Dear Colleagues

The implementation of Part Night lighting has begun in Surrey Heath and will follow shortly in Guildford and Waverley before rolling out to the remaining Districts and Boroughs in the New Year as planned.  As you know we are faced with significant financial pressures now and in the future and so it is important we do everything we can to generate the required savings wherever possible.  As you know from the Cabinet paper and Briefing note sent out by Officers, this has not been a blanket approach and the risks around road safety and crime have been minimised wherever possible through the implementation process which includes the timing of the switch off when fewer people are on our roads and site visits to all locations.  A number of criteria have been identified and where present, lights will not be switched off.  These include:

·         Traffic Routes and Town Centres where there is a night time economy

·         Roads which have traffic calming measures and formal pedestrian crossings - lights will either be left on in close proximity to these or the full road will be excluded

·         Locations where Council or Police CCTV is installed

·         Locations where the Council's Road Safety officers and/or Surrey Police Officers believe there may be an adverse effect on road safety or crime

·         In locations where buses or trains continue to run after midnight - lights will either be switched off later or left on all night depending

There are many people in favour of switching off street lights either to enable financial savings, reduce CO2 or to reduce light pollution.  However it is recognised this decision will not be popular with all residents.  Officers have developed a process which will allow residents or groups to put forward a review of the decision for a given road either to:

·         Add a road to the Part Night lighting programme

·         Amend the times of the switch off

·         Remove a road to the Part Night lighting programme

It is important to note that any reversal to a decision is likely to be an exception and will require new or missed information to be presented which will then be reviewed by Officers as risk assessments have already been carried out using the above Avoidance Criteria.  As it is possible that not all residents in a road would agree to a proposed request (whether to add or remove a road), to avoid the Council proceeding with a change based on a single resident’s request which may “backfire”, the applicant will be asked to gain support from the households in the road and provide that along with their rationale for the request.