

**ENGINEERING BOARD  
STREET LIGHTING GROUP**



10<sup>th</sup> June 2021

**NOTES OF MEETING**

In attendance

Keith Tovee	<b>(KT)</b>	East of England	Chair
Peter Harrison	<b>(PH)</b>	ILP	Secretary
Graham Smith	<b>(GS)</b>	HEA	
Dean Wendelborn	<b>(DW)</b>	London	
Ken Pitt	<b>(KP)</b>	South West	
Rob Baines	<b>(RB)</b>	Midlands	
Jonathan Hurley	<b>(JH)</b>	Wales	
Sarah England	<b>(SE)</b>	City of London	
Felicity Luckett	<b>(FL)</b>	Transport for London	
Trevor Scott	<b>(TS)</b>	Northern Ireland	
Ron Parker	<b>(RP)</b>	North West	
Gary Wilson	<b>(GW)</b>	Scotland	

**Item 1 Attendance and Apologies**

Apologies were received from Sue Kinsella, Ian Moore, Darren Hubbard and Simon Langley. The chairman welcomed Ron Parker representing the North West and Gary Wilson representing Scotland.

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

**GS** has distributed the link to the details of the thermal device to check column base compartment temperature prior to access.

**Item 3 Health and Safety Issues plus Safety Alerts Distribution**

**GS** reported a fatality in the Buckinghamshire area the previous week where an experienced jointer, working for an ICP and HERS accredited company was electrocuted. An investigation is under way, a safety alert has been issued but no further information is available at this time.

**KT** reported issues since the last meeting, details are available on HEA website where automatic alerts can be set. Some of the alerts being:

- An arc flash incident reported by Highways England
- A MEWP bucket levelling issue reported by Volker
- A suspension for use of a particular model of cable identification tool by a DNO
- DNO fault causing a cabinet to become alive
- 11kV cable strike in Worcestershire
- A gantry sign fell onto the M6 carriageway
- Avon & Somerset Police reported criminal gangs live jointing in the highway to the distribution cables
- Departure from original design made on site had CDM consequences

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- Electric vehicle car charging illegally connected to street lighting
- Hypodermic needle attached to roadside cabinet steps handrail with chewing gum
- Cable damaged in Hatfield tunnel by over-height vehicle had caused damage to other vehicles

<https://thehea.org.uk/hea-resources/health-and-safety/>

**DW** reported a lighting column collapse following an inspection only 2 months earlier.

**Item 4 Supply Chain, Product and Raw Materials Availability and Rising Costs**

**GS** reported significant difficulties in some areas of the construction industry due to supply chain shortages. Covid, Brexit and the Suez Canal blockage has exacerbated the situation. Even bags of cement are in short supply and some manufacturers instead of reporting 4 to 6 weeks delivery are now quoting 4 to 6 months! This is outside the control of the industry and has the potential to create difficulties and price rises going forward. Lighting column manufacturers are reporting particular difficulties in obtaining materials with volatility prices. This is putting a massive risk on those with long-term fixed price contracts. There are similar problems with the supply of electronic components that will affect control gear and LED luminaire manufacture eventually

Around Christmas time UK Government issued its 'Construction Playbook' outlining good procedures in procurement with best value being the overall aim. It recommends involving the whole supply chain in the procurement rather than just a specification that could be seen as a wish-list that limits supply and does not always take account of lifecycle costs.

<https://www.gov.uk/government/publications/the-construction-playbook>

Others present reported similar supply problems with items such as lighting columns. **PH** reported that the matter would be discussed at Lighting Liaison Group and if there were any specific issues they need to be forwarded to either **GS** or **PH** prior to that meeting.

**Item 5 5G – Telecommunication Act Update**

**DW** reported there was little change since the previous meeting, lighting columns are classified as highway land and as such telecommunications companies have the right to attach their apparatus unless the columns are unsuitable. **PH** commented that ILP Guidance Note GN12/21 The Smart Lighting Column has been published and the link for its download has been distributed. The suggested approach should be to work with the applicant and insist they, not you, demonstrate the recommendations of GN12 have been met.

**Item 6 Regional Reports**

**East of England (KT)**

Held a recent meeting at which Suffolk spoke about their 'Live-Lab' trials. They have had some wireless communications issues coping with differing environments. A 'Live-Lab 2' is expected that could have a budget of £33m to develop working processes for use by others. Another issue discussed was EV car charging and associated costs. Using an RCD requires a 3-month test to ensure correct operation and represents additional costs for the highway authority. The Essex and

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Suffolk LED conversions are progressing well. It was reported that IDNO's in Suffolk installing 'non-DNO type' equipment; they had installed SWA type cable.

