



NOTICE OF MEETING

CABINET MEMBER FOR TRAFFIC & TRANSPORTATION

THURSDAY, 25 MAY 2017 AT 4.00 PM

THE EXECUTIVE MEETING ROOM - THIRD FLOOR, THE GUILDHALL

Telephone enquiries to Joanne Wildsmith Democratic Services Tel: 9283 4057
Email: joanne.wildsmith@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 Stuart Potter, UK Independence Party
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

Written representations 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.

AGENDA

- 1 Apologies
- 2 Declarations of Members' Interests
- 3 Street Lighting Vision and Strategy (Pages 3 - 36)

The purpose of the report by the Director of Transport, Environment and Business Support is to seek approval to consult on both the Street Lighting Vision and the Street Lighting Strategy as attached at:

Appendix A: Street Lighting Vision
Appendix B: Street Lighting Strategy

RECOMMENDED: that the Cabinet Member gives approval to consult on

both the Street Lighting Vision and the Street Lighting Strategy.

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.

Title of meeting:	Cabinet Member for Traffic and Transportation Decision Meeting
Date of meeting:	25 May 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 seek approval to consult on both the Street Lighting Vision and the Street Lighting Strategy as attached at:

Appendix A: Street Lighting Vision
Appendix B: Street Lighting Strategy

2. Recommendations

- 2.1 **That the Cabinet Member gives approval to consult on both the Street Lighting Vision and the Street Lighting Strategy.**

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 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.
- 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, identifies how street lighting can be more effective and efficient in the future.

3.5 If approved, it is planned that the public consultation will start on 12 June 2017 and run for a period of eight weeks.

3.6 The consultation will be available online and by hard copy on request. The city council residents' focus group, relevant stakeholders and interest groups will be sent a copy of the consultation and meetings will be held as required.

4. Reasons for recommendations

4.1 It is important that consultation is undertaken on the street lighting policy and strategy in order that all stakeholder views are fully understood.

5. Equality Impact Assessment

5.1 A full Equality Impact Assessment (EIA) has commenced following internal consultation. This two month consultation will provide information on the full impacts of this strategy and will enable the completion of the full EIA for consideration when the updated strategy is returned to Traffic and Transportation decision meeting for adoption.

6. Legal Implications

6.1 There are no legal implications.

7. Director of Finance's comments

7.1 The recommendations within this report do not have any financial implications directly, although it is recognised that the outcomes of the consultation and the subsequent delivery of the vision and strategy may identify projects in the future that will have financial implications. Each of these future projects will need to be the subject of a further report, supported by a robust financial appraisal that demonstrates that the project not only is in accordance with the strategy, but also delivers ongoing value for money for the Council.

.....

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

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:

Title of document	Location

The recommendation(s) set out above were approved/ approved as amended/ deferred/ rejected by on

.....

Signed by:
Councillor Simon Boshier
Cabinet Member for Traffic and Transportation

(End of report)

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VISION FOR STREET LIGHTING

A modern network of efficient and effective street lighting which enables safe travel 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:

<p>Aim 1: An effective and energy efficient street lighting network</p>	<p>Aim 2: A cost effective street lighting network that represent best value.</p>	<p>Aim 3: A well maintained street lighting network.</p>
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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.

