

**Minutes of the 53<sup>rd</sup> meeting of the UK Lighting Board (UKLB) held on 30 June 2017 at the Department for Infrastructure Northern Ireland, Clarence Court, 10-18, Adelaide Street, Belfast**

**Present (Board members):**

Lindsay McGregor	Scottish Futures Trust representing SCOTS (Chairman)
Bijan Bassiri	Transport Scotland
Steve Berry	Department for Transport
Joe Cochrane	Transport Northern Ireland
David Denner	Welsh Government
Dave Johnson	Transport for London, representing ADEPT
Graham Smith	Highway Electrical Association
Keith	ILP
Justin Ward	CIHT [Secretariat]

**1. Welcome, introduction and apologies**

Lindsay welcomed everyone to the meeting and said that Francis Miskelly, who had represented Infrastructure Northern Ireland on the Board for over 12 years was due to be replaced by Joe Cochrane. The Board recognised his valuable contribution to the Board. They also recorded their thanks to Gareth Pritchard from the HEA who had been replaced by Graham Smith. Apologies were noted for Ian Hardy, Stuart Bulmer, Stuart Beale and Mark Anderson.

**2. Notes of last meeting**

The Board noted the accuracy of the minutes. Dave Johnson noted that the old Codes would be withdrawn by 2018 and the inference from the UKRLG website was that authorities must adopt the new Code by October 2018. Dave proposed that the language on the website was amended slightly to which the Board agreed.

**Action: Justin Ward, Steve Berry, Dave Johnson and Lindsay McGregor to review the wording on the UKRLG website regarding implementation of 'Well-managed Highway Infrastructure'**

David Denner proposed that a document by UKRLG might require an update given recent changes, the Board welcomed this suggestion.

**Action: UKRLG to consider if the Management of Electronic Traffic Equipment requires an update due to new technology being installed on the network and with the focus on smart cities and technology.**

There was a discussion on representation by OFGEM.

**Action: Steve Berry to explore possibilities for having OFGEM represented on the UK Lighting Board**

Steve raised a point on SALIX funding noting that authorities felt there could be a barrier to using this funding route as there could be procurement issues in that there was only a time limited period to draw down the funding. Dave Johnson said that Steve was spot on, that

this was an accurate perception from authorities, but that the reality was different. Steve highlighted the need to provide evidence that SALIX funding offered greater flexibility than perhaps it was perceived and that a lighting scheme in Southend could be a useful example for a demonstration of this.

**Action: DfT to meet with SALIX to explore increasing awareness/use of this funding option that allows authorities to upgrade their lighting**

**Action: Justin Ward to work with Southend to share information on the use of SALIX**

**Action: Lindsay McGregor to invite SALIX to the next meeting of the UK Lighting Board**

### **3. UK Roads Liaison Group**

Lindsay noted the issue of the Traffic Signs Manual and potential varying message from TSRGD on sign illumination. Steve said that as there were new Ministers in place, if the Board felt it appropriate they could always write a letter to the new Minister in post outlining their views. The Board welcomed this suggestion.

**Action: Lindsay McGregor to table a draft letter to the UKRLG meeting on sign illumination for the Minister**

### **4. Draft UKRLG Business Plan**

The Board noted the updated plan and David Denner asked if there was consideration that the Board structure was still relevant given smart cities and changes with innovation and technology. Steve Berry proposed that the Asset Management Group could include a remit to focus on technology, the Board supported this suggestion.

**Action: UKRLG to consider that the Asset Management Group include a remit on technology**

### **5. LEDs – market place and future technologies**

Steve Berry outlined that the Department was keen to undertake some live lab trial, using a section of road and using this to test new innovations and technologies. Steve also proposed potential innovative ways of using economies of scale and funding approaches to accelerate further upgrades to lighting infrastructure. Steve then outlined how work on smart cities was demonstrating greater uses of lighting infrastructure – for instance with sensors for collecting other data (e.g. weather data, or data that could be sold to third parties and therefore generating potential revenue from the assets). Steve noted that if technology offered these new opportunities this could potentially alter asset ownership to alternative options such as leasing models.