**North West (RP)**

Section 38 schemes tend to be lit other than some smaller cul-de-sacs. Lancashire are on the final phase of their LED replacement programme with about 1,000 to complete of 155,000; the majority are dimmed from 19:00 to 07:00. Now trying to get funding for column replacements after experiencing 2 collapsing, with these not tending to be the oldest units. Bury have started a column replacement scheme and Wigan are investigating the use of solar powered lanterns.

**South West of England (KP)**

Meeting held earlier in June. Most of the conversation was relating to future LED installations so the discussion led by **GS** will be useful to pass on to the group. Gloucestershire have almost finished their LED conversions, there are around 200 more to do out of 60,00 and there are some subways also to address. There are some concerns about ongoing energy charge increases and the pressure on all local authorities to reduce the carbon footprint.

**Midlands (RB)**

The group met at the end of April, with much discussion about banner attachments to lighting columns carrying Covid information; around 200 have been installed in Derbyshire alone. Some authorities don't allow any attachments, some are similar to Derbyshire where if they are refused this will be overturned by senior management. Some discussion on the Light Aware document, more requests for lighting are being received, especially in the more urban areas. Lincolnshire are introducing a mechanism to reverse part-night lighting where organisations such as parish councils can opt to fund all-night lighting. Warwickshire will not allow individuals to fund a return to all-night lighting. Derbyshire have noticed requests for lighting in some rural parts of the High Peak. Lincolnshire development control are reported as not wanting street lighting installed on Section 38 developments. The consensus of the group was that this was a risk as there could be pressure to install lighting after development completion from council funds. Some of the group reported that an alternative could be to install ducting and a private cable network to reduce post-development installation costs. **PH** explained when he had dealt with this previously, the developer agreed to add the cost of street lighting installation into a fund. If there was no call on the money from residents or the parish council for a period after development completion, then the money would be returned to the developer. Warwickshire are undertaking a study into the effectiveness of part night lighting. Leicester are examining a pilot on-street EV charging system. Walsall have concerns about the installation of 5G onto their PFI infrastructure.

**London & LoLEG (DW)**

The group received a presentation from Power Data Associates regarding energy savings over the previous year. 40% energy savings from 2010 have been reported with Barnet, Enfield and City of London showing the greatest savings through their CMS. Discussion was held on the harmonisation of G12 regulations by Energy Networks Association (ENA) regarding on-street EV charging stations and the use of earth proving techniques. If this is accepted the 2.5m exclusion zone where all

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supplies need to be changed to TT may be relaxed. Difficulties were reported regarding SEC refusing to allow earth mats near PME installations. UK Power Networks are moving reporting online so faults and service requests can be made using their mapping system. There have been drone asset surveys carried out on M25, this is being considered for use by some London authorities to verify asset management systems. A column collapse occurred shortly after it was inspected. The difficulty is determining the deterioration behind large cast iron embellishments. **DW** is investigating to see if techniques from the oil and gas, or similar industries have anything that could be used. To mitigate this, alternative embellishment materials are being used, such as recycled plastics that will allow them to be removed for columns testing. There is also a move to investigate the use of materials for all equipment to reduce the carbon footprint in its manufacture and ways of using renewable energy such as wind and solar.

**Wales (JH)**

Held all-Wales lighting group meeting on 26<sup>th</sup> May. HSE have visited several authorities to check their compliance with good practice. Welsh government are intending monitoring and measuring the net-zero carbon targets to ensure each authority is compliant. Procurement was discussed as there is to be an all-Wales supply contract, to be implemented next year. Capital budget in Swansea has been doubled for lighting. Not requiring street lighting on new developments is being considered. **JH** enquired about access to Highways England safety alert notifications. **GS** will explain the process after the meeting.

**City of London (SE)**

Dimming to 30% on main roads and 60% on subsidiary roads. Have a lighting strategy and have profiles for places and wayfinding. Police have access to the CMS and are able to turn up the lighting to 100% and there are some areas where anti-social behaviour was a problem have benefitted by increased lighting levels during certain hours.