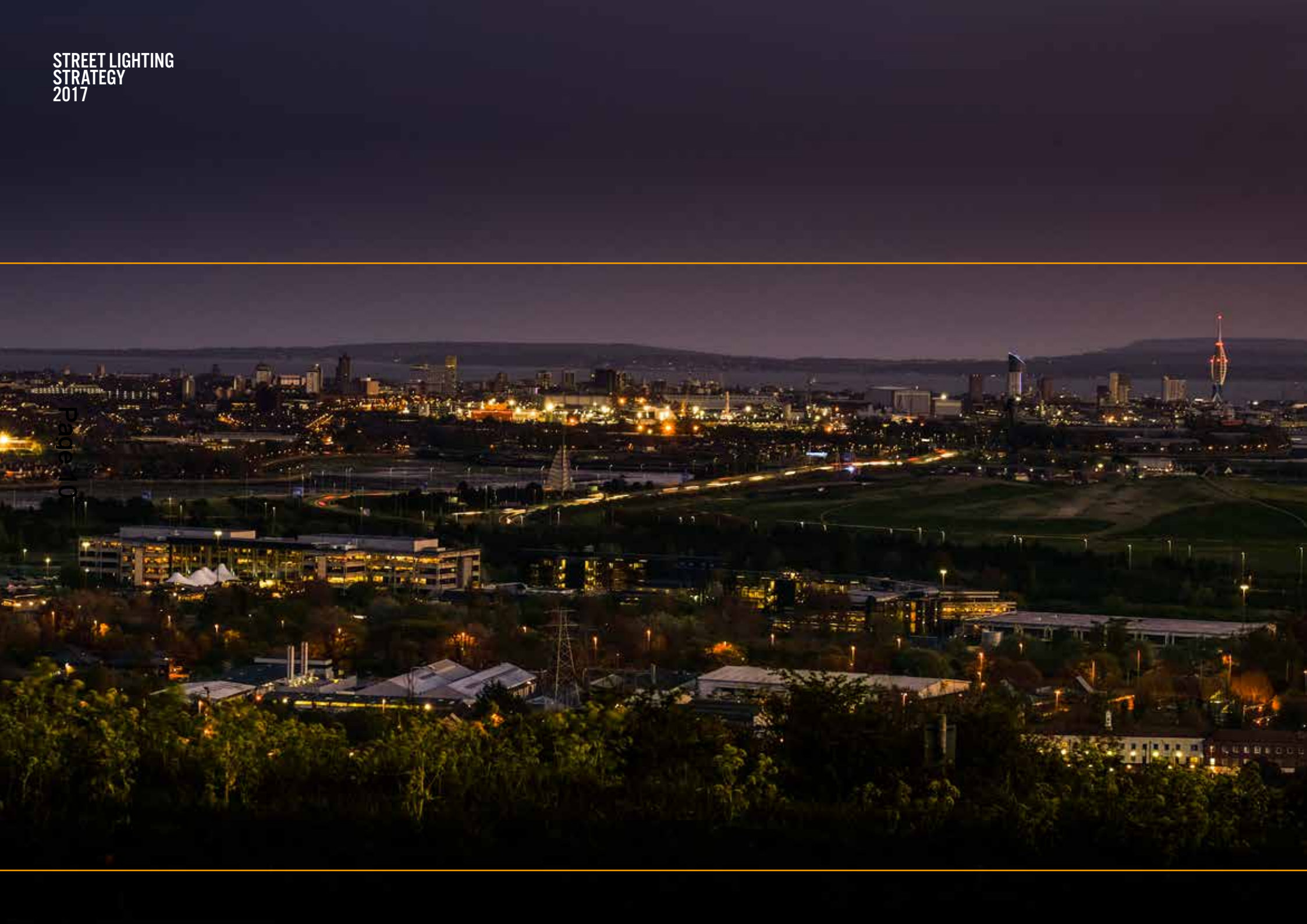
The third aim will continue to be achieved through the 25 year (2005 to 2030) Highways Maintenance Private Finance Initiative Contract (PFI contract) for delivery of inspection, maintenance, life cycle replacement, enhancements and operational services. The PFI contract covers the majority of assets 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



