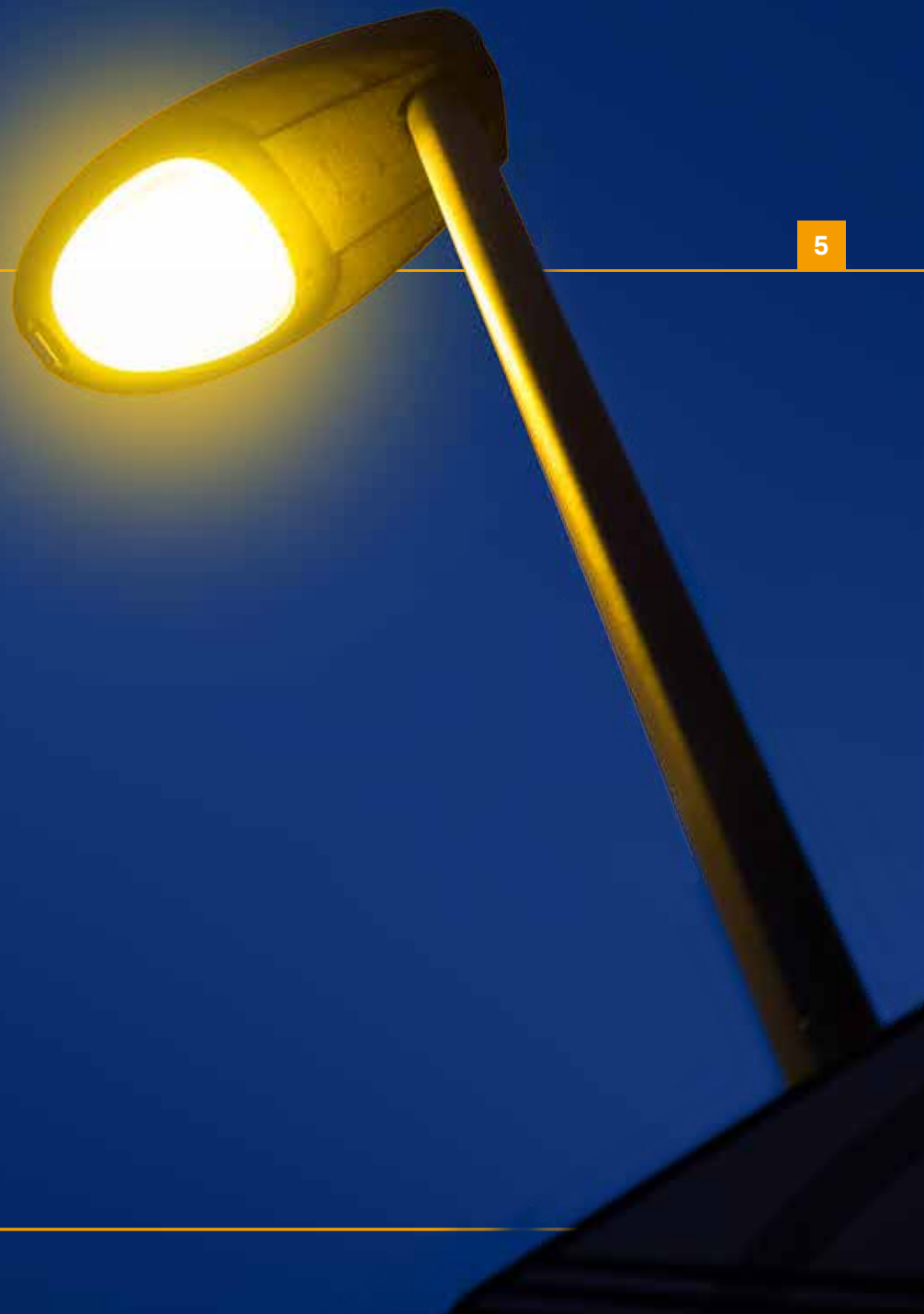
Councillor Simon Boshier

*Portsmouth City Council's Cabinet
Member for Traffic and Transportation*



VISION

A MODERN NETWORK OF EFFICIENT AND EFFECTIVE STREET LIGHTING WHICH ENABLES SAFE DAY-TO-DAY ACTIVITIES FOR RESIDENTS, COMMUTERS AND VISITORS WHILST ENSURING MINIMAL ENVIRONMENTAL IMPACT, THAT PROVIDES VALUE FOR MONEY AND AN ENHANCED STREET ENVIRONMENT; THAT CONTRIBUTES TO THE COUNCIL'S AMBITIONS AND REINFORCES THE 'GREAT WATERFRONT CITY' MESSAGE.



