

**Non-Key (Subject)* Issue
For Decision of Cabinet Member for
Planning and Transport**

Title: To reintroduce night-time patrols (scouting) commencing in 2012/13 and group (bulk) lamp replacement & luminaire maintenance from 2013/14.

Date: 14 January 2012

Author: Kevin Allen 01296 387465

Contact officer: Kevin Allen 01296 387465

Local members affected: All

Resources Appraisal:

Summary

To re-introduce night-time patrols, group (bulk) lamp change and luminaire maintenance, as part of a short term approach to redress the back log of outages. The impact of increasing resources will be reviewed once the back log has been addressed and group (bulk) lamp changes implemented.

Recommendation

The Cabinet Member for Planning and Transportation authorises the reintroduction of night-time patrols (scouting) commencing in 2012/13 and group (bulk) lamp replacement & luminaire maintenance from 2013/14.

A. Narrative setting out the reasons for the decision

Background

Transport for Buckinghamshire currently maintains in excess of 36,000 lighting assets which includes over 28,000 street lights and approximately 5,500 illuminated signs and bollards.



INVESTOR IN PEOPLE



Night time patrols of these assets were stopped by the County Council in 2006/07 as a cost cutting measure to enable Council funding to be re prioritised on other services. This policy change was approved by the Council as part of the Medium Term Financial Plan.

In making this decision it was accepted that outages would continue to be attended to as a reactive service in response to reports received from the public, stakeholders and others. To encourage this method of reporting, a publicity campaign was carried out and all lamp columns were marked with the Council's contact details to assist those wanting the report faults.

Similarly, group (bulk) lamp replacement (including luminaire inspection, maintenance and cleaning) and programmed painting of lamp columns was stopped in 2004/05 as a cost cutting measure as part of the Councils Medium Term Financial Plan – again to enable the Council to re prioritise funding to other services.

Other maintenance activities associated with street lighting, illuminated signs and bollards were unaffected by these changes and continue to date (i.e. programmed electrical inspection & testing, programmed structural testing, programmed electrical/mechanical inspection & testing of high-mast lighting, inventory data verification).

Since these decisions were taken and as the life of each lamp has expired (on average about 4 years) it has become apparent that the number reports from the public has not kept up with the increase in outages and a backlog of repairs has been building up.

In order to establish the size of the backlog, a series of night-time patrols was carried out earlier this year on a proportion of the road network (46%) and this identified that approximately 14% of the street lights scouted were faulty. For illuminated signs and bollards this was almost 40%.

Work was commenced on repairing these faults in November 2011, with priority being given to bollards and traffic signs. It is planned to complete this work by February/March 2012 and is being funded by reprioritising existing transport budgets.

In view of experience with the consequences of not carrying out night time patrols and group (bulk) lamp replacement, the report Author conducted a series of meetings during the latter part of 2011 with the Cabinet Member for Planning and Transportation, the Head of Transport for Buckinghamshire and also the TfB Strategic Board, which concluded that these planned activities should be reintroduced. It was considered that this will enable the Council to better manage these assets and would be more cost effective from a whole life cost perspective. It is also considered that risks can be better managed and public satisfaction increased.

Notwithstanding the proposed reintroduction of night time patrols it is still intended to encourage the public, stakeholders and others to report outages. Appropriate publicity will be used, including the Transport for Buckinghamshire Service Information Centre.

The proposals are as follows:

2011/12 - complete the repair of current known outages identified by night-time patrols (to be completed by March 2012).

2012/13 – introduce programmed night time patrols (commencing with the remainder of the network not patrolled in 2011/12) and arrange to repair all faults identified. Following

this, a programme of patrols will be introduced in 2012/13 based upon existing Local Community Area boundaries and branded as Local Community Patrol Areas.

It is proposed that patrols will be carried out on a quarterly basis (i.e. not to return to the frequency in place prior to 2006, whereby street lights were patrolled twice a month during the winter and once a month during the summer with illuminated signs and bollards patrolled twice a month throughout the year). It is considered that the proposed quarterly frequency is the most cost effective. This will be reviewed once the network is back to 'steady state'.

