

**ENGINEERING BOARD  
STREET LIGHTING GROUP**



9<sup>th</sup> July 2020

**NOTES OF MEETING**

In attendance

Keith Tovee	(KT)	East of England	Chair
Sue Kinsella	(SK)	South East	Vice Chair
Peter Harrison	(PH)	ILP	Secretary
Graham Smith	(GS)	HEA	
Trevor Scott	(TS)	Northern Ireland	
Dean Wendelborn	(DW)	London	
Ian Moore	(IM)	Yorkshire	
Ken Pitt	(KP)	South West of England	
Darren Hubbard	(DH)	North of England	
Rob Baines	(RB)	Midlands	
Jonathan Hurley	(JH)	Wales	

**Item 1 Attendance and Apologies**

Apologies were received from Martin Dunwell (MD) and Simon Langley (SL). The chairman welcomed Peter Harrison who replaces Stuart Bulmer as secretary. The meeting acknowledged the work Stuart had done for the group and expressed disappointed that they were unable thank him in person due to the cancellation of the meeting in March.

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

The meeting notes for the last meeting on 19<sup>th</sup> September were accepted and actions would be dealt within the agenda.

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

**KT** reported on a safety alert issued concerning hand sanitiser bottles left in vehicles on hot days when there was a risk of evaporating alcohol causing explosion.

**SK** reported there had been an incident in Kent where razor blades had been attached to illegal 5G warning signs.

**KT** reported the collapse of a cast iron column in Bury St Edmonds and of the independent report into the circumstances.

**PH** reported the ILP were developing a process for dealing with safety alerts. Some discussion had taken place with HEA as they had a dedicated web page for these alerts. **PH** will share the process map. (attached to these minutes)

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**Item 4 Regional Updates**

**East of England (KT)**

Essex was carrying out a stock review to see if all their lighting was still necessary. In some situations, individual installations could be removed due to the proximity of newer schemes that duplicated the lighting of the road. Essex and Suffolk were undertaking large LED replacement schemes. An issue was reported regarding verification as to ownership, and therefore responsibility for inspection and replacement, of cut-outs. It had been established they were owned by UKPN.

**Northern Ireland (TS)**

LED retrofitting was continuing; 30,000 were expected over the next year. There had been some service suspension due to Covid-19; their contractor was back to normal operations at the end of May but observing social distancing.

**South East of England (SK)**

Kent have completed 120,000 LED CMS enabled lantern replacements. This was producing 70% energy savings. Regional meeting was held on 22<sup>nd</sup> April. Most authorities were running reasonably well. However, there were real issues regarding the services delivered by UKPN as they had almost shut down due to Covid-19 and were still not operating a normal service, causing significant works backlog. The issue of ATOMS adoption was discussed and not all authorities had adopted the new document.

**North of England (DH)**

The main issue currently is electric vehicle (EV) charging points on the highway. Authorities in this area are looking for policies that others had developed to assist them creating their own. **DW** shared a link to documents used in London. In particular GULCS, a document that sets out good practice in EV charging from lighting columns setting out the process from funding, through procurement to installation. **GS** remarked that EV are currently the vogue and there is some concern from Distribution Network Operators regarding metering, the preferred systems being through Central Management Systems or a virtual meter.

**Yorkshire (IM)**

There has been little contact during the Covid-19 lockdown and therefore little feedback. **IM** is looking at ways to re-engage the region. Most areas in the region are undertaking LED replacement schemes with the Leeds LED replacement scheme is progressing, where it is anticipating energy savings of 62%, although energy costs are increasing ahead of inflation. **IM** reported the death of a worker from Wakefield street lighting PFI of Covid-19.

**South West of England (KP)**

LED conversion works are progressing in most areas. Covid-19 did affect all areas but now it seems there is business as usual, with social distancing arrangements. There is concern that the DNO are slow and not delivering their usual service.

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**Midlands (RB)**

There has been no regional meeting since October 2019 when they discussed LED colour temperature specifications. Most are undertaking LED replacements. **RB** asked about schemes for lighting designer competence as some submitted development designs fell well short of what was considered adequate. **PH** responded that ILP had a competence scheme description of different classifications and was working on a specific scheme for designers. Highways England TD501 contains some requirements for designer competency.

<https://www.standardsforhighways.co.uk/dmrb/search/07c88b7e-bd8f-43c8-bdd9-49bfb86d6878>

**PH** suggested that a process may be considered within the residential or commercial design guides to include a design brief and design approvals processes, though this can be time consuming. **DW** described the requirements in BS5489-1 2020 Section 3.1.3

*competent person - person who has training and experience relevant to the matter being addressed and an understanding of the requirements of the particular task being approached NOTE A competent person is expected to be able to provide a reasonable interpretation of and advise on the best means by which the recommendations of this British Standard may be implemented.*

**London (DW)**

On the subject of EV charging points, **DW** shared a link to documents produced by London Councils.

<https://www.londoncouncils.gov.uk/our-key-themes/transport/roads/gulcs>

Covid-19 had affected planned works but now most operations are back to normal with enhanced working arrangements. UKPN initially stopped all works at the start of the lockdown but are now operating as normal. A London benchmarking exercise has shown that there has been an overall reduction of 32% in lighting energy consumption. The London authorities are now considering specifying 100% green energy by 2030. There have been reported instances of 5G Freedom of Information requests. The information provided by ILP had helped most respond. Westminster are investigating the use of removable embellishment kits to allow more accurate structural testing.

