

**Environment and Transport Committee****26 June 2013****STREETLIGHTING REVIEW:  
APPROVAL OF PROPOSED LIGHTING REDUCTIONS**

RD-05-13-F

**Team Leader, Roads****Infrastructure Services****1.0 Summary**

- 1.1 This report seeks approval for lighting reductions recommended following implementation of the streetlighting reduction policy as approved by the Council on 31<sup>st</sup> October 2012.
- 1.2 The objective of the policy is: *“to manage the reduction of street lighting through risk assessment so as to retain lighting at locations where it is most needed.”* The policy also aims *“to reduce streetlighting during the hours of darkness when vehicles and pedestrians are least likely to be present.”*
- 1.3 The report lists a number of housing estates and other lit areas where the complete removal of the streetlighting is recommended and others where the recommendation is that the lighting should be switched off from midnight to 6am. A further list contains areas that meet the policy’s exception criteria and will no longer be considered for lighting reduction.

**2.0 Decisions Required**

- 2.1 That the Environment & Transport Committee RESOLVE to: -
  - 2.1.1 Approve the physical removal of columns, lanterns and other lighting apparatus from the streetlit areas listed in Appendix 1;
  - 2.1.2 Approve the switching-off of streetlights between midnight to 6am (part-night lighting) in the areas listed in Appendix 2;
  - 2.1.3 Note that the streetlit areas, listed in Appendix 3, will no longer be considered for removal or reduction, as part of the approved policy decision.

### 3.0 Detail

- 3.1 Shetland Islands Council, Roads Service is responsible for the management and maintenance of streetlighting. The Council's statutory duties are defined by Section 35 of the Roads (Scotland) Act 1984 which state *"a local roads authority shall provide and maintain lighting for roads, or proposed roads, which are, or will be, maintainable by them and which in their opinion ought to be lit."*
- 3.2 This does not imply an "absolute" duty to light all public roads or to keep the existing public lighting lit. However, the Council must have reasonable justification if it wishes to reduce or remove streetlighting. Therefore, the policy requires that prior any lighting reduction a public consultation exercise and risk assessment must be undertaken.
- 3.3 A copy of the standard letter sent to each household in the areas that would be affected is attached in Appendix 4. This letter was also copied to the local Members and Community Council. The general risk assessment for lighting reductions and the risk assessment for each scheme have been placed in the Members room. Please note that a summary of the comments received from residents and our responses are listed against each scheme in Appendices 1 and 2. Copies of the actual letters and e-mails have also been placed in the Members room for your information.
- 3.4 The approved exception criteria, where lighting is not to be reduced, are as follows:
- major traffic routes (A class roads) through developed areas;
  - major road junctions;
  - sites with a significant night-time traffic accident record and where streetlights have been installed as an accident remedial measure;
  - town centres where there are CCTV areas, high security premises such as banks and jewellers, a high crime risk and a high concentration of people at night;
  - areas with 24hr emergency services sites including hospitals;
  - sites where Police are concerned that there may be an increase in crime;
  - areas with sheltered housing and other residences accommodating vulnerable people;
  - footpaths with steps that would be a trip hazard in poor light; and
  - where there is a statutory requirement such as the lighting of traffic calming measures and Pelican crossings.
- 3.5 Where residents' comments have alerted us to a significant safety risk, that was not previously identified, the new risk has been added to the scheme risk assessment. A number of proposals have been changed due to the findings of their risk assessment. For example the recommendation for Nesbister has been amended from complete removal to part-night due to the estates parking area being separated from the houses by a through road that is becoming increasingly busy due to development. This is a unique situation and retaining the

lighting, but switching it off when pedestrian and vehicle numbers are at their lowest, would reduce the likelihood of an incident.

- 3.6 The policy requires that where there has been community objection to a proposal the matter will be reported to this Committee for its decision. See Appendices 1 and 2 for resident's comments. Where there are no comment or objections we have approval from the previous report to proceed.

## **4.0 Savings**

- 4.1 The estimated savings are listed against each scheme in Appendices 1 and 2. The schemes where the street lighting apparatus is to be physically removed have a figure for capital and revenue savings. This is because these streetlights would only be removed when they are at the end of their useful life when their replacement is the only option if the lighting in that area is to be retained. The cost of the new column, lantern, cut-outs etc can, therefore, be deducted from capital expenditure if they are not being replaced.
- 4.2 The total recurring savings achievable through the recommendations made in Appendices 1 and 2 of this report are £13,426. The total one off capital savings are £140,400. (Please note that these will only be realised when the lighting is in poor condition and due for replacement. An approximate split is that £36,400 would be achieved in the near future with £104,000 in later years). The projected recurring revenue savings in October 2012 were £25,155 so the recommendations would realise 53% of the required amount. A further report recommending more lighting reductions is to be presented to this Committee in September this year. This is expected to make up the balance of the £25,155.

## **5.0 Implications**

### Strategic

#### **5.1 Delivery On Corporate Priorities**

Development of a sustainable public road network contributes to the "Stronger" section of the Community Plan and also the Corporate aim to use resources sustainably.

Shetland Islands Council Improvement Plan 12/13

Area 6.5 – To deliver the agreed savings reviews within the timescales agreed by Council.

Area 8.1 – Make sure the Council has a comprehensive view of its asset needs and how they are to be most effectively delivered.

#### **5.2 Community/Stakeholder Issues**

Consultation has been undertaken with Community Councils and all residents of the areas that may be affected by the proposals.