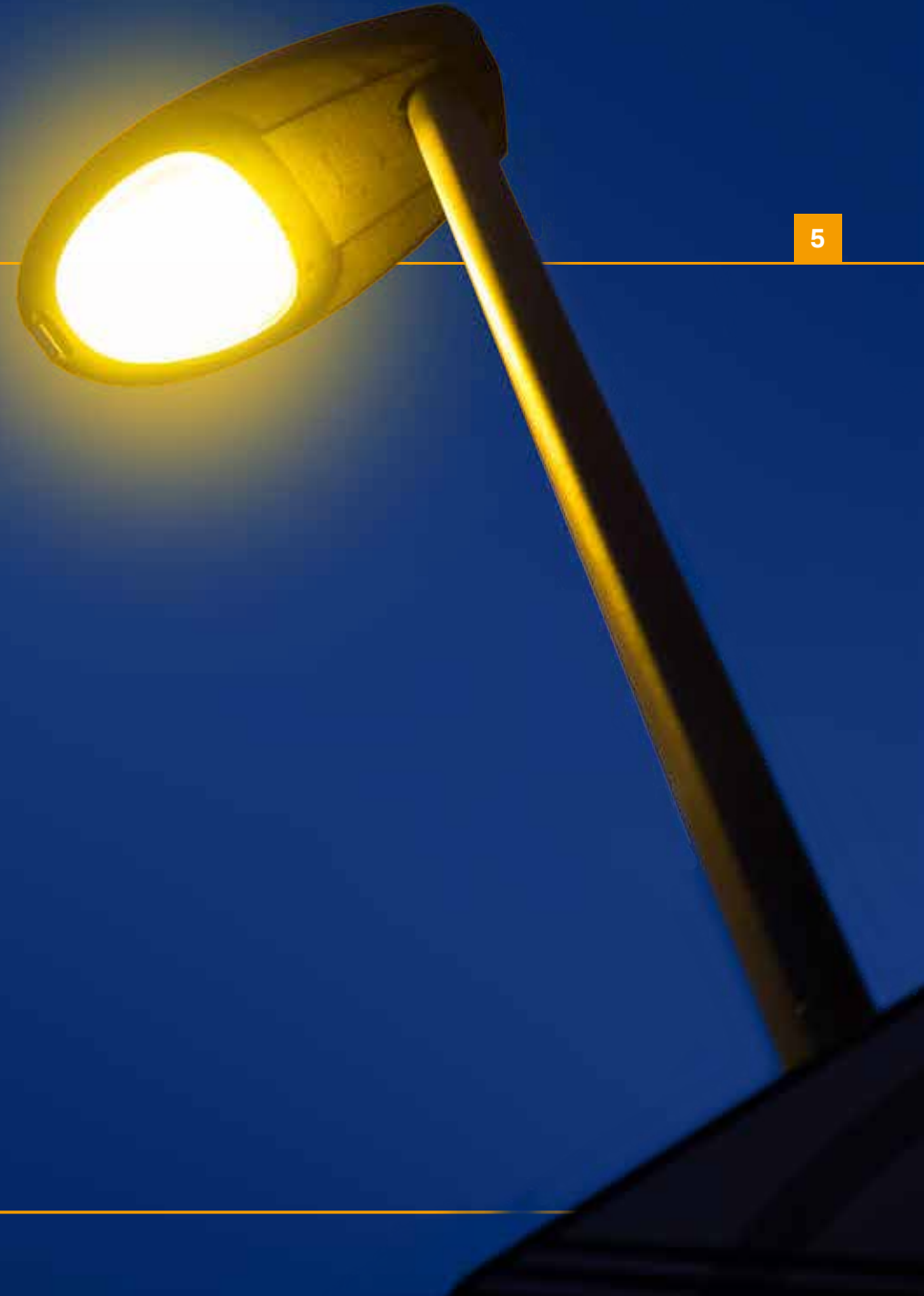
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VISION

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A MODERN NETWORK OF EFFICIENT AND EFFECTIVE STREET LIGHTING WHICH ENABLES SAFE TRAVEL 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

