

**REPORT OF CHAIR OF TRANSPORT & HIGHWAYS COMMITTEE****STREET LIGHTING ENERGY SAVING – UPDATE****Purpose of the Report**

1. The County Council spends just over £4.8M each year on energy for street lighting, illuminated road signs, bollards and traffic signals, this makes up 15% of the total highway revenue budget. With the on-going rise in energy prices, the Council is continuing to implement a programme of street lighting energy saving measures to control this cost. The measures previously included part-night lighting in appropriate residential areas, dimming or switching off street lighting where appropriate on main roads (dimming is not cost effective to install on existing lower power street lights in residential areas) and the introduction of LED (low energy) lanterns where street lighting columns are due for replacement.
2. The County Council has received many concerns from local residents and their elected representatives regarding the part night lighting project. However, the pilot locations for use of LED (low energy) lanterns have received good support from residents and there have been no comments received regarding the dimming of high power lanterns.
3. Therefore, the purpose of this report is to consider a proposal to revise the street lighting energy saving project to stop the part-night lighting programme, except where local communities specifically request it, to turn lights back on where communities request this and to progress the LED and dimming programme to reduce energy costs. On this basis, the project is expected to save approximately £700,000 by 2016/17

**Background**

4. The part-night lighting programme, which was launched in October 2010, has raised concerns around the perceived risk of crime and personal safety from residents in some of the areas where it has been introduced. These concerns included for example some elderly residents who felt more vulnerable without street lighting and some residents working shifts who set off or returned from work without street lighting. Over the last three years, advances in energy saving lighting technology and the reduction in their cost have been significant, and alternative measures to part-night lighting are now viable in order to meet the required energy and carbon dioxide (CO<sub>2</sub>) savings. The measures comprise of dimming initially 4,200 of the 14,000 lights that are

greater than 150 watts and converting lights to dimmable LED when they are due for replacement.

5. There are currently 6116 street lights which have been converted to part-night lighting in the county. Should it be considered appropriate to return these to all night lighting, the cost will be in the region of £110,000, with a loss of £80,000 per year in energy saving. Whilst dimming and LED substitutions may be possible on some of these columns to mitigate the increase in energy used, a significant number of columns will require converting to their original state.

## **Scheme Principles**

6. To ensure the community receives the level of lighting they require whilst maintaining the required energy saving, it is proposed that, should a community request the reinstatement of all night lighting and the local Member supports this proposal, this will be implemented as soon as possible, noting that, should alternative energy saving equipment be viable as an alternative to the part-night lighting cell, this will be replaced at the time of conversion to all night lighting. This will include the representations already received and supported by the local Member and Chair of Transport and Highways Committee.
7. To ensure the energy saving programme is delivers its targets, a programme of dimming and dimmable LED conversions will continue. Partner organisations in road safety and crime reduction will continue to be consulted and local County Councillors advised through their monthly highways bulletin. However, under these proposals lights will remain lit and trials have shown there will be little, if any, impact on residents and road users.

## **Benefits for Sustainability and the Environment**

8. The County Council is committed to reducing CO2 where possible through the delivery of its services. The Carbon Reduction Energy Efficiency Scheme (CRCEES) is proposed to be implemented in 2014 and authorities will be penalised for the amount of CO2 used. Dimming and the use of alternative light sources will result in a reduction in CO2 and subsequent penalties. It is proposed that County Councils who show that they are reducing CO2 may have the opportunity to bid for alternative funding for energy reduction schemes in the future.

## **Financial Implications**

9. The costs of reversing the part-night lighting programme as outlined in paragraph 4 will need to be found from the energy saving budget. It is noted that the project is still forecast to save £700,000 by 2016/17.

## **Statutory and Policy Implications**

10. This report has been compiled after consideration of implications in the Public Sector Equality Duty and in respect of finance, equal opportunities, human resources, crime and disorder, human rights, the safeguarding of children, sustainability and the environment and those using the service and where such implications are material they are described below. Appropriate consultation has been undertaken and advice sought on these issues as required.

## **RECOMMENDATIONS**

11. It is recommended that Committee:

- a. Approves the switching back on of street lights (reversal of part night lighting schemes) where supported by the local County Councillor and Chair of Transport and Highways Committee
- b. Approves the continued introduction of dimming, following consultation with partners in road safety and crime reduction
- c. Approves the use of dimmable LED wherever appropriate

### **COUNCILLOR KEVIN GREAVES CHAIRMAN OF TRANSPORT AND HIGHWAYS COMMITTEE**

**For any enquiries about this report please contact:**  
Suzanne Heydon – Group Manager Safety, Signals and Lighting

#### **Constitutional Comments (SHB 10/09/13)**

Committee have power to decide the Recommendation

#### **Financial Comments (TMR 09/05/2013)**

The financial implications are set out in paragraph 9 of the report.

#### **Background Papers**

Cabinet Report 8<sup>th</sup> September 2010 – Street Lighting Energy and Cost Saving

#### **Electoral Division(s) and Member(s) Affected**

All