

**ENGINEERING BOARD
STREET LIGHTING GROUP**



14th January 2022

NOTES OF MEETING

In attendance

Keith Tovee	(KT)	East of England	Chair
Sue Kinsella	(SK)	South East	Vice Chair
Peter Harrison	(PH)	ILP	Secretary
Ian Moore	(IM)	Yorkshire	
Dean Wendelborn	(DW)	London	
Ken Pitt	(KP)	South West	
Rob Baines	(RB)	Midlands	
Jonathan Hurley	(JH)	Wales	
Felicity Luckett	(FL)	Transport for London	
Darren Hubbard	(DH)	North East	
Trevor Scott	(TS)	Northern Ireland	
Ron Parker	(RP)	North West	
Simon Langley	(SL)	Highways England	
Gary Wilson	(GW)	Scotland	
Gareth Pritchard	(GP)	HEA	
	(LF)		

Item 1 Attendance and Apologies

None.

Item 2 Notes and any O/S actions from previous meeting

None that will not be dealt with during the meeting.

Item 3 Health and Safety Issues plus Safety Alerts Distribution

Though not considered a safety issue, **RB** reported a wall mounted luminaire had been used in a suicide. **GP** reported the ICP fatality late in 2021 is still under investigation. **TS** reported a MEWP failure where an operative fell from height and is in intensive care. This incident is under investigation.

Item 4 Cycle by Design

It had previously been reported that capital cycling infrastructure improvements in Scotland, being administered by Sustrans were being declined if lighting was not included. In some situations, a risk assessment had determined that the provision of lighting was not required, but this was not being accepted. The matter has been elevated to UKLTB where following some discussion **PH** was requested to contact Sustrans to understand the issues. There was also some concern that the recent publication of "Cycle by Design" by Transport Scotland had seemingly categorised wrongly and there seemed to be no consultation with lighting professionals prior to its launch.

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PH reported **GW** had produced a report of the issues and he had met online with Sustrans Technical Director and their project manager to discuss the issues. The position now is that Sustrans are to arrange a meeting to further discuss the issues but that their assessments were based on future intended usage of the improved cycling facilities and that where risk assessments suggested lighting may not be required, they would give due consideration. **PH** had checked the Sustrans web site prior to his meeting where their recommendations for the provision of cycling infrastructure were placed and found no reference to PLG23 Lighting for Cycling Infrastructure that had been produced in conjunction with them and ILP. Also, references to BS5489 in relation to lighting was to previous edition of the Standard, not the current one. Sustrans has now updated its website so there is reference to PLG23 now and the current Standard. With regard to Cycle by Design, **GW** will pursue this through his SCOTS representation.

Item 5 Supply Chain Issues

GP reported that there were still significant issues with supply chain problems leading to equipment delivery delays and price increases. It is felt that this situation will continue throughout the year and is unlikely to improve until 2023, being subject to world events and covid restrictions around the world. This is leading to double digit price increases; in some cases these are massive compounded by component shortages. These problems are creating different problems for different manufacturers at different times so as a result the actual situation can be confusing. He advised working closely with suppliers to plan ahead giving indicative quantities as far ahead as possible. Other group members reported lantern and column delays and shortages, forward replacement and improvements programmes are being affected in the short term but may be improving later in the year. It was commented that this could have an impact on time limited capital schemes. **RB** reported he is experiencing 6-month delays in column deliveries. **GW** commented that it is disappointing that manufacturers are still accepting orders knowing there are likely to be long lead times.

Item 6 Solar and Wind Options

Added to the agenda by **KT** to stimulate a debate into the viability of these option in street lighting having exhausted options available for dimming, trimming and part night. **RB** has recently arranged a trial of solar lighting on a road where the electrical supply has been removed. So far it has worked well having been installed during the winter months when there will be maximum energy storage drain. **IM** has also recently installed a solar lighting trial and will report back on its performance. **SK** has been speaking to a company developing wind generation options from passing vehicles. **RP** reported that Lancashire have a remote subway that is solar powered that seems to be working as expected since it was installed over a year ago. He also reported on solar wig-wags installed in some remote villages are working well but the batteries need replacing every 3 years. **SK** reported that Hampshire have prepared a discussion paper about solar lighting and are about to commence trials. **PH** agreed to investigate the possibility of having an online presentation at the next meeting, there having been an article in the latest edition of Lighting Journal on this subject. **SL** reported National Highways are carrying out a number of trials of solar, wind and hybrid generation and feed-in tariffs around the country to assess their viability, the biggest concern being energy storage.

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Item 7 Regional Updates

Highways England (SL)

LED replacements for sodium lighting continues, funding surplus from upper Thames crossing was planned to be used but DfT are suggesting this is not within the scope the road investment strategy 2. This issue is due to be discussed by investment control for a decision week commencing 24th January. Currently updating MCHW 1400 currently with the entire suite of the MCHW series, due to be published in 2024 alongside the newly re-written DMRB. Scouting and repairs are now back to normal rather than just accident damage and significant outages.

