

INCREASED STREET LIGHTING DIMMING DURING COVID-19 RESTRICTIONS
COUNCILLOR HILLER, CABINET MEMBER FOR STRATEGIC PLANNING AND COMMERCIAL STRATEGY AND INVESTMENTS
MAY 2020
Deadline date: N/A

Cabinet portfolio holder: Responsible Director:	Councillor Hiller, Cabinet Member for Strategic Planning and Commercial Strategy and Investments Director: Steve Cox, Executive director of place and economy
Is this a Key Decision?	YES If yes has it been included on the Forward Plan: YES Unique Key decision Reference from Forward Plan: KEY/25MAY20/01
Is this decision eligible for call-in?	NO (the waiver of call-in procedure has been invoked)
Does this Public report have any annex that contains exempt information?	NO
Is this a project and if so has it been registered on Verto?	NO

R E C O M M E N D A T I O N S

The Cabinet Member is recommended to approve the street lighting dimming regimes detailed below during the enforced covid-19 restriction period:

1. Dim residential lighting by 40% from switch on to switch off; and
2. Dim traffic route lighting by 40% from switch on to switch off.

1. PURPOSE OF THIS REPORT

- 1.1 This report is for Councillor Peter Hiller, Cabinet Member for Strategic Planning and Commercial Strategy and Investments to consider exercising delegated authority under paragraph 3.4.3 of Part 3 of the constitution in accordance with the terms of their portfolio at paragraph (d).
- 1.2 With the approval of the Chairman of the Growth and Regeneration Scrutiny Committee, special urgency procedure, and waiver of call-in procedure have been invoked to suspend the requirement to publish the decision for five days, and to subject the decision to a three day call-in period. These procedures have been invoked in order to apply the new dimming regimes as soon as possible in order to gain maximum savings.

2. TIMESCALES

2.1

Is this a Major Policy Item/Statutory Plan?	NO	If yes, date for Cabinet meeting	N/A
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3. BACKGROUND AND KEY ISSUES

3.1 Background

In January 2020 a Cabinet Members Decision Notice was approved to implement a series of street lighting dimming regimes that had been calculated to make an annual financial saving of £100,000. The dimming was initially implemented as a trial and formally adopted in April 2020 following no negative representations from members, key stakeholders and customers. The dimming regimes currently operational are as detailed below:

Residential lights (column heights 6m and shorter): dimmed by 20% between the hours of 21:00 and 05:00 hours, burn at 100% outside of these hours.

Traffic Routes (column heights greater than 6m): dimmed by 20% between 21:00 and 00:00, dimmed by 40% between the hours of 00:00 and 05:00, burn at 100% outside of these hours.

3.2 The dimming regimes detailed above are expected to save 649MWH equating to a cost saving of £100,000 when compared to the full lighting inventory operating at 100% illumination through all hours of darkness.

3.3 Proposal

Given the current unprecedented situation Peterborough's roads are extremely quiet and there may be an opportunity to increase dimming percentages and periods in the short term to generate additional savings. For the purpose of this CMDN calculations have been made for the months of May, June and July only. Given the unknown situation it may be possible to extend the period beyond July if appropriate, similarly there may be a need to revert to the present regime if traffic flows increase prior to the end of July. The savings opportunity will be directly proportionate to the amount of time restrictions are in place and traffic flow is reduced. The following dimming regimes have been calculated for May, June and July only:

Residential lights (column heights 6m and below): dim by 40% from switch on to switch off.

Traffic routes (column heights greater than 6m): dim by 40% from switch on to switch off.

3.4 Based on dark hours during May, June and July the above dimming regimes would save in region of 89MW and 22.6 tonnes of carbon which is the equivalent to a monetary value in the region of £13,000.

3.5 Considerations

Residential lights are designed to the lowest design specification when operating at 100%, therefore any dimming, including the current regime, of these lights takes residential lighting below recommended standards. The current regimes that dim residential lights by 20% is negligible and not noticeable to the naked eye. Increased dimming levels may be noticed

however given the time of year and the time at which the lights switch on and the current reduced traffic and pedestrian movements the proposed measures have been considered acceptable by Peterborough City Council Officers.