5.3 Policy and/or Delegated Authority

In accordance with Section 2.3.1 of the Council's Scheme of Administration and Delegations, the Environment and Transport Committee has delegated authority to make decisions on matters within approved policy and for which there is budget.

5.4 Risk Management

Failure to reduce the net ongoing running cost of the Council carries a significant risk of breach of the Council financial policies that will require a further draw on Reserves.

There could be disadvantages with the removal of streetlighting including an increase in night time accidents, reduced social inclusion and an increase in crime and in the fear of crime. It is crucial that savings made by the Council are not just transferred to wider society such as to the Police through an increase in crime levels. Therefore, prior to the introduction of any lighting reduction scheme the risks must be assessed.

5.5 Equalities, Health And Human Rights

This was addressed within the streetlighting review process through Equalities Impact Assessments.

5.6 Environmental

*Carbon Management*

We are working to reduce the Council's carbon footprint, and our electricity costs, by removing lighting and reducing the operating hours of the remaining lighting in some areas.

*Light Pollution*

The most obvious impact of light pollution is interference with the view of the night sky but there are other affects such as harming people's quality of life. For example disturbance of sleep caused by excessive light shining into homes.

5.7 Financial

The following table sets out last year's capital and revenue budget provision for streetlighting against actual expenditure to show the savings that were made by changing the maintenance regime:

|                      |                     | <u>Budget</u>          | <u>Actual</u>          |
|----------------------|---------------------|------------------------|------------------------|
| GRY6551              | Maintenance         | £165,000               | £102,800               |
| GRY6551              | Electricity         | £211,760               | £193,700               |
| GRY6675              | Renewals            | £23,000                | £7,000                 |
| GCY9204              | Capital Replacement | £61,800                | £48,700                |
| <b>Overall Total</b> |                     | <b><u>£461,560</u></b> | <b><u>£352,200</u></b> |

The underspend on renewals was largely due to the review and the need to wait until it was approved before progressing works. This meant that the work could only start in November last year.

5.8 Legal

The Council's statutory duties are defined by Section 35 of the Roads (Scotland) Act 1984 which requires that "*a local roads authority shall provide and maintain lighting for roads, or proposed roads, which are, or will be, maintainable by them and which in their opinion ought to be lit.*"

5.9 Human Resources

No implications.

5.10 Assets and Property

The removal of street lighting would reduce the asset and thereby reduce the cost of maintaining Shetland's road network.

## 6.0 Conclusions

- 6.1 The Committee is asked to note the contents of this report, including the appendices, and to approve the recommendations detailed in sections 2.1 (above).

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12 June 2013

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### List of Appendices

Appendix 1 – Lighting Schemes Recommended for Complete Removal  
Appendix 2 – Lighting Schemes Recommended for Part-Night Lighting  
Appendix 3 – Schemes that Meet Exception Criteria  
Appendix 4 – Standard Consultation Letter

### Background Documents:

["Streetlighting Review Report" 29 October 2012 \(ISD-11-12-F\)](#)

[General and Scheme Risk Assessments](#) (Placed in Members Room)

[Residents Letters and E-Mails](#) (Placed in Members Room)

**APPENDIX 1: LIGHTING TO BE  
REMOVED**

| LIGHTING SCHEME REDUCTIONS     | NO OF LIGHTS | MINI PILLARS | COSTS (£) | CAPITAL SAVINGS (£) | ANNUAL REVENUE SAVINGS (£) | PART NIGHT COSTS (£) | PART NIGHT SAVINGS (£) | RETURN PERIOD (YEARS) | NO OF RESIDENT REPLIES       | RESIDENTS COMMENTS   | ROADS SERVICE RESPONSE  |
|--------------------------------|--------------|--------------|-----------|---------------------|----------------------------|----------------------|------------------------|-----------------------|------------------------------|--|---|
| <b>South Mainland</b>          |              |              |           |                     |                            |                      |                        |                       |                              |  |   |
| Cameron Way, Sandwich          | 6            | 1            | 3840      | 6240                | 557.28                     | 173.00               | 132.6                  | 1.3                   | NONE                         | -  | •Part-night as interim measure  |
| Colonial Place, Scatness       | 4            | 1            | 2560      | 4160                | 371.52                     | 173.00               | 89.74                  | 1.9                   | 1<br>AGAINST<br>OUT OF<br>15 | <ul style="list-style-type: none"> <li>•Removing the lighting will put the area between Sanblister and Colonial Place into darkness.</li> <li>•Removing lighting cannot be considered completely safe as a wind blown obstruction could cause a serious trip or fall.</li> <li>•School bus reversing into estate poses a risk to children.</li> <li>•A single light at least could be retained.</li> </ul> | <ul style="list-style-type: none"> <li>•Removal is the preferred option but part-night lighting recommended as an interim measure until new columns have reached end of their design life.</li> <li>•Providing lighting to enable a small number of pedestrians to identify the rare occasion when a wind blown obstacle may be present is not the best use of the Council's limited resources. Expectation that people will have to be more self-reliant including carrying torches, as is already the case.</li> <li>•The majority of bus shelters in Shetland are not lit but Police records show no accidents at bus shelters in the past 9 years. Suitable turning head at the end of the Scatness road only 300 metres away.</li> <li>•No absolute duty to provide lighting but must comply with standards when we do.</li> </ul> |
| Dalsetter Wynd, Boddam         | 19           | 1            | 12160     | 19760               | 1764.72                    | 173.00               | 411.19                 | 0.4                   | NONE                         | -  |   |
| Sanblister Place, Scatness     | 4            | 1            | -         | -                   | -                          | -                    | -                      | -                     | 4<br>AGAINST<br>OUT OF<br>15 | <ul style="list-style-type: none"> <li>•Disabled resident whose home is located on remote footpath some distance from the estates access road. Removal or reduction of lighting would significantly inconvenience this resident.</li> </ul>  | •The current proposal to reduce streetlighting at Sanblister Place has been discontinued.   |
| Swinister Cul-de-sac, Sandwich | 4            | 1            | 2560      | 4160                | 371.52                     | 173.00               | 89.74                  | 1.9                   | NONE                         | -  | •Part-night as interim measure  |
| The Hillock, Boddam            | 5            | 1            | 3200      | 5200                | 464.4                      | 173.00               | 111.17                 | 1.6                   | NONE                         | -  | •Part-night as interim measure  |
| <b>TOTAL COSTS/SAVINGS</b>     | 42           |              | 24,320    | 39520               | 3,529                      | 865                  | 834                    |                       |                              |  |   |