Research in London had revealed a £1bn backlog in lighting asset replacements. There are issues with re-allocated road space to accommodate alternative modes of transport as people return to work after lockdown. In London these need to be modelled to understand the impact on other road users. This is undertaken by staff at TfL but they had been furloughed, causing delays.

**Wales (JH)**

LED replacement schemes were continuing. The last meeting of the region was 2<sup>nd</sup> June where it was reported that most authorities and contractors were back at work and having two people in one vehicle was being re-introduced. There was a reported delay in getting DNO works completed.

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### **Item 5 Membership and Representation**

This was discussed and each area representative was requested to review their area membership and suggest amendments. **KT** reiterated his aim to get all areas fully represented for the benefit of the industry.

### **Item 6 GN22 ATOMS Issues**

**PH** described the latest spreadsheet model that has been developed to address user feedback for a line-by-line condition indicator. A manual calculation example has also been produced by the authors that contains all the factors needed to carry out calculation of Column Condition Index (CCI). These were being peer reviewed prior to general release. One asset management software company was reported to be developing an ATOMS module to their system and this would negate the need for the software model as it would be embedded. **DH** produced a list of questions relating to costs of the inspections and use of the information. Though ATOMS does require severity and extents assessments to be made for each element of the asset, the only additional cost is the collection of A1 to E5 assessments rather than the 1 to 4 for each element described in TR22. The aim of ATOMS is to assess the long-term funding requirements for the management of assets, based upon known levels of risk, gained from regular inspections. Following TR22 was too prescriptive, ATOMS has a mechanism that allows inspection frequencies to be risk assessed based on known information, allows what-if scenarios to be carried out to direct funding to where it will make the biggest impact. By monitoring CCI, the state of the stock can be monitored to demonstrate whether there is a steady state, it's getting better or getting worse, thereby reporting the risk. Another question related to the choice of assessment indicators. **PH** responded that these were directly aligned to the ones used by managers of other highway asset groups such as pavements, carriageways, drainage and structures. Therefore, an A1 to E5 had the same meaning across all highway asset groups and therefore stock condition assessments. The full benefit of ATOMS will not be gained until the modelling embedded within asset management systems or an enhanced model is deployed.

### **Item 7 5G Installations**

**SK** asked what information was available regarding shared use of highway assets with 5G equipment installers and operators. **DW** shared information regarding the definition of 'land' and the rights of 5G operators to have access. There was a general discussion where concerns were raised regarding emergency arrangements, disconnection of electrical supply, segregation of equipment and if the 5G apparatus was on a lighting asset or there was a light on the 5G apparatus. It was incumbent of the 5G operators to ensure the structural and electrical integrity of the column. **DW** reported that there was potential for income from shared use but care needed to be taken with the terms and conditions of any agreement to ensure they were for a predetermined period not open ended.

### **Item 8 ADEPT Corporate Update/Information**

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There was nothing to report on this item.

### **Item 9 National Meeting Feedback**

- i) **UMSUG**  
KT and SK were unable to attend meeting on 24/6/20. Minutes are available.  
<https://www.elexon.co.uk/meeting/umsug-128/>
- ii) **HEA**  
Update not provided
- iii) **Lighting Column Technical Forum**  
Email received from LCTF requesting support to initiate this work is needed for it to be funded by BSI. **KT** will consider a response
- iv) **BSI**  
Representation here is vacant, KH requested representative to consider nominations.
- v) **ILP**  
**PH** outlined the progress of ILP in several technical documents including:  
GN01 Obtrusive light – update to be released soon with worked examples  
Car parks – GN being produced  
Short tunnels – at the publisher and due to be released soon, based on work commissioned by Highways England  
Overhead lines – GN being produced, at first review  
Surge protection – GN almost ready for first review  
Lighting for subsidiary roads – Updated PLG03 has started  
Lighting for cycle tracks – PLG at first review, expected by end of July/early August  
Total cost of ownership – guidance being prepared for a common lifecycle model  
Corrosion protection – update of TR28 at final review stage  
The humble lamp post – guidance for smart cities shared asset use, nearing completion  
Passive safety – work on updating this has just started

### **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**

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Discussions suggested there were significant differences regarding increasing costs of unmetered energy, regional representatives reported increases ranging from 10% to 25%, depending on the contract type and duration.

Changes in ELEXON policies were reported in relation to 100kW trading arrangements where moves to half hourly were being encouraged.

Regarding production of the 'state of the nation' report, there was still a struggle to get information from DNO's. **SK** suggested SALIX were requesting this information as it would influence their forward funding.

**SK** enquired about notes of regional meetings and whether they should be collected. **TK** suggested this should be done. He will discuss with **PH** and it is hoped to establish a suitable location.

**Item 14 Dates of Future Meetings**

ADEPT LG 17 <sup>th</sup> September 2020	UMSUG 16 <sup>th</sup> September 2020
ADEPT Engineering Board 9 <sup>th</sup> October 2020	UKLB 29 <sup>th</sup> September 2020

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## ILP Safety Alerts Process