INTRODUCTION

Street lighting illuminates all types of highway and public access, assisting road safety and ease of movement for all users in the hours of darkness. Improved visibility will reduce the likelihood of traffic collisions therefore improving road safety. Street lighting can also reduce crime and fear of crime and contribute towards enhanced street environment and good quality of place, encouraging walking, cycling and public transport use.

Lighting equipment provided should be suitable for fulfilling the lighting needs in each specific area. The main consideration is the ability of the lighting to illuminate the area in the most effective manner.

Street lighting can have a detrimental impact on the environment through carbon emissions from energy usage and light pollution, however it is one of the aims of this strategy to minimise this impact.



BACKGROUND

PFI CONTRACT

Portsmouth City Council has a 25 year Highways Maintenance Private Finance Initiative Contract (PFI contract) from 2005 to 2030 for delivery of inspection, maintenance, life cycle replacement, enhancements and operational services. The PFI contract is with:

- ▶ Ensign Highways Ltd as the service company
- ▶ Colas Ltd as the subcontractor, delivering all the maintenance and operational functions.

The PFI contract covers the majority of assets on the city's highways network and includes the design, installation, operation and maintenance of all existing and new street lighting assets. Any risk of maintaining the assets within the PFI contract lies with the service company.

On behalf of the council, Ensign and Colas Ltd operate and manage approximately 15,950 street lights.

LEGISLATIVE POWERS

The Highways Act empowers local authorities to light roads, but does not place a duty to do so.

The council has a duty of care to road users, and has an obligation to light obstructions on the highway.

The council has a statutory duty under the Highways Act, to ensure the safety of the highway, and this includes any lighting equipment placed on the highway.

The Electricity at Work Regulations imposes a duty on the owners and operators of electrical equipment to ensure its safety.

The Highways Act 1980, Section 97 states;

(1)...“every local highway authority may provide lighting for the purposes of any highway or proposed highway for which they are or will be the highway authority, and may for that purpose –

- (a) Contract with any persons for the supply of gas, electricity or other means of lighting; and
- (b) Construct and maintain such lamps, posts and other works as they consider necessary”



DESIGN STANDARDS

Design standards used in the provision of new and replacement street lighting should be in accordance with the requirements of the latest versions of the documents listed below:

- European Standard (BS EN 13201).
- Institute of Lighting Professionals (ILP) Technical Reports.
- IEE Wiring Regulations.

It is the responsibility of the council and the service company to deliver a structured and clearly defined approach to the provision of new street lighting within the city. They will jointly assess, and make the decision on what the lighting design levels will be for new developments.

When considering any street lighting scheme the impact on the natural environment is taken into account to minimise light pollution.

NATURAL ENVIRONMENT

The council is required to adhere to environmental considerations and specifies that the service company must work within the requirements of the Environmental Protection Act 1990, including Sections 102 to 103 of the Clean Neighbourhood and Environment Act 2004-5.

References to environmental considerations are contained within the PFI contract for planned maintenance requirements, and the 'Annual Service Report' contains information in relation to environmental considerations such as energy efficiency, obtrusive lighting, waste products and enhancements.

Protection of the natural environment and wildlife habitats is essential in street lighting design and commences with a full site survey on all new installations.

The main principles and design considerations confirm the following:

Do not

- ✦ Provide excessive lighting. Use only the minimum necessary amount of light needed for the task.
- ✦ Directly illuminate bat roosts or important areas for nesting birds and fragment important bat foraging corridors.

Avoid

- ✦ Installing lighting in sensitive ecological areas such as: near ponds, lakes, rivers, area of high conservation value, sites support particularly light-sensitive species of conservation significance (e.g. glow worms, rare moths, slow-flying bats) and habitats used by protected species.