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|---|--------------|--------------|-----------|---------------------|----------------------------|----------------------|------------------------|-----------------------|---------------------------|---|--|
| <b>Scalloway &amp; Central Mainland</b> |              |              |           |                     |                            |                      |                        |                       |                           |   |  |
| Sunnybank, Burra                        | 3            | 1            | 1920      | 3120                | 278.64                     | 173.00               | 68.31                  | 2.5                   | 1<br>AGAINST<br>OUT OF 5  | <ul style="list-style-type: none"> <li>•Lit areas deter criminals and vandals.</li> <li>•Lighting should use less costly electronic control gear.</li> </ul>  | <ul style="list-style-type: none"> <li>•<b>Complete removal is to be recommended.</b></li> <li>•Policy has been discussed with the Police and Sunnybank is not an area where they are concerned about an increase in crime.</li> <li>•We intend to use electronic apparatus from now on.</li> </ul>  |
| The Strand, Tingwall                    | 5            | 1            | 3200      | 5200                | 464.4                      | 173.00               | 111.17                 | 1.6                   | 5<br>AGAINST<br>OUT OF 12 | <ul style="list-style-type: none"> <li>•The bus stop and the gate between the estate and school should be lit for safety reasons.</li> <li>•Solar powered lighting could be provided at bus stop.</li> <li>•I am elderly and would be confined to my house if lighting was removed.</li> <li>•New housing being built in area so additional lighting needed.</li> </ul> | <ul style="list-style-type: none"> <li>•<b>Removal is the preferred option but part-night lighting recommended as an interim measure until relatively new columns have reached end of their design life.</b></li> <li>•Bus stop is located within a 30 mph limit so risk factor has an acceptable score. Police accident records show no accidents involving buses in past 5 years even though most are unlit.</li> <li>•Streetlighting was not designed to light car park and is inadequate for this purpose. Roads Service would be willing to assist with the design and funding of lighting that school considers necessary.</li> <li>•Existing solar powered streetlighting at shelters has proven to be unreliable and expensive to maintain.</li> <li>•Disability Shetland concerns regarding crime but none specific to disability issues.</li> <li>•Relaxed planning conditions mean that new housing developments do not necessarily have to have streetlights.</li> </ul> |

|                            |   |      |      |     |     |     |
|----------------------------|---|------|------|-----|-----|-----|
| <b>TOTAL COSTS/SAVINGS</b> | 8 | 5120 | 8320 | 743 | 346 | 179 |
|----------------------------|---|------|------|-----|-----|-----|

**APPENDIX 1: LIGHTING TO BE REMOVED**

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|-------------------------------|--------------|--------------|-----------|---------------------|----------------------------|----------------------|------------------------|-----------------------|------------------------|--|--|
| <b>West Mainland</b>          |              |              |           |                     |                            |                      |                        |                       |                        |  |  |
| Clach-na-Strom, Weisdale      | 9            | 1            | 5760      | 9360                | 835.92                     | 173.00               | 196.89                 | 0.9                   | NONE                   | -  | •Removal is the preferred option but part-night lighting recommended as an interim measure until relatively new columns have reached end of their design life. |
| Gostagert, Sandness           | 3            | 1            | 1920      | 4160                | 278.64                     | 173.00               | 68.31                  | 2.5                   | NONE                   | -  | •Removal is the preferred option but part-night lighting recommended as an interim measure until relatively new columns have reached end of their design life. |
| Whitelaw, Aith                | 5            | 1            | 3200      | 5200                | 464.4                      | 173.00               | 111.17                 | 1.6                   | NONE                   | -  | •Complete removal is recommended.  |
| <b>North Mainland</b>         |              |              |           |                     |                            |                      |                        |                       |                        |  |  |
| Hillside, Voe                 | 4            | 1            | 2560      | 4160                | 371.52                     | 173.00               | 89.74                  | 1.9                   | 2 FOR OUT OF 6         | •Lights serve no useful purpose and spoil our view of the night sky. | •Complete removal is recommended.  |
| Midgard, North Roe            | 4            | 1            | 2560      | 4160                | 371.52                     | 173.00               | 89.74                  | 1.9                   | NONE                   | -  | •Part-night lighting until relatively new columns have reached end of their design life.   |
| Stackhoull, Sullom            | 5            | 1            | 3200      | 5200                | 464.4                      | 173.00               | 111.17                 | 1.6                   | NONE                   | -  | •Complete removal is recommended.  |
| Wethersta Ind Estate, Delting | 8            | 1            | 5120      | 8320                | 743.04                     | 173.00               | 175.46                 | 1.0                   | NONE                   | -  | •Complete removal is recommended.  |

|                            |    |       |       |      |      |     |
|----------------------------|----|-------|-------|------|------|-----|
| <b>TOTAL COSTS/SAVINGS</b> | 38 | 24320 | 40560 | 3529 | 1211 | 842 |
|----------------------------|----|-------|-------|------|------|-----|