East of England (KT)

The group are expecting and receiving energy pricing much higher than inflation, around 25p per unit being a 40 to 45% increase. Following the death of Sarah Everard, a committee has been established looking at the wider issues of women's safety involving stakeholders across the area taking views from emergency services and the public. The main concern seems to be poor lighting or no lighting so this is likely to be an escalating issue affecting lighting asset managers. Problems with a CMS provider is a concern and large-scale LED replacement programmes continue. The regions are also reporting an increase in CCTV installations where it is expected they will be attached to lighting columns. Finally, the upcoming jubilee celebrations for the Queen is creating a large number of requests for bunting.

All street lighting group members are experiencing many bunting installation requests. Generally, councils seem to be lenient to such requests. **IM** uses a series of conditions when dealing with such requests through the PFI concession. He will share this with the street lighting group by forwarding it to **PH** for distribution. **GW** suggested there should be a consistent approach to dealing with bunting either where a requesting is received for approval or installed without prior approval.

North West (RP)

Same problems as others have reported with delayed equipment deliveries. Lancashire have just updated their tender for supply of equipment and are expecting big cost increases for columns. Overall, not seriously affected by equipment delivery delays yet. Programmes are being delivered from prudential borrowing, but efficiency savings have affected much higher than anticipated costs. With regards to bunting, Lancashire have a licencing agreement that needs to be entered into. This is currently under review with the fee structure still to be agreed.

South East of England (SK)

Last group meeting was October 21st where it was reported that LED replacement programmes were going well with some ahead of programme. A question was raised regarding when individual LED chip failure would lead to it being deemed to have failed that stimulated a good debate. As reported by others, energy cost increases are a concern and the effect of this on service delivery. Another issue raised was with regard to delayed billing with one authority reporting up to a 6-months billing delay with billing enquiries also taking a long time to resolve. Supply chain delays were reported but with regard to different items across the various authorities. DNO fault repair delays

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have been causing problems across all authorities going back to the lockdown but recovery from this has been patchy as they seem to concentrate on a particular area at a time. This is particularly bad in the UK Power Networks area and a user forum group with them has made little difference. Receiving requests from residents wanting confirmation that their supply will be safe if a domestic EV charger is installed such that the vehicle may be near a street light. No such confirmation can be made so the resident has been referred to the DNO. Another issue with UK Power Networks was reported where there is a debate in situations when EV chargers are column mounted for the authority to ensure the network and supply is suitable and has the capability to accept the additional load. When faults occur the DNO want to charge the local authority for the repair as the fault was induced by the additional load as their infrastructure did not have the capacity. The DNO is also suggesting that column mounted EV chargers should be included in authority energy inventory reports.

South West of England (KP)

Meeting in November, the main discussion point was about increasing energy costs where one authority had reported an increase to 32p per unit that would only be honoured for 3 to 4 months. Other concerns discussed was about the supply of materials, its impact on the current and future capital programmes.

Regarding LED replacements, most have either finished or their programmes are substantially complete. Capital programmes are currently healthy but there is concern about the impact price increases and supply chain issues may have in their delivery.

Yorkshire (IM)

Meeting arranged with the region later in the month. So far, the highest energy price he has experienced is 20p per unit but are expecting price increases. Experiencing pressure for the lighting of cycling facilities to promote a travel modal shift. Colleagues in other parts of the region are reporting delays in budgets being confirmed where there has been a change to an elected mayor.

Midlands (RB)

Met on 5th October, where energy cost increases of 20 to 42% were discussed. Derbyshire's energy contract has a fixed rate until April and are expecting a large increase when it is renewed. Discussions held around the recent report and Lighting Journal article about the effect LED lighting is having on insect populations and the use of lighting columns for communicating with remote signals for monitoring. LED replacements show a mixed picture from Derbyshire where it is almost complete to Walsall is about to start, others are at mid to late programme. Discussions around smart cities as some are considering implementation. On-street EV charging and the provision of facilities is being planned by Nottinghamshire.

London & LoLEG (DW)

The last meeting was in November. With regard to EV charging on lighting columns, problems are still reported about nuisance tripping; up to 300 reports per week. The solution may be approval for use of the Open PEN device by ENA for on-street deployment. This approval is currently on hold

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as OFGEM has requested additional information prior to them making a decision. DW attended a government round-table in November about the future provision of EV facilities and whether this should be a statutory requirement for councils to provide. The view of the councils was that it should be the responsibility of the DNO for their provision. Delays in service delivery of new connections, transfers and fault repairs by UK Power Networks was reported that has been ongoing for the last 9-months. This has been exacerbated due to highway access restrictions due to reluctance by councils to allow sustainable transportation facilities to be closed. The 'State of the City' data has been collected by LoTAG for the previous year and has shown a maintenance backlog exacerbated due to funding settlement delays between TfL and DfT, from where the money emanates. Westminster is updating its carbon evaluation tool that quantifies the whole life carbon consequences of their operations and the materials they use. Again, there is concern about rising energy charges and possible supply chain issues. Most operations seem to be back to normal but many staff are still working from home.