Where lighting has already been provided or where it is not possible to avoid being installed near to sensitive areas, then this needs to be managed. The possibility of variable levels of lighting to reduce its impact on the environment should be considered.

- ✦ Using reflective surfaces under light.

LIGHT POLLUTION

Councils must look into complaints about artificial light entering premises if the light could be classed as a 'statutory nuisance' (covered by the Environmental Protection Act 1990) However, statutory nuisance laws don't apply to artificial light from street lights.

Street lighting must still be well designed to ensure it is lighting the street area as intended and no excess and or undesirable light is emitted towards residential properties or polluting the night time sky.

ENERGY CONSUMPTION AND CARBON EMISSIONS

Street lighting is a significant contributor to carbon emissions in Portsmouth. There is a requirement to work towards the reduction of carbon emissions in line with the objectives and provisions of the Climate Change Act 2008.



NEW TECHNOLOGY

Portsmouth has the following light emitting diode (LED) lighting installations;

- ✧ M275 (section) leading into the city,
- ✧ Northern Road Bridge
- ✧ Drayton area (small number of residential roads)
- ✧ Market Way
- ✧ Hope Street
- ✧ High Street (Cosham)
- ✧ Wooton Street
- ✧ Vectis Way

These LED lighting installations have shown reduced energy use and reduced maintenance activities. The council and the service company have also been able to monitor and evaluate the reliability of the LED lighting product in terms of control and operations, and the colour appearance of the 'white' light source to inform future installations.

ATTACHMENTS TO AND POWER SUPPLY FROM LAMP COLUMNS

Portsmouth City Council, as the highway lighting authority, requires where legislation exists, all third party attachments; temporary or permanent illuminated street furniture, to be controlled by licence or consent. This also requires prior consent being granted by the service company. The following sections of the Highways Act, defines various activities for which a licence or consent is applicable:

Highways Act 1980.

- ✧ Section 142 – Planting/cultivation on the highway (e.g. flower baskets).
- ✧ Section 178 – Banners/advertisement signs attached to columns or over the highway.
- ✧ Section 178 – Cables over the highway.
- ✧ Section 178 – Decorative/festive lights over the highway.

Requests for power supplies from lamp columns, for example: temporary traffic light signal controls, CCTV equipment, electric vehicle charging units, and festive lighting; should in the first instance be directed to the council, and the service company for consideration and prior approval.

All apparatus shall be erected in compliance with the following statutes, and regulations:

- ✧ Health and Safety at Work Act 1974.
- ✧ Electricity at Work Regulations 1989.
- ✧ BS 7671 Regulations for Electrical Installations.
- ✧ New Roads and Street Works Act 1990.
- ✧ Traffic Management Act 2000.
- ✧ Institute of Lighting Professionals, Technical Reports, and Guidance Notes, relating to the installation of Temporary and Permanent Power Supplies taken from Lighting Columns.

DRIVERS FOR CHANGE

There are a number of drivers for change of street lighting in Portsmouth:

ENERGY AND CARBON EMISSIONS

Some of the street lighting in Portsmouth is not as efficient as it could be, therefore needlessly increasing our carbon footprint.

Portsmouth City Council is committed to reducing its CO2 emissions, in line with national targets based on the UK's commitment under the Climate Change Act 2008 to an 80% emissions reduction by 2050.

The use of sustainable transport can reduce carbon emissions. Portsmouth's street lighting infrastructure supports access to both pedestrian and cycle routes for active travel and links to other means of sustainable travel that are accessible, safe and easy for communities, local businesses, and

visitors to use, for example the city's park and ride scheme.

FINANCIAL SAVINGS

Street lighting constitutes a significant proportion of the council's electricity expenditure. Energy costs have increased significantly in recent years and are predicted to rise by six percent per annum. As further development takes place in the city there will be a corresponding increase in the amount of energy consumed by street lighting on the local authority maintained network.

The council needs to develop more efficient ways of working in response to economic pressures; the energy costs associated with the operation of street lighting are significant and have been increasing in recent years.

Unmetered energy costs have increased by more than 60% between 2007 and 2016. Reduced energy consumption also

means reduced energy bills which will save the council money for the lifetime of the installed street lighting infrastructure.