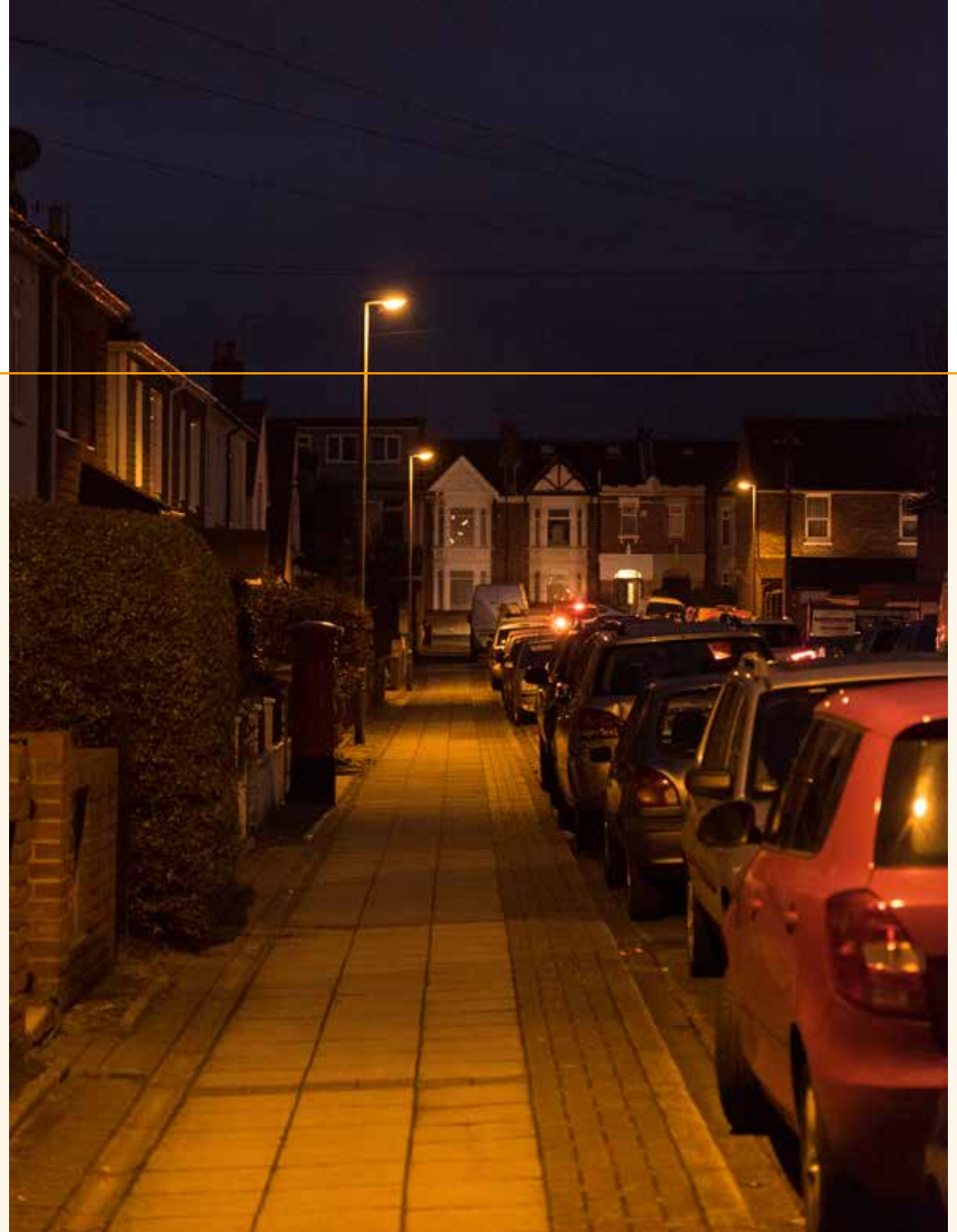
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Street lighting illuminates all types of highway and public access, assisting road safety and ease of movement for all users in the hours of darkness. Improved visibility will reduce the likelihood of traffic collisions therefore improving road safety. 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.

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

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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:

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.





You can get this information in large print, Braille, audio or in another language by calling 023 9283 4672



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 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.

What barriers are there to achieving these outcomes?

- 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

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.

Who have you consulted with?

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

A public consultation for the street lighting strategy will run following approval to consult by the Cabinet Member for Traffic and Transportation at the meeting on 25 May 2017.

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

Portsmouth City Council website
Email to key stakeholders such as Portsmouth Disability Forum, Emergency Services, Transport Operators, walking and cycling interest groups, signposting the consultation and offering an opportunity for meetings if required.

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.
At this stage the full impacts this could have on the protected characteristics are unknown. Once the public consultation has finished more information will have been collected on this issue.

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.

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?

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

Not possible until after consultation period

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

Not possible to complete until after consultation

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?

Step 7 - Now just publish your results

This EIA has been approved by:

Contact number:

Date:

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