

UK Roads Liaison Group

UK Lighting Board

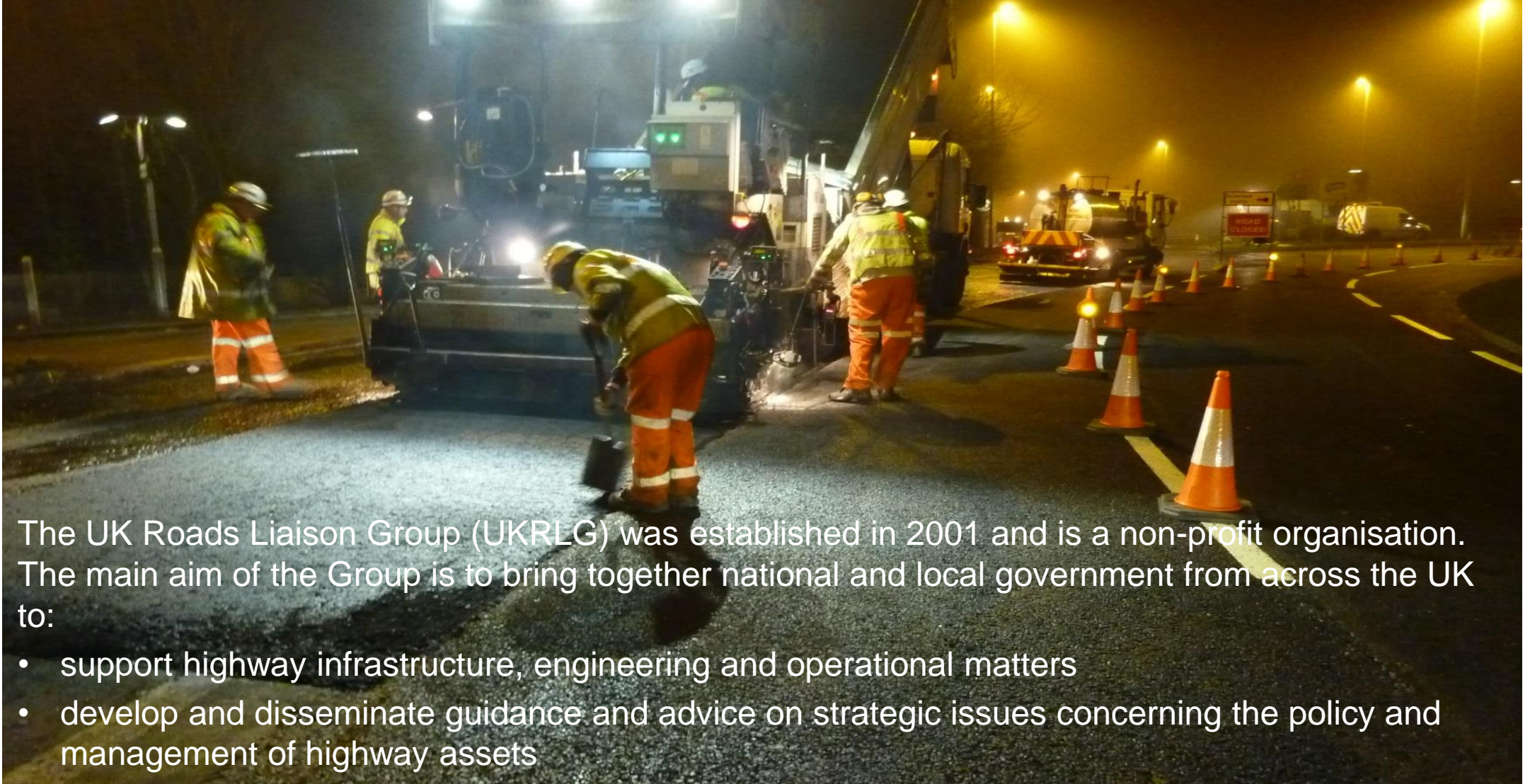


Lindsay McGregor CEng MIET MILP

Who are the Scottish Futures Trust ?

- Established in 2009 by the Scottish Government as an independent Company to achieve maximum value when public money is spent on infrastructure.
- SFT vision is '*World class infrastructure for the people of Scotland*' and across our work areas our skills are focused on ;
 - **Additionality** - investing more, over and above restrained capital budgets.
 - **Collaboration** - working with others to save money and improve services, and
 - **Innovation** - changing the status quo to deliver better outcomes
- Since 2009, the cumulative value of benefits generated to date amounts to over £640m.

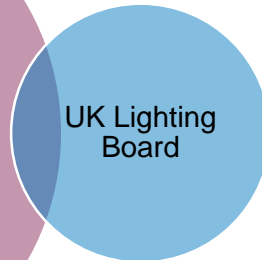
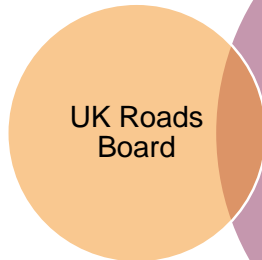
What is the Purpose ?