- 3.6 Traffic routes are designed in line with road class and peak traffic flows, when traffic flows decrease lighting levels can be decreased and remain in line with the recommended standard. Dimming in 20% increments aligns with the recommended standards for decreased traffic flows, see below for our current regime:

High/peak traffic flow = lights illuminated at 100%
Normal traffic flow = lights dimmed by 20% at 21:00
Low traffic flows = lights dimmed by 40% at 00:00

- 3.7 The above demonstrates that with the current dimming regime we are still able to maintain levels of light in line with current specifications.
- 3.8 The proposed regime suggests dimming traffic routes by 40% from switch on to off and therefore would continue to be illuminated to specification if referenced back to the British Standards as traffic volumes at present would always be considered low.
- 3.9 We will need to monitor traffic flows as restrictions are relaxed and when considered to be close to normal increase the lighting levels back to those agreed in January 2020. It may be possible to do a stepped return of the traffic routes an increase the levels to 20% from switch on to switch off prior to operating any period of 100% burn when traffic volumes have increased to normal levels.

4. CONSULTATION

- 4.1 The proposal has been discussed and supported by Cllr Holdich, Leader of the Council and Cllr Hiller, Cabinet Member for Strategic Planning and Commercial Strategy.

With the approval of the Chairman of Growth and Regeneration Scrutiny Committee, the urgency procedure, special urgency procedure, and waiver of call-in procedure have been invoked to suspend the requirement to publish notice of the decision for 28 days, to suspend the requirement to publish the decision for five days, and to subject the decision to a three day call-in period. These procedures have been invoked in order to apply the new dimming regimes as soon as possible in order to gain maximum savings.

- 4.1 The council will liaise with key stakeholders such as the emergency services, disability groups and local transport providers to ascertain any specific areas of concern they may have and monitor, review and potentially amend dimming regimes that may be perceived to be unacceptable.

5. ANTICIPATED OUTCOMES OR IMPACT

- 5.1 It is anticipated that the proposed dimming regimes will be approved and adopted as detailed in section 3.3 above.

6. REASON FOR THE RECOMMENDATION

- 6.1 This recommendation has been made to increase the street lighting energy saving opportunities during a period when road travel is significantly decreased as a direct result of the restrictions imposed in relation to Covid-19.

7. ALTERNATIVE OPTIONS CONSIDERED

- 7.1 No additional regimes were considered for this approval. If not approved street lighting would continue to operate as per the regimes approved in January 2020 detailed in section 3.1 above.

IMPLICATIONS

8. Financial Implications

- 8.1 If adopted for the full period identified in section 3.2 a saving in the region of £13,000 could be realised.
- 8.2 If the proposal is implemented for a longer period of time the savings will be greater and if implemented for a shorter period of time the savings will be decreased.

8.3 Legal Implications

- 8.4 There is no legal obligation to provide or maintain street lighting for the public highway. There is a legal obligation to maintain the structural and electrical integrity of assets that are erected and ensure they do not cause any health and safety risk to the public.
- 8.5 It is recommended that if an authority provides lighting on the highway that it is delivered to the correct British Standard. Residential lighting in Peterborough is currently dimmed by 20% during specified hours and therefore below standard during these times. The proposal is to reduce residential lighting by a further 20% at all times resulting in the lighting level being further adrift from the recommended standard.
- 8.6 The current dimming regimes on the traffic routes coincide with the timing of reduced traffic movements and therefore when dimmed are in line with the recommended British Standard. The proposal is for a blanket reduction of lighting by 40% at all times, given the current exceptionally low traffic volumes traffic routes will continue to be illuminated in line with the lighting standards.

8.7 Equalities Implications

It is not anticipated that any one identified group will be disproportionately affected by this proposal.

8.8 Carbon Impact Assessment

The proposed change to the street lighting regimes will reduce the Councils energy consumption. The regimes dim residential street lighting and traffic routes by 40% from switch on to switch off. The reduction in energy usage will be directly proportional to the time the regime is operational. If implemented for a 3 month period of May, June and July the savings are calculated to be in the region of 89,000kw and 22.6 tonnes of carbon.

9. DECLARATIONS / CONFLICTS OF INTEREST & DISPENSATIONS GRANTED

- 9.1 None.

10. BACKGROUND DOCUMENTS

10.1 Street Light Dimming - JAN20/CMDN/68

11. APPENDICES

11.1 None.