2013/14 – re-introduction of targeted group (bulk) lamp replacement and luminaire maintenance. Targeted group (bulk) lamp replacement and luminaire maintenance would be:

- Organised so that a reasonably uniform workload is achieved on an annual basis.
- Targeted to coincide with traffic management requirements for other highway maintenance related activities such as grass cutting to minimise costs and disruption to the public.
- Coincide with other cyclic maintenance activities such as electrical inspections and testing to minimise costs.
- Based on the type of lamp and life expectancy.
- Regularly reviewed to maximise the benefits from improvements in lamp and luminaire technology and the increased use of LEDs across the network.

B. Other options available, and their pros and cons

Do Nothing and rely on the public to report faults and continue with a burn to extinction lamp replacement policy under which lamps are replaced on failure.

Our experience demonstrates this has not been a sustainable approach to date and a system of inspection is necessary to tackle the current backlog.

In 2009 when benchmarked against 24 other Counties as part of the National Highways and Transportation Public Satisfaction Survey, Buckinghamshire were the lowest scoring for overall satisfaction with street lighting.

The frequency of luminaire maintenance and the group replacement of lamps have a direct relationship on the performance of a lighting installation. Current standards recommend that lighting installations be designed to provide a minimum maintained lighting level throughout its life.

C. Resource implications

The cost of reintroducing night time patrols will be £15,000 per annum based upon the proposed quarterly frequency.

As a result of carrying out night time patrols there will be the cost of replacing luminaires and other faulty equipment identified. This will be funded in 2012/13 by re prioritising existing budgets and through additional efficiency savings brought forward.

As a result of reintroducing targeted (bulk) lamp changes in 2013/14 there will be a one off pressure for materials, estimated at £50,000. During 2012/13 permanent funding options will be formally identified and agreed through the annual MTP/business planning process.

Once the asset has been returned to a 'steady state' additional labour can be redeployed as appropriate. Revenue spend can then return to previous levels. As stated earlier, the need to continue this strategy will be reviewed once the back log has been addressed and group (bulk) lamp changes implemented.

D. Value for Money (VfM) Self Assessment

Effectiveness

- Will increase the level of service to a satisfactory level and help restore reputation.
- TfB will be able to demonstrate that 'proactive' systems are in place to maintain the asset.
- Night-time patrols will not just pick up outages, they are considered as 'audits' of the network.
- Patrols will provide us with a greater understanding with regards the state of the asset.
- Reduced calls to the Contact Centre.
- A greater proportion of illuminated sign and bollard faults will be identified.

Efficiency

- Improvements to the quality, accuracy and standardisation of fault descriptions.
- Will lead to a uniform workload throughout the year that will be easier to manage. This will also allow us to improve the quality of information supplied to the customer.
- Faults will be grouped in localised areas thus reducing travel time between faults which in turn increases efficiency and outputs. It is predicted outputs (fault repairs) could increase by up to 25%.
- Less time within the Street Lighting Team will be needed to deal with complaints and 'follow up' calls from the public and support to the Contact Centre. This resource can then be diverted back to existing tasks, such as asset updates and other planned preventative activities.

Economy

- Increased efficiencies and a uniform workload throughout the year will, by 2013/14 allow Transport for Buckinghamshire to self deliver a significant proportion of the annual capital programme, resulting in cost efficiencies.
- Fewer components will fail prematurely.
- Programmed luminaire maintenance will improve the performance of a lighting installation, will reduce premature failure and associated replacement costs.

E. Legal implications

Below are extracts from Well-lit Highways – Code of practice for Highway Lighting Management:

'Cyclic maintenance is the main tool in the management of preventative maintenance, forestalling poor performance and failure of the installation. A well-designed cyclic maintenance programme will help to prevent the performance of the installation falling below the designed level; will identify any mechanical structural, electrical or optical work necessary to maintain or increase the life of the installation; reduce the incidence of faults by preventative maintenance; and check the installation is safe. Good

maintenance should be considered as an essential part of managing health and safety risks'.

