

Report of the Cabinet Member **Highway Management and Flood Prevention**

I have been asked to report by Councillor Connett, as follows:

... on the progress and policy of switching off street lights overnight.

and by, by Councillor Owen,

".....on our current cycling strategy and in particular what input there is to new planning issues regarding cycling safety.

STREETLIGHTING

The Council is just completing a programme to implement part night lighting on residential roads throughout Devon. This programme forms part of Devon County Council's carbon reduction strategy. It is also making an important contribution to service cost reduction.

Information on the programme is published on the Councils website. This explains the reasons for the part-night lighting policy, provides some information on consultation for individual community schemes and on customer feedback.

The approach is measured and balances the policy objectives of carbon and cost reduction with community safety. Consultations enable local Member and local community input on routes that need to remain lit for safety reasons, for example on well used late night walking home routes.

Police information on proposals and on adjustments for community safety reasons is considered as part of the process.

So far as progress to date is concerned, about 50,000 street lights have been converted to part-night operation since 2009 and the programme is due to be completed this year.

The programme has seen changes across Devon including in Exmouth, Newton Abbot, Ilfracombe, Northam, Bideford, Crediton, Honiton, Tavistock, Barnstaple and Exeter.

Since 2009 part-night has saved 23.33 million Kw/H and 12.5K tons of carbon reduction. The saving in energy costs amount to £600k in 2015 and over £2.8 million in energy costs since the start of the changes.

There has been relatively little negative feedback. Where local issues have been raised, the issues have been investigated. One of the more frequent concerns is the fear of crime. Where this is raised the Police are consulted to consider the actual crime data. In some cases, where the data supports the case for all night illumination of the public highway, lights have been switched back to all night operation.

CYCLING

Strategy

The County Council endorsed a Cycling and Multi-Use Network Strategy in spring 2015, which set out the walking and cycling priorities for Devon. This had a focus on progressing urban routes in Exeter, Newton Abbot, Barnstaple and completing the rural strategic routes, including the coast to coast route; Exe Estuary as well as progressing the Teign Estuary route.

Although we are largely dependent on external grant funding to enable us to deliver these improvements, by having this strategy in place, we are able to prioritise our design work, get schemes shovel ready and be in the best position to take advantage of funding opportunities when they arise.

Progress

Since the strategy was produced, we have made excellent progress with the Wray Valley Trail and this year are extending the Exe Estuary route between Dawlish and Dawlish Warren. In April, following public consultation and feedback from Exeter HATOC, Cabinet endorsed plans for a series of strategic cycle routes in Exeter. These plans are ambitious and aim to upgrade the existing infrastructure on key routes with greater segregation of pedestrians and cyclists on key routes linking housing and jobs on the eastern edge of the city with the city centre. Cabinet's commitment was further evidenced in September's Cabinet transport capital programme, which has set aside £100,000 in 2016/17 to progress design and acquisition of land on routes E3 and E4.

Through the planning system, we will continue to seek opportunities for funding and will ensure that new developments incorporate infrastructure which is complementary to the plans set out in the strategy.

Councillor Stuart Hughes
Cabinet Member
Highway Management and Flood Prevention