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| LIGHTING SCHEME REDUCTIONS | NO OF LIGHTS | MINI PILLARS | COSTS (£) | CAPITAL SAVINGS (£) | ANNUAL REVENUE SAVINGS (£) | PART NIGHT COSTS (£) | PART NIGHT SAVINGS (£) | RETURN PERIOD (YEARS) | NO OF RESIDENT REPLIES | RESIDENTS COMMENTS  | ROADS SERVICE RESPONSE  |
|----------------------------|--------------|--------------|-----------|---------------------|----------------------------|----------------------|------------------------|-----------------------|------------------------|---|---|
| <b>Yell</b>                |              |              |           |                     |                            |                      |                        |                       |                        |   |   |
| Burrapark, Mid Yell        | 7            | 1            | 4480      | 7280                | 650.16                     | 173.00               | 154.03                 | 1.1                   | 1 FOR OUT OF 11        | <ul style="list-style-type: none"> <li>•The majority of the lighting could be removed as it is unnecessary.</li> </ul>  | •Complete removal is recommended.   |
| Clingrapark, Camb, Yell    | 5            | 1            | 3200      | 5200                | 464.4                      | 173.00               | 111.17                 | 1.6                   | NONE                   | -   | •Complete removal is recommended.   |
| Ferry View, Ulsta          | 2            | 1            | 1280      | 2080                | 185.76                     | 173.00               | 46.88                  | 3.7                   | 1 AGAINST OUT OF 3     | <ul style="list-style-type: none"> <li>•Risk assessment does not consider speeding issues in existing 30 mph limit. This makes the road dangerous, especially in winter in the darkness.</li> <li>•Ferry Terminal means Ulsta is busy by Shetland standards.</li> <li>•We have small children who will grow up and need to use the road.</li> <li>•There are no pavements on the road, we already carry torches.</li> </ul> | <ul style="list-style-type: none"> <li>•Complete removal is recommended.</li> <li>•We need to reduce our lighting stock in order to manage and maintain the remaining streetlights effectively. Removal of these lights complies with the aim of the policy "to reduce lighting through risk assessment to retain lighting at locations where it is most needed."</li> <li>•The two streetlights at Ferry View provide little useful lighting of the road between the estate and the shop.</li> <li>•May be some benefit due to the lighting highlighting the housing which in turn would indicate to drivers that the length of road is more likely to be used by pedestrians. Install "pedestrian in road ahead" signs to give drivers a specific warning.</li> </ul> |
| Steenbrae, Aywick          | 5            | 1            | 3200      | 5200                | 464.4                      | 173.00               | 111.17                 | 1.6                   | NONE                   | -   | •Complete removal is recommended.   |
| <b>Unst</b>                |              |              |           |                     |                            |                      |                        |                       |                        |   |   |
| Beach Road, Haroldswick    | 3            | 1            | 1920      | 3120                | 252.27                     | 173.00               | 68.31                  | 2.5                   | NONE                   | -   | •Complete removal is recommended.   |
| East Road, Uyeasound       | 6            | 1            | 3840      | 6240                | 557.28                     | 173.00               | 132.6                  | 1.3                   | NONE                   | -   | •Complete removal is recommended.   |
| Gutter Street, Baltasound  | 10           | 1            | 6400      | 10400               | 928.8                      | 173.00               | 218.32                 | 0.8                   | 1 AGAINST OUT OF 6     | <ul style="list-style-type: none"> <li>•Would miss lighting if removed completely, especially in winter.</li> <li>•LED bollard light should be installed instead.</li> </ul>  | •Complete removal is recommended.   |

|                            |    |       |       |         |      |        |
|----------------------------|----|-------|-------|---------|------|--------|
| <b>TOTAL COSTS/SAVINGS</b> | 38 | 24320 | 39520 | 3503.07 | 1211 | 842.48 |
|----------------------------|----|-------|-------|---------|------|--------|