NEW TECHNOLOGY

Technology, such as LED street lights, and central management system (CMS) for the operational control of street lighting, can contribute to reduced energy consumption and improved efficiency and value for money, whilst improving lighting output and colour rendering.

WHAT ARE WE GOING TO DO

This strategy outlines Portsmouth's commitment to maintenance and improvement of the city's street lighting network.

AIMS

The aims of this strategy are to ensure the council provides:



AN EFFECTIVE AND ENERGY EFFICIENT STREET LIGHTING NETWORK



A COST EFFECTIVE STREET LIGHTING NETWORK THAT REPRESENTS BEST VALUE



A WELL MAINTAINED STREET LIGHTING NETWORK

STRATEGIC OBJECTIVES

14

We will seek to achieve the following strategic objectives (SO):



1

Promote and maintain the safety for all highway users, particularly the more vulnerable modes of walking and cycling.



2

Assist in the reduction of crime and fear of crime when travelling by foot, cycle or public transport modes.



3

Deliver well-designed street lighting in keeping with the environment which helps to provide good quality of place, encouraging walking and cycling.



4

Develop and implement a cost effective street lighting solution.



5

Lead by example with a significant reduction in street lighting energy consumption minimising our carbon emissions.



6

Identify criteria for the duration and level of street lighting.



7

Maintain the street lighting network to a good standard.



8

Use of state of the art technology and innovation for street lighting in the city.

HOW ARE WE GOING TO DO IT?

In order to achieve the aims of this strategy, we are replacing existing street (SOX or SON) lighting luminaires (sodium light sources) currently used in the majority of the city, with new LED 'white' lighting luminaries. We will implement a Central Management System (CMS) that allows varying lighting levels. This approach will deliver a reduction in carbon emissions through lower energy consumption.

LED UPGRADE

LED lighting has a substantially lower wattage energy use (40-70%) and longer life span as compared to either SOX or SON light sources. Once the new LED 'white' lighting luminaries are installed it is anticipated that they will last significantly longer with a lifespan of over 20 years, to that of the SOX and SON light sources of only 4-5 years.

CMS

Photoelectric cells are currently utilised as the means of controlling street lighting and their hours of operation. A photoelectric cell is calibrated to turn lights on once the natural lighting level drops below a certain level (i.e. sunset) and to switch off when light levels increase above a certain level (i.e. sunrise). Due to their relatively low cost and good reliability photoelectric cells have become a widely accepted means of controlling modern street lighting systems.

However, CMS now provides greater flexibility in terms of controlling, switching, trimming (the turn on and turn off times by minutes), energy management of street lighting operation times, and can also provide variable lighting levels on our roads as and when required.

It is important to light streets for the safety of highway users and for community safety, however, most streets are lit all

night irrespective of the need. Improved technology will allow a more flexible approach in the variation of lighting levels across all different class of road dependent upon its use at any given time.

As the usage is reduced then so can the lighting levels unless there are over-riding reasons not to do so (such as a high road traffic collisions or crime rate). By means of assessment, certain streets may be suitable to have their lighting levels varied for certain periods of the night, or trimmed (switching lights on and off in accordance with a preset regime). The council is actively looking into this process for the highway network, with a view towards bringing this into operation in the near future.

SUMMARY

The introduction of LED lighting and CMS will lead to extended maintenance free periods resulting in savings in operational costs.

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ACTIONS

A number of actions have been identified to be delivered through this Street Lighting Strategy as shown in the table below:

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Action	Links to strategic objectives
Review and remove where possible all non-essential street lighting.	4, 5
LED light source to be used as standard for all new street lighting works.	4, 5, 8
Use a central management system to control and adjust street lighting operational timings.	4, 5, 6, 8
Investigate the use of variable lighting levels for roads through the control of the CMS system. This will be looked at a later stage, and will be subject to lighting trials/demonstrations, and a risk management approach.	1, 4, 5, 6, 8
To ensure we purchase our street lighting electricity at a competitive price, we will continue to procure this through flexible purchasing by means of a Central Buying Consortium. Our existing energy contract runs until 2020	4, 5
Install luminaires designed to limit obtrusive lighting	3
Ensure street lighting schemes are designed and lit to suit the area	1, 2, 3
Reducing lighting level where appropriate using CMS	3, 4, 5, 6, 8
Suitable, agreed measures to enhance design in conservation areas	3
Existing High (SON) and Low (SOX) pressure light sources will be replaced using a White Light, LED source as standard.	4, 5, 8
Through the provision of the Central Management System, which may be supported through the use of Wi-Fi communication network, Smart City applications will be actively trialled and supported	8
Ensure street lighting levels are maintained to an appropriate and safe standard for the use of the road.	1, 2

LOOKING TO THE FUTURE

Portsmouth City Council will continue to work to make Portsmouth a safe, efficient and attractive place to live in, work in and visit. The development of our street lighting strategy contributes to this through reduced carbon emissions, and improved quality of place.

Wherever possible we will link the upgrade of street lighting to LEDs with other work projects and future opportunities. These may include the provision of on-street residential electric vehicle charging points on lamp columns.

It may also be possible to utilise the CMS for 'Smart City' technology which is rapidly becoming available, and various 'Smart City' applications are currently being designed and developed, with the possibility and potential delivery of sensory applications.





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Equality Impact Assessment

Full assessment form v5 / 2013

www.portsmouth.gov.uk

Directorate:

Director of Transport, environment & business support

**Function e.g. HR,
IS, carers:**

Transport Planning

Title of policy, service, function, project or strategy (new or old):

Street lighting vision and strategy

Type of policy, service, function, project or strategy:

☒ New / proposed

☐ Changed

☐ Existing

Lead officer

Hayley Chivers

People involved with completing the EIA:

Hayley Chivers.
Michael Adams.

Introductory information (Optional)

Portsmouth City Council are looking to replace approximately 16,000 street lighting luminaries with Light Emitting Diode (LED) technology, in order to reduce its energy consumption, CO2 emissions, and costs. The street lighting network will be operated and managed remotely, via means of a Central Management System (CMS). The CMS coupled with LED technology will allow individual street lights or groups of street lights to be switched 'on or off', to vary the brightness of the street lights, and also to monitor the amount of energy being used.

Step 1 - Make sure you have clear aims and objectives

What is the aim of your policy, service, function, project or strategy?

The aims of the street lighting strategy are;

- An effective and energy efficient street lighting network
- A well maintained street lighting network
- A cost effective street lighting network that represent best value

Who is the policy, service, function, project or strategy going to benefit or have a detrimental effect on and how?

All road users and the wider community will benefit from the high standard of LED lighting, in terms of using a 'white' light source, with the ability to distinguish colours at night, which will aid and enhance CCTV picture quality, with the benefits of significantly reduced energy consumption, CO2 emissions, and costs.

The Central Management System (CMS) for street lighting provides the ability to vary street lighting levels and to control operational lighting times. Alterations to the existing street lighting service provision have not yet been determined, but we do understand that any future alterations could have a slight detrimental impact on certain groups who might feel more vulnerable to travel in reduced lighting levels, these include those in the following groups the elderly, ethnic minority, LGBT, women, transgender, religious and disabled. Reduced lighting levels may also have a detrimental impact on certain disability groups such as the visually impaired.

What outcomes do you want to achieve?

- 1) Promote and maintain the safety for all highway users.
- 2) Assist in the reduction of crime and the fear of crime
- 3) Deliver well-designed street lighting in keeping with the environment.
- 4) Develop and implement a cost effective street lighting solution
- 5) Lead by example with a significant reduction in street lighting energy consumption minimising our carbon emissions.
- 6) Identify criteria for the duration and level of street lighting.
- 7) Maintain the street lighting network to a good standard
- 8) Use of state of the art technology and innovation for street lighting in the city

What barriers are there to achieving these outcomes?

The consultation identified barriers which were categorised into themes. Short term-funding was identified, however this has already been identified. Removal of seafront decorative lighting was identified, this is outside the scope of the project. The other themes are as follows;

- lack of evidence for/ understanding by residents
- risk of prioritising cost/environmental benefits over safety
- local area specific issues
- ensure comply with legislation
- ensure system is hacker proof

Step 2 - Collecting your information

What existing information / data do you have? (Local or national data) If you don't have any data contact the Equalities and diversity team for some ideas

The census 2011 states the usual resident population of Portsmouth is 205,025 with 88,091 dwellings and a density of 50.7 people per hectare.