Highway Authorities have a duty of care to the road user. This duty of care does not imply any duty on the Highway Authority to keep public lighting lit. However, an authority responsible for the maintenance of public lighting should be able to demonstrate that they have systems in place to maintain the public lighting equipment in a safe condition, including the detection of dangerous equipment.

The reintroduction of night-time patrols will enable Transport for Buckinghamshire to demonstrate that proactive systems are in place to maintain the asset in a safe condition. Patrols will act as audits and provide us with a greater understanding regarding the state of the asset and will act as supporting evidence in the event of third party insurance claims.

F. Property implications

There are no property implications arising from this decision.

G. Other implications/issues

An Equalities Impact Assessment has been carried out and is attached as Appendix A.

The supply of electricity to street lights, illuminated signs and bollards is unmetered and hence we pay for consumption whether the asset is in lighting or not. Based on predicted energy expenditure in 2011/12, with over 10% of the asset not in lighting, this equates to over £100,000 which is being charged by the County Council's energy provider but with no benefit to the county.

H. Feedback from consultation, Local Area Forums and Local Member views

This is a county wide issue and affects all divisions. Whilst no consultation has taken place, the issue has been discussed by the Transport for Buckinghamshire Strategic Board who support the approach proposed.

I. Communication issues

Transport for Buckinghamshire's Service Information Centre will be used to display future night-time patrols and targeted group (bulk) lamp replacement programmes.

J. Progress Monitoring

Both activities will be included in the Street Lighting (T2) Business Plans from 2012/13 and performance will be monitored through the monthly TRANstat process and regular business plan reviews.

Key Performance Indicators:

Changes to existing key performance and management indicators will need to coincide with these changes. Any changes would need to be robust, challenging and approved in accordance with current procedures.

K. Review

Progress with addressing the backlog of repairs will be reviewed monthly at TRANstat. The overall effectiveness of this strategy will be first reviewed in May 2013 and the need

to continue this strategy will be reviewed once the back log has been addressed and group (bulk) lamp changes implemented.

Name

Signed

Date

Sean Conroy

[Signature]

8.02.2012.

Senior Manager (Place Service)

PETER HART

[Signature]

3rd February 2012

Cabinet Member for Planning and Transport

Professional advice supporting the decision was provided by the following Officers

Name

Signed

Date

Kevin Allen

[Signature]

16/2/12.

Lead Officer

Jim Stevens

[Signature]

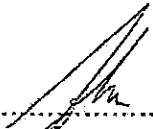
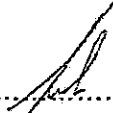
4 Feb 2012.

(Former) Head of Transport for Buckinghamshire

Background Papers

DELEGATION BY THE SERVICE DIRECTOR, PLACE SERVICES

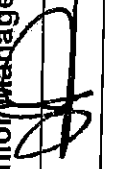
I hereby fully delegate authority regarding Non-Key Decisions (Officer Decisions) to Sean Rooney, Senior Manager (Place Service).

Signed:   John Lamb

(John Lamb, Service Director, Place Services, Buckinghamshire County Council)