**APPENDIX 1: LIGHTING TO BE  
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| LIGHTING SCHEME REDUCTIONS    | NO OF LIGHTS | MINI PILLARS | COSTS (£) | CAPITAL SAVINGS (£) | ANNUAL REVENUE SAVINGS (£) | PART NIGHT COSTS (£) | PART NIGHT SAVINGS (£) | RETURN PERIOD (YEARS) | NO OF RESIDENT REPLIES        | RESIDENTS COMMENTS   | ROADS SERVICE RESPONSE  |
|-------------------------------|--------------|--------------|-----------|---------------------|----------------------------|----------------------|------------------------|-----------------------|-------------------------------|--|---|
| <b>Whalsay &amp; Skerries</b> |              |              |           |                     |                            |                      |                        |                       |                               |  |   |
| Harlsdale, Whalsay            | 3            | 1            | 1920      | 3120                | 252.27                     | 173.00               | 68.31                  | 2.5                   | 2 AGAINST OUT OF 16           | <ul style="list-style-type: none"> <li>• There are sheltered houses in the estate.</li> <li>• Essy bag box should be relocated.</li> </ul>   | <ul style="list-style-type: none"> <li>• <b>Complete removal of <u>some</u> lights is to be recommended.</b></li> <li>• Lighting at sheltered housing is to be retained.</li> <li>• Essy cart crew to check location of box and move it if necessary.</li> </ul>  |
| Saeter, Symbister             | 5            | 1            | 3200      | 5200                | 464.4                      | 173.00               | 111.17                 | 1.6                   | 1 FOR AND 3 AGAINST OUT OF 10 | <ul style="list-style-type: none"> <li>• Happy if removed as we have the moon, torches and outside lights.</li> <li>• Slips and trips would increase in wintry conditions.</li> <li>• Switch off every second light instead.</li> <li>• The junction is blind and would become more dangerous.</li> <li>• Would prefer part-night lighting.</li> </ul> | <ul style="list-style-type: none"> <li>• <b>Complete removal is to be recommended.</b></li> <li>• No steep gradients within estate so risk of slipping no greater than other locations.</li> <li>• Parking area to be surface dressed so "skid" resistance will be increased.</li> <li>• Removal option recommended because Saeter is not linked to the rest of Symbister by lighting, resident currently needs a torch if going outwith the estate.</li> </ul> |
|                               |              |              |           |                     |                            |                      |                        |                       |                               |  |   |

|                            |   |      |      |        |     |        |
|----------------------------|---|------|------|--------|-----|--------|
| <b>TOTAL COSTS/SAVINGS</b> | 8 | 5120 | 8320 | 716.67 | 346 | 179.48 |
|----------------------------|---|------|------|--------|-----|--------|

|                                  |     |        |         |        |       |       |     |
|----------------------------------|-----|--------|---------|--------|-------|-------|-----|
| <b>GRAND TOTAL COSTS/SAVINGS</b> | 134 | 85,760 | 140,400 | 12,393 | 3,979 | 2,878 | 1.4 |
|----------------------------------|-----|--------|---------|--------|-------|-------|-----|

**APPENDIX 2: PART-NIGHT LIGHTING  
SCHEMES**

| LIGHTING SCHEME REDUCTIONS | NO OF LIGHTS | COSTS (£) | SAVINGS (£) | RETURN PERIOD (YEARS) | NO OF RESIDENT REPLIES       | RESIDENTS COMMENTS  | ROADS SERVICE RESPONSE  |
|----------------------------|--------------|-----------|-------------|-----------------------|------------------------------|---|---|
| <b>South Mainland</b>      |              |           |             |                       |                              |   |   |
| Horseshoe Close, Toab      | 5            | 173.00    | 115.17      | 1.5                   | NONE                         | -   | • <b>Part-night lighting is to be recommended.</b>  |
| Turnibrae, Boddam          | 7            | 173.00    | 159.63      | 1.1                   | NONE                         | -   | • <b>Part-night lighting is to be recommended.</b>  |
| <b>Lerwick South</b>       |              |           |             |                       |                              |   |   |
| Hillcrest, Lerwick         | 10           | 173.00    | 226.32      | 0.8                   | NONE                         | -   | • <b>Part-night lighting is to be recommended.</b>  |
| Sands o' Sound, Lerwick    | 6            | 173.00    | 137.4       | 1.3                   | NONE                         | -   | • <b>Part-night lighting is to be recommended.</b>  |
| Sandy Loch Drive, Lerwick  | 10           | 173.00    | 226.32      | 0.8                   | 1 FOR OUT OF 22              | •Wholeheartedly welcome the proposal  | • <b>Part-night lighting is to be recommended.</b>  |
| Upper Baila, Lerwick       | 11           | 173.00    | 248.55      | 0.7                   | NONE                         | -   | • <b>Part-night lighting is to be recommended.</b>  |
| West Baila, Lerwick        | 19           | 173.00    | 426.39      | 0.4                   | 1 FOR OUT OF 43              | •No objection but mini pillar would need luminous markings  | • <b>Part-night lighting is to be recommended.</b><br>•Luminous strips to be fitted as requested.   |
| Westerloch, Lerwick        | 23           | 346.00    | 515.31      | 0.7                   | 1 FOR AND 2 UNSURE OUT OF 48 | •No objections.<br>•No real objection but be aware that road is narrow.<br>•Do not agree that vehicle speeds are generally low.<br>•Vehicles cut corner at foot of Andrewston Brae, especially dangerous in dark. | • <b>Part-night lighting is to be recommended.</b><br>•Double yellow lines would be marked prior to introduction of part-night lighting. "SLOW" road markings and centreline also installed on each approach to bend.<br>•Narrow road now included in risk assessment but risk factor score is in the acceptable range. |
| <b>Lerwick North</b>       |              |           |             |                       |                              |   |   |
| Old North Ness, Lerwick    | 4            | 173.00    | 92.94       | 1.9                   | NONE                         | -   | • <b>Part-night lighting is to be recommended.</b>  |
|                            |              |           |             |                       |                              |   |   |

|                            |    |       |       |
|----------------------------|----|-------|-------|
| <b>TOTAL COSTS/SAVINGS</b> | 95 | 1,730 | 2,148 |
|----------------------------|----|-------|-------|