Wales (JH)

Group met in October and reported there are still issues around 2-wire overhead lines and how they are being dealt with by their DNO. Concerns about energy price increases and whether the budget increases will be available to cover this next year. David Denner updated the group on the work of the UKLTB. Most authorities are continuing their LED programmes and with prices falling for main road lanterns, many are now developing programmes for these to be fast tracked.

Transport for London (FL)

Reported supply change challenges, may be affecting year end completion of projects. Still awaiting outcome of discussions with DfT regarding funding settlement. Are considering a number of options currently for asset renewal and investment programmes, that will be subject to the funding settlement. Focussed on opportunities for realising energy savings, some work being done on upgrading their 12,000 bus shelters currently with unreliable lighting to LED, with work expected to be completed within the next 6 to 9 months. However, supply chain problems may affect this programme. Having difficulties managing the decline of their aging CMS which is having an impact on maintenance operations. Having a lot of approaches from 3rd parties for shared access to lighting assets for various purposes such as air quality monitoring and CCTV.

Northern Ireland (TS)

Large capital budget at the start of the year to replace sodium light sources to LED and renew lighting columns over 40 years old is progressing well and seems to be on programme, though there are some supply chain issues. Main concern is price of energy, this is current 23p per unit a rise of around 10p since April. 48% of the stock is now LED but energy consumption savings are being cancelled by the energy price increases. It is hoped these increases will stabilise soon.

Started to develop an app for defect reporting and are in the final stages of testing it with the maintenance contractors. It is hoped to be ready for deployment at the end of February.

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No attachments are allowed to lighting columns except seasonal decorations where applicants must provide their own insurance. However, there are many unauthorised attachments that can be a problem to deal with. Regarding bunting and the like to celebrate the queen's jubilee, due to possible political difficulties in Northern Ireland, no decision has been taken as to how deal with applications.

Scotland (GW)

Have been working on the new framework contract and its technical specification, due to be issued in July that has 7 authorities on the panel. Concerned about escalating energy costs as other have reported as their collective energy contract is renewed in April. A couple of the city councils in Scotland have been approached by Infralink. They seem to be funded by Scotland 5G and are linked with Scottish Future Trust that were involved with the early work that led to their LED replacement programmes. On this occasion they are investigating 5G cell deployment through the street lighting assets. It seems draft agreements and contracts have been prepared for authorities, but the concern of asset managers is around access restrictions, safety and the public attitude to this work. Infralink are to be invited to deliver a presentation on their proposals to the next SCOTS group. Noted a significant increase in enquiries regarding obtrusive light emanating from festive lighting and other advertising displays. **PH** responded that PLG05 Brightness of advertising displays, is being updated in line with the work being carried out by CIE on obtrusive light from large format video displays.

North East (DH)

Similar to other areas where energy price increases are a concern. Experiencing fixed rate costs each month until April when new energy contract rates will commence. LED replacements are continuing throughout the area and there has been some discussion about colour temperature that should be used in subways to higher temperatures to deter loitering. Cumbria are currently undergoing a restructure that will lead to the authority being split into Westmorland and Cumberland. The PFI manager in Sunderland is leaving so a replacement has been advertised.

Item 7 Membership and Representation

Current membership representations can be found on the ADEPT web site and they do tend to change quite frequently. Some new members have joined <https://adeptnet.org.uk/membership>

Item 8 ADEPT Corporate Update/Information

There is a proposal to change the legal status of ADEPT. Currently it is an unincorporated association and want it to be changed to a company limited by guarantee. Comments on this change are invited until 31st January 2022. National traffic managers conference was held on 13th October and the annual conference was held on 18th and 19th November. Minutes are available on the web site. Items discussed included the change in legal status and a review of finance where it is expected for membership fees to increase. A LiveLab expo was held on 1st December, with an update available on the ADEPT web site. ADEPT is delivering monthly lunch and learn sessions. Next meeting will be the spring conference on 26th May in London.