Lindsay McGregor replied noting that lots of authorities are looking at new ways of working and that technology was maturing in a lot of areas. He did add that sometimes innovation is undermined by poor past experience from authorities. David added that resource constraints also meant that considering innovation could be difficult.

The Board noted that a lot of change was occurring in the sector and that it was sometimes difficult to keep pace with. David Denner noted that the Technology Scanning reports that were passed on from the DfT were useful.

**Action: Steve Berry to explore the Technology Scanning Reports service as previously provided to the DfT**

## 6. Electricity Framework Contracts

Lindsay provided an overview of the need to find out more information on costs involved in different areas of purchasing energy. Steve Berry offered to provide some support.

**Action: Lindsay McGregor to contact Steve Berry on what information he needs for Electricity Framework Contracts**

## 7. State of nation for street lighting

At the UK lighting board there was a discussion on street lighting management information, specifically about inventory data and investment needs, but also the impact that street lighting has on night time road casualties and street crime.

Dave Johnson said that in terms of what lighting stock we have on our streets probably the easiest and most reliable source of data is that held by the Unmetered Supplies Operators (UMSO), embedded units in each DNO. There are only six UMSOs in GB and one more in NI, so a much condensed source of information than local highway authorities.

Most street lighting in the UK is fed by unmetered supply. It is a condition of the Unmetered Supply agreement that an accurate inventory is maintained by the customer in a standard format and submitted to the UMSO on a regular basis. The standard inventory format includes location, lamp type, wattage and burn hours. The UMSO routinely converts that detailed inventory into a summary for onward transmission to the energy supplier for settlement purposes.

Access to those summaries from just a small number of UMSOs will give a robust picture of the number of LED and other light sources, number of part night lights, number of CMS units etc. As this data is routinely used for energy settlement purposes so there will be negligible additional cost to providing extracts for analysis of changing light sources and use over time. This data source will not give us anything related to column conditions.

Turning then to the impact and benefits that we realise from investing in street lighting. From the detailed inventories supplied to the UMSOs we can see location, lamp type and burn hours. There may be modest processing costs at the UMSOs as not all authorities provide data in the standard format, but perhaps they should be encouraged to do so. That data could potentially be mapped against available road casualty and crime data to give an overview of the impact that change to street lighting has on them. Once the data flow process was established, analysis could be repeated over time to improve confidence in the results and then be used to support local investment plans and business cases. It should also assist Government in directing finite resources to where it will give maximum return.

From the above we will know the total number of street lights and can estimate the number of columns. We know that a typical column will last 40-50 years, so can determine the investment needed to maintain the status quo. We can then look at the number of columns being produced by the main suppliers to see if we are gaining or losing ground. All of the above can be compared with data obtained directly from local authorities. From discussions with UMSOs and others Dave said that he believed this to be a practicable proposition.

Steve Berry said that DfT could assist with this as they have a data analyst company that had the relevant experience in this area as DfT had undertaken mapping of bridges as part of the national flood risk resilience review looking at embedded utilities as part of this. Lindsay noted that the mapping dimension would be a benefit of the project. Dave also noted that for crime data the UCL Jill Dando Institute of Security and Crime Science could be useful for elements of data on crime.

**Action: Lindsay McGregor to outline to Steve Berry the proposal for developing a state of nation report for street lighting based on the outline from Dave Johnson**

#### **8. Guidance on risk approach to illumination of Traffic Signs update**

Dave Johnson provided an update on the research project.

There was a discussion on wider funding of research. Steve suggested a top-slicing of the needs element of HM Block Funding to pay for research, subscriptions, attendance at BSI meetings. The funding would be based on a formula to be agreed. David Denner said he thought that this was really good and showed innovation.

#### **9. Any other business**

**LED and health concerns** – the Board noted the work on this, but following a discussion the Board agreed that the advice from Public Health England was the most definitive position on this, report here (you need to login to get the PDF but it is free)

<http://www.cibse.org/knowledge/knowledge-items/detail?id=a0q20000008l6z6>

**Electric vehicle charging** – Dave Johnson said that there was a need for some amendments to legislation in regards to this issue.

**Action: Dave Johnson to outline legislative changes for electric vehicle charging**

Lancaster was cited as a useful example of a good business case in regards to their submission for the Challenge Fund.

Lindsay closed the meeting thanking Joe for hosting.