

Supported by
Association of Leading Visitor Attractions
BALPPA
Business In Sport and Leisure
Child Accident Prevention Trust
LARSOA
Parliamentary Advisory Council for Transport Safety
ROSPA
The Automobile Association
Tourism South East
UKinbound
Visitor Attractions Forum

SUPPORT **The Campaign** **for** **Lighter Evenings**

The Campaign **for** **Lighter Evenings**

A proposal

TourismAlliance
the voice of tourism

Lighter Evenings
ALL PARTY PARLIAMENTARY GROUP

The Campaign for Lighter Evenings

THE PROPOSAL

For the UK to undertake a system of Single/Double Summer Time (SDST) for a three year trial period in order to make better use of the hours of daylight that the country receives.

This would mean moving the clocks two hours ahead of Greenwich Mean Time (GMT) in the summer (GMT+2) and one hour ahead of GMT in the winter (GMT+1).

THE OUTCOME

Moving to SDST means that the UK would have lighter evenings all year round. This would provide considerable environmental, road safety, health and leisure advantages which would significantly outweigh the disadvantages of darker mornings.

BENEFITS OF MOVING TO SDST

Environmental

Peak electricity demand in the UK is between 4-7pm in the evening when people arrive home from work and prepare the evening meal. The level of power demand is heightened when this peak period occurs during the hours of darkness, requiring inefficient and high cost power stations to come on-stream to provide the additional power supply.

Changing to SDST would:

- Reduce peak evening demand, saving 2.78 million MWhs per annum.
- Reduce the UK's carbon emissions by 1.2 million tonnes per annum.
- Reduce family fuel bills and help reduce fuel poverty.

Road Safety

UK road accident rates rise after the clocks change in October when visibility and weather conditions begin to worsen. Yet, when the Government adopted SDST in 1968-71, 2,500 deaths and serious injuries were prevented in each year. The reason for this is that more accidents occur in the afternoon rush hour because motorists are more tired at that time of day, children tend to socialise in the afternoon rather than going straight home and more social trips take place in the afternoon.

Changing to SDST would:

- Result in around 450 fewer deaths and serious injuries on UK roads each year.
- Protect vulnerable road users such as cyclists and motorcyclists by making them more visible to motorists.
- Reduce the number of children killed or injured on British roads.

Health

Government studies estimate that, by 2050, 60% of men and 50% of women could be clinically obese. This has significant public health and cost implications as obesity is a major contributing factor to diabetes, heart disease and cancer.

However, the ability to reduce obesity rates through increasing outdoor and leisure activity is limited because half of the 10 most popular sports are daylight dependent and the number of available evening daylight hours restricted.

Changing to SDST would:

- Provide an average of 55 minutes of extra accessible daylight in the evenings.
- Help tackle obesity by allowing more time for people to undertake outdoor leisure and physical activity.
- Increase participation levels in sport.

Leisure

Leisure and tourism is the UK's fifth largest industry generating £85bn in revenue each year. Studies show that the majority of visits to historic sites, leisure parks and attractions are in the afternoon after people have undertaken activities such as shopping and work commitments.

As such, leisure day visits, which constitute around 50% of tourism expenditure, are constrained by the hours of available daylight and would benefit from lighter evenings.

Changing to SDST would:

- Extend the tourist season
- Boost the UK's inbound tourism industry by an estimated £1bn per annum.
- Boost overall spending in the UK leisure sector by £2bn.

SCOTLAND

There is some opposition to SDST in Scotland where it will be darker for longer in the winter mornings. Many feel the later sunrise times outweigh the longer periods of daylight in the afternoon.

In fact, Scotland will actually be the main beneficiary of SDST due to the reduction in the number of road accidents. More available daylight leisure hours will also have a huge impact on improving Scotland's health and meeting carbon reduction targets.

Any trial of SDST could include an opt-out clause for Scotland.