**Northern Ireland (TS)**

Received large capital funding this year that is likely to stretch the staff resources, is hoping there are no issues with supplies as there are issues in Ireland with the receipt of goods in accordance with the Brexit protocol. Aim to retrofit 30,000 LED's, with such a large programme the easier ones to change will be programmed first. Contractors have reported issues recruiting sufficient operatives, so this will be an added problem. There are over 40,000 lighting columns over 40 years old so they will be prioritised for replacement. Increasing energy costs are a problem with an estimated additional £3m to £4m spend expected this year. **GS** advised early engagement with the supply chain to ease any potential supply problems previously discussed and suggested long term planning is the way forward.

**Scotland (GW)**

Had a group meeting in April at which **GS** gave a presentation about the Highway Sector Scheme and training. Many of the issues affecting Scotland are the same as other groups, but one of the problems identified is to try to improve engagement. Time was spend reviewing the group structure to improve engagement. A sub-committee is being created by more experienced members to take

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the lead on specific issues; to become portfolio holders on such matters as supply chain, 5G, EV changing etc. These will facilitate small working groups of 2 or 3 member authorities, and they will focus on these matters. It is considered this will encourage those newer to the industry to become involved especially as there is a worrying trend for the lighting management function to be part of an asset manager or other parts of the roads network management, without maintaining specific lighting expertise. This is possibly emanating from an attitude that LED lighting, where fitted, is fit and forget. These changes are intended to create more engagement with national bodies and more resilience in Scotland's representation. Members have reported issues with active travel to give more space to pedestrians and cyclists. This is putting pressure through the funding bodies, to install lighting in areas where there would not normally be provided. This is contrary to the carbon reduction plans of most authorities. Such is the pressure, that despite impact assessments at each site suggesting lighting is not necessary, there is a threat to withhold funding if lighting is not installed.

**Transport for London (FL)**

Financial issues have led to 6 months funding from DfT currently, so this has had an impact on capital works delivery. Planning to undertake some works, especially continuing the LED replacement programme where about 35% of assets have been converted. CMS extension is on hold currently but are working with suppliers to optimise the potential for savings. The network does not, currently, use its dimming capability. Would welcome any feedback from the group as to potential savings by applying dimming to build a business case. The CMS currently in use is of an older hardware type that is considered in need of upgrading.

**Item 7 Membership and Representation**

No changes to report. Membership updates can be found on the web site, regional chairs will need to monitor this regularly for new and removed members <https://adeptnet.org.uk/membership>

**Item 8 ADEPT Corporate Update/Information**

KT reported that there had just been the spring seminar on 27<sup>th</sup> May, no information yet about that. The national traffic managers conference will be on 13<sup>th</sup> October and ADEPT autumn conference will be on 18<sup>th</sup> and 19<sup>th</sup> November. There will be a Live Lab expo on 1<sup>st</sup> December 2021.

**Item 9 National Meeting Feedback**

- i) **UMSUG**  
Attended by KT, sensor ready drivers charging is being investigated to create a charge code.
- ii) **HEA**  
GS Planning conference for end October but do not currently know what restrictions will be necessary. The HEA golf day is to be held on 15<sup>th</sup> June and is well subscribed.
- iii) **Lighting Column Technical Forum**  
GS Discussion on materials supply and availability.
- iv) **BSI**

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**RB** Recently been a vote on the update of BS EN13201, especially since the update of BS5489 and the need to update the power density calculation.

v) **ILP**

**PH** AGM 15<sup>th</sup> June, starting at 10:30 with the AGM at 12:00. GN01 has been updated to a 2021 version with worked examples, explanations of UFR and some definitions included. GN12/21 The Smart Lighting Column has been published and PLG26 Corrosion. Protection for Minor Structures is about to be published to replace TR26 and the guidance on galvanising and column root protection. Looking to start the Exterior Lighting Diploma again in Autumn. Tracey White, Chief Executive has announced she will be standing down to live overseas, so a recruitment process has started to replace her.

**PH** also announced he would be retiring within the next year, probably end of March 2022.

**Item 10 ADEPT Engineering Board**

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

**Item 11 UKLTB**

<http://www.ukroadsliaisongroup.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**

RB enquired about the use of large format video screens for unmetered energy billing. It was suggested that contacting Staffordshire or Birmingham may be advantageous as they have similar equipment in use.

**Item 15 Dates of Future Meetings**

ADEPT LG 30 <sup>th</sup> September 2021	UMSUG 16 <sup>th</sup> June 2021 22 <sup>nd</sup> September 2021 15 <sup>th</sup> December 2021
ADEPT Engineering Board 25 <sup>th</sup> June 2021	UKLTB 24 <sup>th</sup> June 2021