From December 2012 to March 2013 a trial of Light Emitting Diode (LED) lighting was undertaken in three residential roads; Augustine Road, Solent Road and Uplands Road in Drayton. The trial included a Central Management System (CMS). The trial experimented with several different options;

Dec-12,	Energy monitoring at pre-trial levels,	All lit hours
Jan-13,	Lighting dimmed by 25%,	Midnight to 5am
	Lighting dimmed by a further 25%	Midnight to 5am
Feb-13	Lighting dimmed to 50%	8pm to 5am
	Part night switch off on approximately 1/3 of lights.	Midnight to 5am
	Part night lighting with 100% lighting level.	Midnight to 5am
Mar-13	Part night switch off on all lights	Midnight to 5am
	Current All lights dimmed by 25%	8pm to 5am

Members of the public were informed about the trial prior to it starting. Two people confirmed their support for the initiative and commented about the pleasing aesthetics of the new LED lights. Aside from a query about the timing of the lighting, there have been no other comments from the public.

Using your existing data, what does it tell you?

There is not likely to be detrimental impact from the introduction of LED lighting or a CMS system.

Step 3 - Now you need to consult!

Who have you consulted with?

A draft Street Lighting Vision and a draft Street Lighting Strategy were released for public consultation on 12 June 2017 for a period of eight weeks ending on 6 August 2017 following approval by the Cabinet Member for Traffic and Transportation on 25 May 2017. This followed an internal consultation across Portsmouth City Council departments in April 2017.

There were a total of 84 responses to the online survey and four separate responses received by email.

Of the online responses 68 were as individuals. 50 respondents provided their gender, 54% male, 46% female.

50 respondents stated their age, 10% aged 25-34, 22% aged 35-44, 26% aged 45-54, 20% aged 55-64, 18% aged 65-74 and 4% over 75+.

50 respondents answered "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?" Five respondents answered yes to this question. Two stated their disabilities as;

- visual

- IBS

50 respondents answered what their ethnic group is 90% were British white, 2% any other white background, 2% Indian and 6% preferred not to say.

If you haven't consulted yet please list who you are going to consult with

When dimming and switching off of lights are considered for areas of the city further consultation will be taken at this stage.

Please give examples of how you have or are going to consult with specific groups or communities e.g. meetings, surveys

The consultation was run as an online survey which was available on the council website and emailed to key stakeholders and resident's focus group.

Step 4 - What's the impact?

Is there an impact on some groups in the community? (think about race, gender, disability, age, transgender, religion or belief, sexual orientation, pregnancy and maternity and other socially excluded communities or groups)

Generic information that covers all equality strands (Optional)

Potential increased fear of crime through reduced lighting levels leading to social isolation.

The consultation did not highlight any additional impacts this could have on the protected characteristics.

Ethnicity or race

Personal security issues may arise for ethnic minority residents, similar to those mentioned under age. However, it is expected that the 'White' light source will improve visibility and hence personal safety.

Gender including transgender

Personal security issues may arise for transgender residents, similar to those mentioned under age. However, it is expected that the 'White' light source will improve visibility and hence personal safety.

Age

LED luminaries tend to provide a more focused beam or cone of light on to the road surface than the existing street lights. This might cause some personal security concerns for some elderly residents as there may be darker areas between lighting columns. However it is expected that greater security will be perceived by most people.

Disability

Potential detrimental impact of reduced lighting to those who have visual impairment. It was highlighted through the consultation that there is a need to consider people with visual impairments.

The more restricted beam or cone of light may give greater contrast between lit and unlit areas, and darker intervals between lighting columns. This may cause difficulties for the partially sighted. However, the 'White' light source should make it easier to recognise colours, and objects for most people with a

visual impairment.

Religion or belief

It is expected that greater personal security will be perceived by most residents, producing a less insecure environment for faith groups of distinctive appearance.

