

Pecyn Dogfennau Cyhoeddus

Penallta House,
Tredomen Park,
Ystrad Mynach,
Hengoed CF82 7PG

Ty Penallta,
Parc Tredomen,
Ystrad Mynach,
Hengoed CF82 7PG



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Am unrhyw ymholiad yn ymwneud â'r agenda hwn cysylltwch â Rebecca Barrett
(Rhif Ffôn: 01443 864245 Ebst: barrerm@caerphilly.gov.uk)

Dyddiad: Dydd Mercher, 9 Mai 2018

Annwyl Syr/Fadam,

Cynhelir cyfarfod **Pwyllgor Craffu Adfywio a'r Amgylchedd** yn y **Ystafell Sirhywi, Tŷ Penallta, Tredomen, Ystrad Mynach** ar **Dydd Mawrth, 15fed Mai, 2018** am **5.30 pm** i ystyried yr eitem agenda ganlynol a'r wybodaeth atodol ynghlwm nad oeddent ar gael pan aeth yr agenda i gael ei argraffu.

Yr eiddoch yn gywir,

Christina Harrhy
YR EIDDOCH YN GYWIR

A G E N D A

9 Cynigion Arbed Ynni a Golau'r Dyfodol.

Cylchrediad:
Aelodau a Swyddogion Priodol

A greener place Man gwyrddach

Correspondence may be in any language or format | Gallwch ohebu mewn unrhyw iaith neu fformat



Gadewir y dudalen hon yn wag yn fwriadol

STREET LIGHTING OPTONS

APPENDIX 2

Supplementary Information

Effects of Changes in Street Lighting Provision

Caerphilly County Borough Council first introduced energy efficiency measures to street lighting in 2010. Efficiencies in cost and carbon reduction have been achieved through aspects of part-night lighting, dimming, energy efficient lamps (white lighting) and switch off of lights completely.

Caerphilly carefully reviewed and selected locations to introduce the efficiency measures and the results have led to no noticeable increase in complaints, crime or vehicular accidents.

When considering the expansion of lighting efficiency schemes within Caerphilly a wider view of possible impacts was considered and the Local Authority collaborators' National Evaluation or Reduced Night-time Streetlight (LANTERNNS) report (2015) was reviewed which analysed data from 62 authorities across England and Wales.

These authorities introduced measures similar to those both utilised and proposed by Caerphilly and the data from the 62 authorities showed:

- 16,000Km's of roads had white lighting installed
- 12,000Km's of roads had part night lighting on them
- 11,000Km's of roads had Dimming instigated and
- 1,000Km's of roads had street lighting removed or switched off

In summary the Lantern report concluded:

- No evidence to date that restrictions impact on public health.
- No evidence that street lighting adaptation was associated with a change in collisions at night
- Overall no evidence for an association between aggregate account of crime and switch-off or part night lighting and
- Weak evidence for a reduction in the aggregate count of crime with dimming and white lighting

While Public concern and perception over road safety and crime prevention is always a priority, to date the report examined had no empirical evidence on whether the implementation of reduced street lighting has any negative effects on these important public health outcomes.

A further report in 2017 by Lincolnshire Police resulted in the Assistant Chief Constable stating - "At present we believe there is no link between the introduction of part-night lighting and levels of crime. We will continue to monitor crime levels and if our analysis highlights any concerns at any time we will speak with the council. We may also look at other types of crime to ensure we are gaining a complete picture.

“I fully understand that when part-night lighting was introduced residents were concerned about their safety. Lincolnshire is an incredibly safe place to live and rest assured we are fully committed to making sure you are safe day and night.”

A further report by Surrey Police in December 2017, an area where crime levels had increased above the national average concluded – “In relation to overall acquisitive crime levels there appeared to be no statistically significant association between year on year increases in either the volume of acquisitive crime or percentage change and street lighting coverage which would be expected under an Informal Social Control hypothesis. Similar patterns have been experienced nationally which suggests that the implementation of a Part-Night Street Lighting program may not necessarily be the sole cause of the increases in acquisitive crime recorded over the previous 12 months. Please note that the increases recorded in Surrey were above the national average”.

From the research undertaken to date there does not appear to be any significant increase in either road traffic collisions or crime as a result of changes in street lighting provision.