Date: 31- Jan 2012

Buckinghamshire County Council - Equalities Impact Assessment Proforma

<p>Title of strategy / policy / service being assessed:</p>	<p>To re-introduce night-time patrols, group (bulk) lamp change and luminaire maintenance, as part of a strategy to move away from reactive to planned preventative maintenance.</p>
<p>Contact Name and Telephone Number:</p>	<p>Kevin Allen (01296) 387465</p>
<p>Date assessment completed:</p>	<p>14 January 2012</p>
<p>Signature and name of Head of Service signing off this impact assessment and equalities improvement plan.</p>	<p>Name: Sean Rooney, Senior Manager (Place Services)</p> <p>Signature: </p> <p>Service: Place Services</p>
<p>PURPOSE:</p> <p>To develop an equalities improvement plan based on an assessment of whether the strategy/policy or service is or could have a differential impact on particular groups of people due to their:</p> <ul style="list-style-type: none"> • Ethnic origin (including gypsies & Roma travellers) • Gender (including transgender) • Impairment (physical, sensory, learning disability, mental health or long term limiting illness) • Age • Religion/belief • Sexual orientation (defined as people from the lesbian, gay or bisexual communities) • Or as a result of living in a rural community, lower socio economic group or being a new group to this country (migrant worker, refugee or asylum seeker) • Caring responsibilities <p>More detailed guidance has been produced to accompany this Equalities together with details about free training sessions.</p>	<ol style="list-style-type: none"> 1) To assess whether the differential impact constitutes illegal discrimination (see separate EIA guidance notes) and identify the actions to remedy this. If the discrimination is justifiable, to consider whether action is necessary to mitigate its effects. 2) To record any unmet needs/requirements identified as result of carrying out this assessment, even where these are not directly relevant to the assessment (see guidance notes for explanation). 3) To put in place arrangements to monitor, analyse and report the ongoing effect across the groups identified. 4) To consider if and how different groups of people could be involved in monitoring the outcomes and/or contributing to further development of the strategy/plan/function/objective/target. 5) To ensure that all equalities actions arising from the above processes are mainstreamed into the relevant service/business plan.
<p>More detailed guidance has been produced to accompany this Equalities together with details about free training sessions.</p>	

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Section A. To Assess or Not to Assess

To determine whether an EIA is required, please read the questions below and indicate your answer by putting an X in the box to the right of the "Yes" or "No" at the end of each question.

Does the service affect the public or staff directly?	Yes	<input checked="" type="checkbox"/>	No	
Does it affect how other services are provided?	Yes		No	<input checked="" type="checkbox"/>
Is there information e.g. survey data or complaints that suggests that it is affecting particular groups of people?	Yes		No	<input checked="" type="checkbox"/>
Does it have employment implications?	Yes	<input checked="" type="checkbox"/>	No	

If you have answered "Yes" to one or more of the questions listed above, you will need to continue with a full equalities impact assessment (EIA).

However, if you have carried out an assessment of this strategy/policy or service in the past two years, for example, as part of the transformation programme, or there has been an external audit of the service, which has resulted in explicitly stated equalities outcomes, you will not need to continue with an in depth EIA. You will, instead, need to consider any gaps in relation to the groups identified under "Purpose" and agree actions/targets.

If you have answered "No" to all of the above the statements, you will not need to continue with a full EIA because it is not relevant to the strategy/policy or service.

Please send this document to your Service equalities representative (see "Equalities" on the intranet for a current list) and copy it also to Angie Sarchet, Cohesion & Equalities Manager, Room 2, 5-7 Walton Street or via email to asarchet@buckscc.gov.uk. Ensure you do this prior to final sign off by the Head of Service to enable the challenge process to be applied effectively.

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Section B. Reviewing the design	
Questions to consider	The Findings
<p>1. Why is the strategy/policy or service necessary? What are the key aims and objectives? What outcomes is it designed to achieve and for whom?</p>	<p>Transport for Buckinghamshire currently maintains in excess of 36,000 lighting assets which includes over 28,000 street lights and approximately 5,500 illuminated signs and bollards.</p> <p>Night time patrols of these assets were stopped by the County Council in 2006/07 as a cost cutting measure to enable Council funding to be re prioritised on other services. This policy change was approved by the Council as part of the Medium Term Financial Plan.</p> <p>Since these decisions were taken and as the life of each lamp has expired (on average about 4 years) it has become apparent that the number of reports from the public has not kept up with the increase in outages and a backlog of repairs has been building up.</p> <p>Our experience demonstrates this is not a sustainable approach and a system of inspection is necessary based on this experience. Our reputation with the public, corporately, politically, neighbouring authorities and within the lighting industry would be potentially affected by continuing this approach.</p> <p>The aims, objectives and outcomes of a move away from reactive to planned preventative maintenance are:</p> <ul style="list-style-type: none"> • Will increase the level of service to a satisfactory level and help restore reputation. • TFB will be able to demonstrate that 'proactive' systems are in place to maintain the asset.

