

ADEPT President's Awards 2026

Entry form

Award category

Shaping Places for People

Project Title

Redesigning night-time spaces to improve safety, wellbeing and inclusion while cutting carbon and restoring calmer, healthier communities.

Local authority

East Riding of Yorkshire

Partner/s if applicable

East Riding of Yorkshire Council (Lead Authority) Hull City Council Lancashire County Council Oxfordshire County Council Westminster City Council Cambridgeshire County Council Derbyshire County Council Aberdeenshire County Council Pembrokeshire Council Welsh Government National Highways and Transportation Network NHT Institute for Transport Studies, Leeds University University of Sheffield Local Transport Projects Meon UK Clearview TRT Lighting Transoft Solutions Urbis

Headline summary (150 characters max.)

Redesigning night-time spaces to improve safety, wellbeing and inclusion while cutting carbon and restoring calmer, healthier communities.

Please note we need at least one supporting image per award submission. Upload your image/s below.



Shaping Places for People: How was this project an innovative response to a significant local challenge? (150 words max.)

Across the UK, over 7.2 million streetlights shape the night-time environment, carrying significant carbon, cost and ecological impact. Following energy price escalation, annual expenditure now exceeds £1 billion nationally. Yet lighting is rarely questioned as a design default.

In East Riding of Yorkshire, this posed a dual challenge: reduce carbon and financial pressure while maintaining safety and public confidence particularly for women, girls and vulnerable users.

The council responded by redesigning the night-time visual environment rather than simply removing lighting. Using behavioural safety analytics, whole-life carbon forecasting and community engagement, the project tested whether safety and reassurance could be delivered through smarter visibility rather than blanket illumination.

This reframed lighting as a public health, wellbeing and place-making issue addressing climate responsibility, light pollution, active travel confidence and community safety in one integrated response.

Shaping Places for People: Please give evidence of the quality of outcomes obtained from the project (for example improved/more efficient services, increased inclusivity for residents,

futureproofing the service). (150 words max.)

The project has delivered measurable environmental, financial and wellbeing outcomes. Whole-life modelling demonstrates carbon reductions exceeding 50% and lifecycle cost reductions of 69–80% over 40 years compared to conventional lighting, underpinning a robust invest-to-save business case. Safety has remained paramount. Continuous AI behavioural monitoring shows no increase in collisions attributable to lighting reduction. Ten-year collision analysis confirmed that 80% of incidents occurred in daylight, challenging assumptions that more lighting automatically improves safety. Behavioural data indicates calmer approach speeds and improved vehicle spacing at junctions. In Hayton village, tall traffic columns were removed, but targeted pedestrian lighting was retained and redesigned to protect walking routes and maintain confidence for women, children and older residents. Reduced glare improved visual comfort and night-time tranquillity while restoring dark skies. Biodiversity monitoring evidences increased nocturnal species activity. The programme demonstrates that safer, calmer and more inclusive environments can be achieved without over-illumination.

Shaping Places for People: Please give evidence of the level of collaboration between place and people services (both within the council and with external partners/providers). (150 words max.)

The programme operated as a whole-systems collaboration across place and people services. Highways, sustainability, biodiversity, public health, communications and risk teams worked together through structured thematic groups covering Safety, Carbon, Nature, Legal and Community Engagement. Equality considerations were embedded to ensure pedestrian confidence, especially for women, children and older residents, was protected. Externally, partnerships included Leeds University's Institute for Transport Studies, Sheffield University, The Institute for Transport Studies, National Highways & Transportation Network and supply chain innovators including Clearview Intelligence, Urbis Shereder and MEON. National Highways & Transportation Network. Eleven partner authorities contributed to shared learning within the £30 million DfT/ADEPT Live Labs 2 programme. This integrated model bridged traditional silos between infrastructure delivery and wellbeing strategy. By aligning safety analytics, environmental science and financial governance, the council demonstrated how collaborative place leadership can deliver climate resilience, inclusivity and long-term service reform simultaneously.

Shaping Places for People: Please give evidence of the level of buy-in to the project or its goals from members of the local community, health and social care, and external organisations. (150 words max.)

Community engagement was central from inception. In Hayton village, residents participated in VR simulations to visualise proposals before implementation. Local volunteers supported biodiversity monitoring, These strengthening ownership of outcomes. Residents and road users in the community reported a calmer more inviting feel following the change to low level pedestrian focused lighting. Initial scepticism around lighting reduction shifted as transparent AI safety monitoring data was shared publicly. Residents expressed support and requested further rollout, citing a calmer night-time character and reduced glare. Elected Members described the project as one of the most galvanising initiatives in the region, recognising

its visible environmental and community benefits.

Importantly, concerns of personal safety and Violence Against Women and Girls were addressed through evidence-led Safety Risk Assessments and continuous monitoring. This reinforced public confidence that reduced lighting does not equate to reduced safety.

The project strengthened trust by demonstrating that decisions were data driven not cost-cutting.

Shaping Places for People: Please give evidence of the use or consideration of new sources of investment to fund projects. (150 words max.)

The programme began as part of the £30 million national DfT ADEPT Live Labs 2 programme. However, the digital evidence generated has moved the project beyond innovation funding into mainstream investment planning.

With carbon reductions exceeding 50%, cost reductions of up to 80% and independently validated safety assurance, East Riding of Yorkshire Council is now preparing to invest in rolling the methodology out across its entire street lighting network. The robust business case reframes street lighting from a highways maintenance cost to a climate adaptation and place-based investment opportunity.

The evidence base the project has developed provides confidence for other Local Highway Authorities to adopt an invest-to-save model at scale. The replicable, turnkey framework enables authorities to pilot locally before wider rollout, reducing risk and strengthening assurance.

All categories: please add anything else that supports your award entry

Supporting Evidence Pack

https://eryc-my.sharepoint.com/:w:/r/personal/julie_clarke_eastriding_gov_uk/_layouts/15/Doc.aspx?sourcedoc=%7B90cca4c0-6b00-4bb8-a010-f3213402d533%7D&action=default&wdLOR=c3BB2B043-4913-440F-8FAC-58605355228A&ct=1772695851382&or=Outlook-Body&cid=208A4BCB-E4C0-4E73-A338-1AF1B067697E&_SRM=2%3AE%3A30