**APPENDIX 2: PART-NIGHT LIGHTING  
SCHEMES**

| LIGHTING SCHEME REDUCTIONS              | NO OF LIGHTS | COSTS (£) | SAVINGS (£) | RETURN PERIOD (YEARS) | NO OF RESIDENT REPLIES | RESIDENTS COMMENTS  | ROADS SERVICE RESPONSE  |
|---|--------------|-----------|-------------|-----------------------|------------------------|---|---|
| <b>Scalloway &amp; Central Mainland</b> |              |           |             |                       |                        |   |   |
| Blydoit, East Voe, Scalloway            | 21           | 173.00    | 470.85      | 0.4                   | 1 AGAINST<br>OUT OF 36 | <ul style="list-style-type: none"> <li>•Why are lights kept in where there are road humps?</li> <li>•The footpaths are in poor condition.</li> </ul>  | <ul style="list-style-type: none"> <li>• <b>Part-night lighting is to be recommended.</b></li> <li>•It is a legal requirement to light vertical traffic calming measures.</li> <li>•The risk assessment did not identify any significant safety defects with the footpath surfacing. They will be inspected and repairs will be prioritised as required.</li> </ul> |
| Duke St, Hamnavoe, Burra                | 9            | 173.00    | 204.09      | 0.8                   | 1 FOR OUT<br>OF 23     | <ul style="list-style-type: none"> <li>•Delighted to hear that streetlights are being switched off</li> </ul>   | <ul style="list-style-type: none"> <li>• <b>Part-night lighting is to be recommended.</b></li> </ul>  |
| Ingaville Road, Scalloway               | 8            | 173.00    | 181.86      | 1.0                   | 1 FOR OUT<br>OF 15     | <ul style="list-style-type: none"> <li>•No objections to the proposals.</li> </ul>  | <ul style="list-style-type: none"> <li>• <b>Part-night lighting is to be recommended.</b></li> </ul>  |
| Rockmount, Burra                        | 6            | 173.00    | 137.4       | 1.3                   | NONE                   | -   | <ul style="list-style-type: none"> <li>• <b>Part-night lighting is to be recommended.</b></li> </ul>  |
| Undirhoul, East Voe                     | 7            | 173.00    | 159.63      | 1.1                   | NONE                   | -   | <ul style="list-style-type: none"> <li>• <b>Part-night lighting is to be recommended.</b></li> </ul>  |
| <b>West Mainland</b>                    |              |           |             |                       |                        |   |   |
| Nesbister, Wormadale                    | 4            | 173.00    | 92.94       | 1.9                   | 2 AGAINST<br>OUT OF 8  | <ul style="list-style-type: none"> <li>•There is a busy road between our parking area and homes which is to get busier due to new developments.</li> <li>•There is no reduced speed limit.</li> <li>•The kerb at the footpath is high.</li> </ul> | <ul style="list-style-type: none"> <li>•Agreement that the situation here is unusual due to the relatively busy through route separating the houses and parking.</li> <li>•<b>Recommendation changed from removal to part-night lighting.</b></li> </ul>  |
| <b>North Mainland</b>                   |              |           |             |                       |                        |   |   |
| Grindwell, Brae                         | 6            | 173.00    | 137.4       | 1.3                   | NONE                   | -   | <ul style="list-style-type: none"> <li>• <b>Part-night lighting is to be recommended.</b></li> </ul>  |
| Maidenfield, Mossbank                   | 18           | 173.00    | 404.16      | 0.4                   | 1 FOR OUT<br>OF 25     | <ul style="list-style-type: none"> <li>•Should have been done a long time ago.</li> </ul>   | <ul style="list-style-type: none"> <li>•<b>Part-night lighting is to be recommended.</b></li> </ul>   |
| Midlea Autopoint, Firth                 | 12           | 173.00    | 270.78      | 0.6                   | NONE                   | -   | <ul style="list-style-type: none"> <li>• <b>Part-night lighting is to be recommended.</b></li> </ul>  |
| Mulla, Voe                              | 29           | 173.00    | 648.69      | 0.3                   | NONE                   | -   | <ul style="list-style-type: none"> <li>• <b>Part-night lighting is to be recommended.</b></li> </ul>  |
| Roebrek, Brae                           | 9            | 173.00    | 204.09      | 0.8                   | NONE                   | -   | <ul style="list-style-type: none"> <li>• <b>Part-night lighting is to be recommended.</b></li> </ul>  |
| Skelladale, Brae                        | 10           | 173.00    | 226.32      | 0.8                   | 1 FOR OUT<br>OF 29     | <ul style="list-style-type: none"> <li>•No objection to part-night lighting.</li> </ul>   | <ul style="list-style-type: none"> <li>• <b>Part-night lighting is to be recommended.</b></li> </ul>  |
| <b>TOTAL COSTS/SAVINGS</b>              | 139          | 2,076     | 3,138       |                       |                        |   |   |