<ul style="list-style-type: none"> • Night-time patrols will not just pick up outages, they are considered as 'audits' of the network. • Patrols will provide us with a greater understanding with regards the state of the asset. • Reduced calls to the Contact Centre. • A greater proportion of illuminated sign and bollard faults will be identified. • Programmed luminaire maintenance will improve the performance of a lighting installation, will reduce premature failure and associated replacement costs. • Improvements to the quality, accuracy and standardisation of fault descriptions. • Will lead to a uniform workload throughout the year that will be easier to manage. This will also allow us to improve the quality of information supplied to the customer. 	
<p>This is a county wide issue and affects all groups.</p> <p>Whilst no consultation has taken place, the issue has been discussed by the Transport for Buckinghamshire Strategic Board who support the approach proposed.</p> <p>As this change in strategy will increase the level of service to a satisfactory level across the entire network, all groups will benefit equally.</p> <p>The reintroduction of night-time patrols will require staff to carry out patrols during the hours of darkness. Patrols will be carried out in pairs by staff from within Transport for Buckinghamshire. Payments will be made for this additional work.</p>	<p>2. Consider your answers at question 1. How have the needs of different groups of people, where relevant/appropriate, been taken into account? What does needs assessment data tell you about who should be benefitting from the strategy/policy or using the service? What else do you know about people's needs or views? What information do you have from consultations/focus groups, national or local published research reports, satisfaction surveys, service monitoring data, benchmarking with other providers, demographic data or other information that has been used to formulate the design and delivery of the strategy/policy/ or service. Also refer to the council's "Research" information on the website.</p> <p>If you identify a gap in information, for example, about the needs of a particular group of people, include this as an action point in the equalities improvement plan.</p>

Questions to consider	The Findings
<p>3. Are other organisations responsible for delivering the strategy/policy or service? If yes, how have you incorporated the council's cohesion and equalities priorities into the procurement process or contractual arrangements? How is compliance monitored? What steps have you taken to reduce the council's legal liability where services are being delivered on our behalf? If not relevant, go on to question 4.</p>	<p>This change in strategy only covers street lights, illuminated signs and bollards maintained by Transport for Buckinghamshire on behalf of the County Council.</p> <p>Other lighting across the county that is owned and maintained by District, Town and Parish Councils is not covered by this change in strategy. These street lights will be maintained and inspected in accordance with regimes agreed by the relevant authority. Transport for Buckinghamshire's Service Information Centre together with publications and websites administered by District, town and Parish Councils will be used to help communicate this message.</p>
<p>Section C. Reviewing the implementation/delivery</p>	
<p>4. Does the strategy/policy need to be communicated to the public/our employees or does accessing the service depend on information being communicated to the public? If yes, how will this be achieved? Consider the information we already have about how our residents prefer us to communicate with them and consider the ways that different groups of people generally find out information. How do you or how will you ensure that communication is appropriate to meet the different communication needs of different groups of people? If not relevant, go to question 5.</p>	<p>Wording on Transport for Buckinghamshire's Service Information Centre will be revised to communicate the change in strategy. County Councillors will also be briefed.</p> <p>Transport for Buckinghamshire's Service Information Centre will be used to display future night-time patrols and targeted group (bulk) lamp replacement programmes.</p>
<p>5. Is delivery of the strategy/policy or service dependent upon particular buildings, open space or mode of transport being used by the public? If yes, what facilities and transport access</p>	<p>No.</p>