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Item 9 National Meeting Feedback

i) UMSUG

SK reported that the main discussion point affecting lighting is a change the consumption reporting. Meter administrators report to 3 decimal places where the providers report to 1 decimal place. This is causing problems resolving energy billing by authorities, so the matter has been referred to a working group to propose a solution. The other lighting related issue discussed was the charge code solutions for smart street cities equipment mounted on street lights that do not seem to be charged correctly.

ii) HEA

GP reported the supply chain statement has been updated and delivered at the HEA conference. Work is being done on the development of the Highway Electrical Registration Scheme, the review of the highway electrical NVQs and the development of a supervisory NVQ. Been asked to get involved in the Digital Connectivity Infrastructure Accelerator which is being dealt with by Department for Culture Media and Sport in a joint project with DfT. Their purpose is to provide 2 publicly available Standards, the design and assessment of smart lighting columns and carry out individual negotiations with PFI contracts to modify them to accept additional equipment on lighting columns. As background 2G and 3G will cease after 2023. Currently, to be a 5G provider you also have to be a 2G and 3G provider too and this is seen as a barrier to new market entrants. ILP is represented and it is hoped to hold an event through ILP's LDC London on 7th April and the government departments have been asked if they wish to be represented to talk about their proposals.

iii) Lighting Column Technical Forum

GP reported that LCTF met in October and the main issues there are that work on European Standards are slowing. The main area of work is around passive safety, CEN TC50 is seeking to convert various passive safety classes into a single class. PD6547 is being review using a different fatigue measurement method that could be easier to use. The next meeting is scheduled for January.

iv) BSI

RB reported there has been little change to BS5489 as there was an update recently. Most of the work is around EN13201 to have a comparison table similar to the one in BS5489 included. There was a discussion around the inclusion for a uniformity requirement for P classes of 20% with a footnote on its application. Also, discussion on whether there should be guidance on the selection of light source colour temperature included.

v) ILP

Justin Blades has started as CEO, replacing Tracey White. Exterior Lighting Diploma Module B was delivered in October and Module A delivered in November with numbers reduced to 12 under a covid management protocol developed to safeguard attendees. More are due to be delivered 24th January, 14th February and 14th March. Professional Lighting Summit is planned to be held in June in Bristol. ILP strategy is being reviewed and is planned to be launched at the summit. In person events are being planned, the

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first was in November where there was a blended in-person/online webinar in London on the theme of sustainability and the circular economy. Also held outdoor in-person events, one being a tour of the illuminated river bridges in London and the other of lighting installations erected in Coventry as part of their city of culture year. With Lighting Liaison Group, ILP is partaking in consultation with Department for Business, Energy and Industrial Strategy (BEIS) regarding UK requirements for energy efficient light sources. These will be more onerous than EU requirements and currently the proposal would be for light sources to have an efficacy of 120 lm/Watt by 2025 moving to 140 lm/Watt by 2030. This not though to be a problem for LED street lighting, except monochromatic ecology friendly lighting, but there are concerns that some architectural, theatre and lighthouse lighting will not be able to meet this requirement. Currently, BEIS are reluctant to agree to exceptions but may have to. This could stifle the move to warmer LED colour temperatures and LEDs with a CCT lower than 2700^oK are unlikely to be compliant. Another difficulty to defining a light source where it is LED especially where it is embedded within a luminaire. PH stated he had notified ILP of his intention to retire at Easter but he may continue for a short time after then in some capacity until ILP recruit a replacement.

Item 10 ADEPT Engineering Board

<https://www.adeptnet.org.uk/groups/engineering>

Item 11 UKLTB

<http://www.ukroadsliasongroup.org/en/UKRLG-and-boards/uk-lighting-technology-board/uk-lighting-board-minutes.cfm>

Item 12 UMSUG

<https://www.elexon.co.uk/group/unmetered-supplies-user-group-umsug>

Item 13 Any Other Business

PH had received a call from David Lewis of Power Data Associates regarding the Managing Unmetered Electrical Street Lighting Inventories (MEUSLI) document needs updating. This was originally produced by ADEPT, ILP, TAG, ENA and ELEXON, the move to half-hour billing has meant it now needs to be updated. He has agreed to update the document to be reviewed by interested parties. It was agreed for this to be done and **PH** will contact David.

SL Reported there is a new DfT document published for inclusive mobility guide for best practice.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1044542/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf

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JH has received messages from British Telecom requesting asset information as part of their plans to share lighting with 5G cells. **DW** responded that lighting columns are classified as an extension of the highway, so this request is the first information as part of their deployment plans. **JH** is advised to refer this to his legal department and, possibly, procurement. In particular, safety information will be needed to cover emergency attendance and maintenance operations that may be affected by the need to give notice to isolate the supply. **PH** reminded the group of ILP Guidance Note 12 The Smart Lighting Column that gives some advice in this area.

<https://theilp.org.uk/publication/guidance-note-12-the-smart-lighting-column/>

Item 14 Dates of Future Meetings

ADEPT LG 18 th March 2022 24 th June 2022	UMSUG
ADEPT Engineering Board	UKLTB 23 rd June 2022