**APPENDIX 2: PART-NIGHT LIGHTING  
SCHEMES**

| LIGHTING SCHEME REDUCTIONS    | NO OF LIGHTS | COSTS (£) | SAVINGS (£) | RETURN PERIOD (YEARS) | NO OF RESIDENT REPLIES        | RESIDENTS COMMENTS  | ROADS SERVICE RESPONSE   |
|-------------------------------|--------------|-----------|-------------|-----------------------|-------------------------------|---|--|
| <b>Yell</b>                   |              |           |             |                       |                               |   |  |
| Greenbank Terrace, Cullivoe   | 4            | 173.00    | 92.94       | 1.9                   | 2 AGAINST OUT OF 8            | <ul style="list-style-type: none"> <li>•No objections personally but every second light should be retained for elderly residents.</li> <li>•Concerned about steps on "private" footpaths between gate and front door.</li> <li>•Emergency services may not be able to locate an address</li> </ul>  | <ul style="list-style-type: none"> <li>•<b>Part-night lighting is to be recommended.</b></li> <li>•Lighting design must comply with British Standard to avoid light and dark area.</li> </ul>                |
| Meadowbank Road, Burravoe     | 10           | 173.00    | 226.32      | 0.8                   | NONE                          | -   | • <b>Part-night lighting is to be recommended.</b>   |
| <b>Unst</b>                   |              |           |             |                       |                               |   |  |
| Nikkavord Lea, Baltasound     | 7            | 173.00    | 159.63      | 1.1                   | NONE                          | -   | • <b>Part-night lighting is to be recommended.</b>   |
| <b>Whalsay &amp; Skerries</b> |              |           |             |                       |                               |   |  |
| Norrendal, Symbister          | 5            | 173.00    | 115.17      | 1.5                   | NONE                          | -   | • <b>Part-night lighting is to be recommended.</b>   |
| North Park, Symbister         | 5            | 173.00    | 115.17      | 1.5                   | 1 FOR AND 3 AGAINST OUT OF 12 | <ul style="list-style-type: none"> <li>•Lights can easily be switched off from midnight to 6am, should have been that way from the start.</li> <li>•Don't mind part-night lighting but would prefer 2 or 3 lights on all the time.</li> <li>•Most residents are elderly, some of whom are disabled, and rely greatly on the lighting to get about.</li> </ul> | <ul style="list-style-type: none"> <li>• <b>Part-night lighting is to be recommended.</b></li> <li>• There is likely to be little pedestrian movement in the hours when lighting is switched off.</li> </ul> |
|                               |              |           |             |                       |                               |   |  |

|                            |    |     |     |
|----------------------------|----|-----|-----|
| <b>TOTAL COSTS/SAVINGS</b> | 31 | 865 | 709 |
|----------------------------|----|-----|-----|

|                                  |     |       |       |
|----------------------------------|-----|-------|-------|
| <b>GRAND TOTAL COSTS/SAVINGS</b> | 265 | 4,671 | 5,995 |
|----------------------------------|-----|-------|-------|



**APPENDIX 3: SCHEMES NO LONGER TO BE  
CONSIDERED**

| <b>LIGHTING SCHEMES RETAINED</b>               | <b>EXCEPTION CRITERIA<br/>MET</b> |
|--|-----------------------------------|
|  |                                   |
| <b><u>South Mainland</u></b>                   |                                   |
| Aester Houll, Fair Isle                        | Sheltered Housing                 |
| Dandigarth, Cunningsburgh                      | Sheltered Housing                 |
| Hayhoull Place, Bigton                         | Sheltered Housing                 |
| Park Wynd, Sandwich                            | Sheltered Housing                 |
| Toabsgeo, Virkie                               | Sheltered Housing                 |
| Turnibrae, Virkie                              | Steps                             |
|  |                                   |
| <b><u>Lerwick South</u></b>                    |                                   |
| Anderson Homes, Twageos                        | Sheltered Housing                 |
| Brevik Cottages, Burgh Rd                      | Sheltered Housing                 |
| Grodians, Quoys, Sound                         | Police Concerns                   |
| Ladies Drive, Lerwick                          | Police Concerns                   |
| Leog, Lerwick                                  | Sheltered Housing, Steps          |
| Nederdale (Nos 1-52)                           | Steps, Police Concerns            |
| Nederdale (Nos 53-106)                         | Police Concerns                   |
| North Gremista Ind Estate                      | Police Concerns                   |
| Sandveien, Lerwick                             | Traffic Calming                   |
| St Olaf Street (No 47)                         | Sheltered Housing, Steps          |
|  |                                   |
| <b><u>Lerwick North</u></b>                    |                                   |
| Blackhill Ind Estate, Lerwick                  | Police Concerns                   |
| Cunningham Way, Lerwick                        | Police Concerns                   |
| Glebe Park, Bressay                            | Sheltered Housing                 |
| Gremmasgaet, Lerwick                           | Steps                             |
| Hjaltland Place, Lerwick                       | Steps                             |
| Hoofields, Lerwick                             | Police Concerns                   |
| Lower Blackhill Ind Estate                     | Police Concerns                   |
| Marina Business Park                           | Police Concerns                   |
| Old North Road, Lerwick                        | Traffic Calming                   |
| Port Business Park                             | Police Concerns                   |
| Pegasus Place, Lerwick                         | Police Concerns                   |
| South Gremista Ind Estate                      | Police Concerns                   |
| Staney Hill Ind Estate                         | Police Concerns                   |
| Stocketgaet, Lerwick                           | Steps                             |
| Unicorn Court, Lerwick                         | Police Concerns                   |
| Unicorn View, Lerwick                          | Police Concerns                   |
|  |                                   |
| <b><u>Scalloway &amp; Central Mainland</u></b> |                                   |
| Endavoe, East Voe, Scalloway                   | Traffic Calming                   |
| Glenhaven, Burra                               | Sheltered Housing                 |
| Hogalee, East Voe                              | Traffic Calming                   |
| Meadowfield Cres, Scalloway                    | Sheltered Housing                 |
| Meadowfield Place, Scalloway                   | Sheltered Housing                 |
| North Toogs, Burra                             | Sheltered Housing                 |
| Stendaal, Nesting                              | Sheltered Housing, Steps          |
|  |                                   |