<p>arrangements have been put in place to ensure that the needs of different groups of people have been addressed? See the EIA guidance notes for suggested issues that you need to think about. If not relevant, go to question 6.</p>	
<p>6. Review any processes people need to go through to be able to use the service or to benefit from the strategy/policy. For example criteria that are applied to determine eligibility for receiving the service and the completion of forms. Do these processes/criteria effectively prevent groups of people of people from using the service or benefiting from the strategy/policy? (Ideally you should be aiming to only keep those processes and criteria that are essential to implementation/delivery, for example, because they are a legal requirement.)</p>	<p>As this change in strategy will increase the level of service to a satisfactory level, across the entire network all groups should benefit without the need to review processes.</p> <p>Despite the introduction of formal night-time patrols, Transport for Buckinghamshire will continue to encourage the community across the county to report faults through the various options available including via telephone through the Contact Centre and via the internet through Transport for Buckinghamshire's Service Information Centre 'Report a Problem'.</p>
<p>7. What particular skills and knowledge will relevant staff need to ensure that the strategy/policy is properly implemented or that the service is delivered appropriately to meet people's individual needs?</p>	<p>Training will need to be provided for staff carrying out the patrols. Risk assessments, method statements and route plans would also need to be developed to cover this new activity.</p> <p>Patrols would be carried out in pairs and during the hours of darkness.</p> <p>Sufficient skills already exist within the Street Lighting Team to implement and manage this change in strategy.</p>
<p>Section D. Assessing for differential impact and discrimination</p>	
<p>Consider the answers given in questions 1 through to 7 and assess whether the strategy/policy or service results, or could result, in differential impacts on particular groups of people. Essentially you are</p>	<p>This is a county wide issue and as part of the change in strategy it is proposed that patrols will be carried out on a quarterly basis. As we will be proactively identifying faults across the entire</p>

<p>looking to identify and deal with any actual or potential unfairness, disadvantage or discrimination. (See the guidance notes for a more detailed explanation.)</p> <p>If you consider that there is a differential impact, or the potential for a differential impact, you will need to assess whether this constitutes discrimination (i.e. detrimental to a group or particular groups of people) and whether the impact is justifiable as a proportionate means of achieving a legitimate business aim. You are required to give your reasons for this.</p>	<p>network all groups should benefit equally from this change in strategy.</p> <p>However, we know from analysis of the Residents' Survey that some groups of people have tendency to report feeling more afraid to going out after dark, for example, some respondents who were disabled, women or from the South Asian communities; therefore, this change in strategy should be particularly beneficial for them.</p>
<p>if you have identified a differential impact that constitutes illegal discrimination, you are required to take action to remedy this immediately.</p> <p>If you have identified a differential impact that is justifiable or legitimate, you may need to consider what actions are necessary to mitigate its affect on particular groups of people. This arises out of the duty to promote good relations between people of different groups and is in keeping w/with the Council's approach to "Strong & Cohesive Communities in Bucks".</p> <p>Ensure that these actions are listed in the attached equalities improvement plan.</p> <p>If you do not have the authority to take the action required, you will need to alert the relevant service manager to your findings.</p>	
<p>Section E. Ensuring continuous improvement</p>	
<p>Questions to consider</p>	<p>The Findings</p>
<p>9. What measures will you be using to monitor the impact of the strategy/policy or service over the next three years?</p> <p>The council is committed to mainstreaming equalities, ensuring that it is integrated into our performance management frameworks and subject to continuous improvement through performance monitoring. We also have legal duties to ensure we are not discriminating against groups of people in the provision of goods, services and facilities or in our role as an employer.</p>	<p>The re-introduction of night-time patrols and group (bulk) lamp replacement will be included in the Street Lighting (T2) Business Plans from 2012/13 and performance will be monitored through the monthly TRANstat process and regular business plan reviews.</p> <p>Changes to existing key performance and management indicators will need to coincide with this policy change. Any changes would need to be robust, challenging and approved in accordance with current procedures.</p>

You should only expect to carry out an equalities impact assessment every three years (unless you are introducing a significant change in the interim). You will, therefore, need to have information systems in place that will enable you to analyse and interpret information to:

- Show the numbers of particular groups using the services and what outcomes they experience
- Show under-use of a service by an equalities group
- Show over-use by an equalities group
- Reveal discrimination
- Demonstrate that services are not discriminatory
- Measure the effectiveness of service changes
- Identify the need for new or changed services

Please refer to the council's monitoring guidance (see intranet) to decide what type of monitoring is appropriate and what information you will need to gather.