Sexual orientation

Personal security issues may arise for LGBT residents, similar to those mentioned under age. However, it is expected that the 'White' light source will improve visibility and hence personal safety.

Pregnancy and maternity

Personal security issues may arise for women residents, similar to those mentioned under age. However, it is expected that the 'White' light source will improve visibility and hence personal safety.

Other socially excluded groups or communities e.g. carers, areas of deprivation, low literacy skills

Health Impact

Have you referred to the Joint Needs Assessment (www.jsna.portsmouth.gov.uk) to identify any associated health and well-being needs?

☒ Yes ☐ No

What are the health impacts, positive and / or negative? For example, is there a positive impact on enabling healthier lifestyles or promoting positive mental health? Could it prevent spread of infection or disease? Will it reduce any inequalities in health and well-being experienced by some localities, groups, ages etc? On the other hand, could it restrict opportunities for health and well-being?

It has been suggested that the higher content of 'Blue' in the 'White' LED light source can have adverse effects on health, through the suppression of melatonin during the hours of darkness.

However, studies have shown that this effect is produced by prolonged and intense exposure in an 'indoor' environment. It has been shown that melatonin suppression peaks at a colour temperature of 6,500K, and can also increase below 3,000K: the specified colour temperature for the proposed LED street lighting is between 4,000K 'Neutral White', which is well outside the high-risk range.

Furthermore, the more control and directional nature of the LED lighting will reduce the amount of light spillage into adjacent homes.

Health inequalities are strongly associated with deprivation and income inequalities in the city. Have you referred to Portsmouth's Tackling Poverty Needs Assessment and strategy (available on the JSNA website above), which identifies those groups or geographical areas that are vulnerable to poverty? Does this have a disproportionately negative impact, on any of these groups and if so how? Are there any positive impacts?, if so what are they?

The project is proposed citywide and is not thought to have a disproportionately negative or positive impact on any areas of deprivation or income inequality. Consultation will be undertaken for each specific area as dimming or switching off of lights is taken forward.

Step 5 - What are the differences?

Are any groups affected in a different way to others as a result of your policy, service, function, project or strategy?

Visually impaired individuals may find reduced lighting levels worsen the impact of their disability.

Does your policy, service, function, project or strategy either directly or indirectly discriminate?

☐ Yes

☒ No

If you are either directly or indirectly discriminating, how are you going to change this or mitigate the negative impact?

Step 6 - Make a recommendation based on steps 2 - 5

If you are in a position to make a recommendation to change or introduce the policy, service, project or strategy clearly show how it was decided on

It is recommended that the street lighting vision and strategy are adopted. The consultation showed strong support for the vision and strategy and not adverse impacts were identified. As dimming or switching off of lights is taken forward in the future, further consultation will be undertaken in each proposed area.

What changes or benefits have been highlighted as a result of your consultation?

One amendment has been made to the draft vision following the consultation.

The word transport is to be replaced with day-to-day activities. The new vision reads from;

"A modern network of efficient and effective street lighting which enables safe day-to-day activities for residents, commuters and visitors whilst ensuring minimal environmental impact, that provides value for money and an enhanced street environment; that contributes to the council's ambitions and reinforces the 'great waterfront city' message."

Along with the amended vision, one additional amendment to the strategy is proposed to include reference to not directly illuminating important bat foraging corridors. Page 9, second bullet under the Do not section will now read;

"Directly illuminate bat roosts or important areas for nesting birds and fragment important bat foraging corridors".

No specific changes were highlighted due to impacts on the protected characteristics.

If you are not in a position to go ahead what actions are you going to take?
(Please complete the fields below)

Action

Timescale

Responsible officer

How are you going to review the policy, service, project or strategy, how often and who will be responsible?

The street lighting strategy will be reviewed periodically with joint responsibility for this sitting with the Transport Planning team and Highways PFI team.

Step 7 - Now just publish your results

This EIA has been approved by: Pam Turton

Contact number: 4614

Date: 30/8/17

Please email a copy of your completed EIA to the Equality and diversity team. We will contact you with any comments or queries about your full EIA.

Telephone: 023 9283 4789

Email: equalities@portsmouthcc.gov.uk

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