**APPENDIX 3: SCHEMES NO LONGER TO BE  
CONSIDERED**

| <b>LIGHTING SCHEMES RETAINED</b>      | <b>EXCEPTION CRITERIA<br/>MET</b> |
|---------------------------------------|-----------------------------------|
|                                       |                                   |
| <b><u>West Mainland</u></b>           |                                   |
| Grindybrecks, Skeld                   | Sheltered Housing                 |
| Kalliness, Weisdale                   | Sheltered Housing                 |
| Kirkidale, Walls                      | Traffic Calming                   |
| Shendale Burn, Sandness               | Sheltered Housing                 |
| Stove Cottages, Walls                 | Sheltered Housing                 |
| Wirligert, Aith                       | Sheltered Housing                 |
|                                       |                                   |
| <b><u>North Mainland</u></b>          |                                   |
| Bayview, North Roe                    | Sheltered Housing                 |
| Gillside, Vidlin                      | Sheltered Housing                 |
| Grindahoul, Brae                      | Sheltered Housing, Steps          |
| Norderhoull, Voe                      | Sheltered Housing                 |
| Queeness Rd, Vidlin                   | Sheltered Housing, Steps          |
| Runnadale, Ollaberry                  | Sheltered Housing                 |
| Smuggabank, Mossbank                  | Sheltered Housing                 |
| Stucca, Hillswick                     | Sheltered Housing                 |
| Valladale, Urafirth                   | Sheltered Housing                 |
|                                       |                                   |
| <b><u>Yell</u></b>                    |                                   |
| Bellevue, Mid Yell                    | Sheltered Housing                 |
| Greenbank Road, Cullivoe              | Sheltered Housing                 |
| Meadowbank Rd (Nos 9-21),<br>Burravoe | Sheltered Housing                 |
|                                       |                                   |
| <b><u>Unst</u></b>                    |                                   |
| Brakefield, Haroldswick               | Sheltered Housing, Steps          |
| Brucehall, Uyeasound                  | Sheltered Housing                 |
| Daisy Park, Baltasound                | Sheltered Housing                 |
| Setters Hill, Baltasound              | Traffic Calming                   |
|                                       |                                   |
| <b><u>Fetlar</u></b>                  |                                   |
| Stakkafletts, Fetlar                  | Sheltered Housing, Steps          |
|                                       |                                   |
| <b><u>Whalsay &amp; Skerries</u></b>  |                                   |
| Harbourview, Skerries                 | Sheltered Housing                 |
| Hartsdale, Whalsay                    | Sheltered Housing                 |
| Tripwell, Whalsay                     | Sheltered Housing, Steps          |
|                                       |                                   |

#### **APPENDIX 4: STANDARD CONSULTATION LETTER**

Executive Manager: Dave Coupe  
**Director: Phil Crossland**

Roads  
**Infrastructure Services Department**  
Gremista  
Lerwick  
Shetland  
ZE1 0PX

Telephone: 01595 744866  
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roads@shetland.gov.uk  
www.shetland.gov.uk

If calling please ask for  
**Neil Hutcheson**  
Direct Dial: 01595 744882  
Date: 29<sup>th</sup> April 2013

Our Ref: NH/SMG/R/C9

Dear Sir/Madam

### **Streetlighting Review: Lighting Reduction Options**

A review of the Council's Streetlighting policy was approved at a special meeting of Shetland Islands Council on 9<sup>th</sup> February 2012. The aim was to produce a policy that manages the reduction of street lighting through risk assessment so as to retain lighting at locations where it is most needed. The policy would also aim to reduce streetlighting during the hours of darkness, when vehicles and pedestrians are least likely to be present.

A series of meetings to discuss the future of streetlighting provision was held with the general public, stakeholders and Community Councils between 13 and 30 June 2012. A total of six options were presented at these meetings.

Shetland Islands Council approved two of these options on 31st October 2012. These were part-night lighting and the complete removal of streetlighting circuits. The latter option would remove the streetlighting lanterns and columns from an area but only when they have reached the end of their useful life. This would save the capital money required for their replacement as well as the annual expenditure on electricity and maintenance. This is the saving method proposed for the streetlighting at

There could be disadvantages with the reduction of streetlighting. It is crucial that savings made by the Council are not just transferred to wider society. Therefore, prior to the introduction of any lighting reduction scheme a risk assessment and public consultation exercise must be undertaken. A copy of the assessment for is enclosed for your information.

I would appreciate your comments on these proposals, particularly if any risks or hazards have been omitted from the risk assessment.

Please reply to Neil Hutcheson at the above address prior to 31 May 2013. Neil should also be contacted with any queries you may have regarding the proposals.

Yours faithfully

Executive Manager, Roads

**GENERAL & SCHEME RISK ASSESSMENTS**

**RESIDENTS LETTERS AND E-MAILS**

**BOTH PLACED IN MEMBERS ROOM**