Also consider whether you need have some targeted actions with particular groups of people to address the issues identified above. **Please ensure that these are listed in the attached equalities improvement plan.**

The overall effectiveness of this change in strategy will be first reviewed in May 2013.

Section F. Opportunities for community cohesion or promoting good relations between different groups of people

Community cohesion and equalities are priorities for Buckinghamshire County Council.

Community cohesion is the outcome of understanding and respect between different communities and a sense of identification with a wider community. In essence it's about promoting a sense of connection, trust and belonging both within geographical communities and across groups of people. It is at risk where illegal discrimination exists, or is perceived to exist, when stereotypes and disinformation go unchallenged and where lack of knowledge about, or experience of, different groups of people leads to fearfulness and segregation.

Equalities in Buckinghamshire are at risk when we fail in our duty to provide an appropriate and professional service that takes account of the different needs of groups of people as a consequence of their colour, culture and ethnic origin, gender, disability, age, religion/belief or sexual orientation or as a result of living in a rural community, lower socio economic group or being a new group to this country and/or county (migrant worker, refugee or asylum seeker).

Questions to consider	The Findings
<p>10. Consider what opportunities and risks to the Council's community cohesion and equalities priorities could arise, for example:</p> <p>(a) Are there ways in which your service could bring different groups of people together, for example to develop future provision through consultation exercises?</p> <p>(b) Are there ways in which existing groups could interact with the service, for example, as part of ongoing monitoring of service provision?</p> <p>(c) Could the way you provide the service bring different groups of people together to use the service?</p> <p>(d) Does the way in which your service is provided have the potential to lead to resentment between different groups of people? How can you compensate for perceptions of preferential or differential treatment? Consider the role, or potential role, of the media and extremist groups when formulating your communication actions.</p> <p>(e) If the improvement plan identifies addressing a gap in the service for a particular group of people, have you also addressed the potential for perceptions of preferential treatment for the group? How will you ensure that people will understand the need for the actions proposed as a result of this impact</p>	<p>Despite the reintroduction of night-time patrols Transport for Buckinghamshire will continue to encourage the community across the county to report faults through the various options available including by telephone, email, via the internet and local representatives such as councillors.</p> <p>Once night –time patrols have been in place and TfB have returned the asset to a steady state in which it is substantially in lighting for more than 12 months, our intentions are to develop, promote and implement a Big Society idea to introduce 'community based patrols' in residential and amenity areas.</p> <p>It must be noted that this initiative is still to be developed and it is not certain whether we will receive sufficient countywide support to make it a reality.</p>

Buckinghamshire County Council - Equalities Impact Assessment Proforma

<p>assessment? Ensure that the actions you identify are put into the attached equalities improvement plan.</p>	
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EQUALITIES IMPROVEMENT PLAN

Please list all the equalities actions and targets that result from the Equalities Impact Assessment (continue on separate sheets as necessary). These also need to be integrated into the relevant service plan for mainstreaming and performance management purposes.

Equalities Targets/Actions	Officer responsible	By when
<p>The re-introduction of night-time patrols and group (bulk) lamp replacement will be included in the Street Lighting (T2) Business Plans from 2012/13 and performance will be monitored through the monthly TRANstat process and regular business plan reviews.</p> <p>Changes to existing key performance and management indicators will need to coincide with this policy change. Any changes would need to be robust, challenging and approved in accordance with current procedures.</p>	Kevin Allen	Monthly
<p>The overall effectiveness of this change in strategy will be first reviewed in May 2013</p>	Kevin Allen	May 2013
<p>Develop, promote and implement Big Society idea to introduce 'community based patrols' in residential and amenity areas.</p>	Kevin Allen	2012/13

Once the challenge process has been completed, please return the agreed Equalities Impact Assessment Form (signed by your Head of Service) and equalities improvement plan, to Angie Sarchet, Cohesion & Equalities Manager, Room 2, 5-7 Walton Street or via email to asarchet@buckscc.gov.uk and also copy to your service equalities representative (see "Equalities" on the intranet for an up to date list of service representatives).