The UK Roads Liaison Group (UKRLG) was established in 2001 and is a non-profit organisation. The main aim of the Group is to bring together national and local government from across the UK to:

- support highway infrastructure, engineering and operational matters
- develop and disseminate guidance and advice on strategic issues concerning the policy and management of highway assets

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Develop and promote best practice



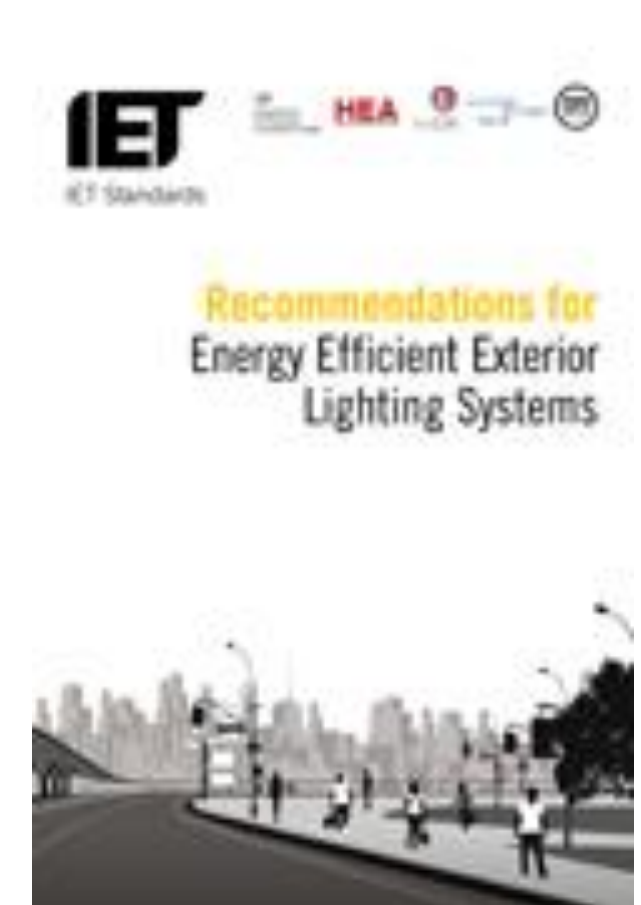
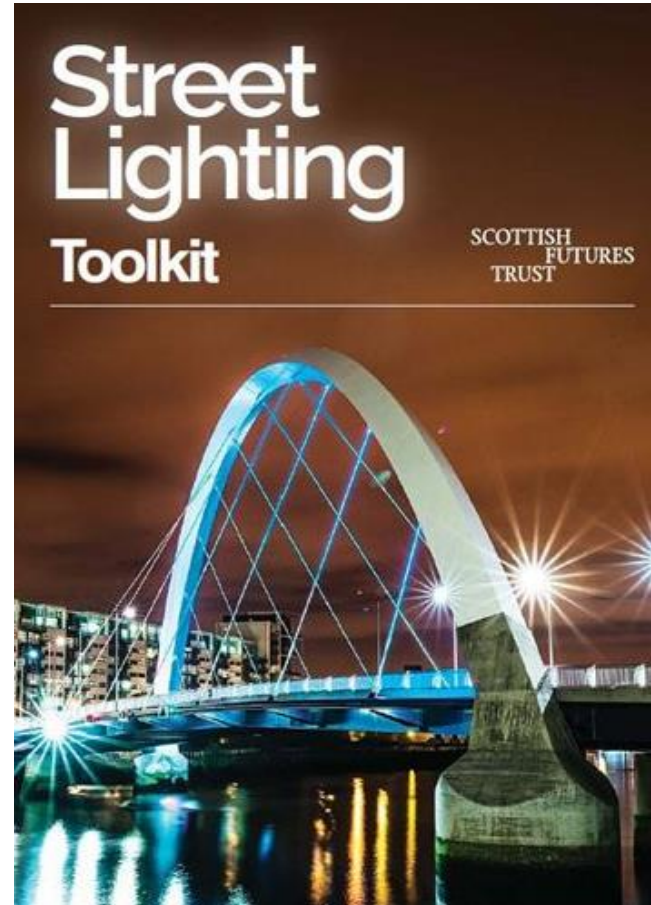
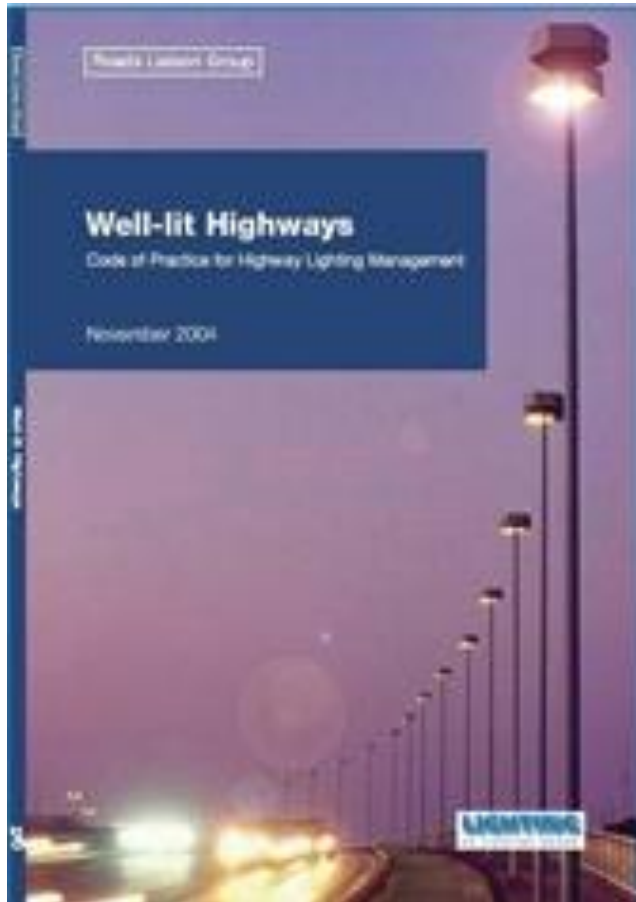
Be a source of advice to national governments, local authorities and professional bodies

Further the uptake of best practice



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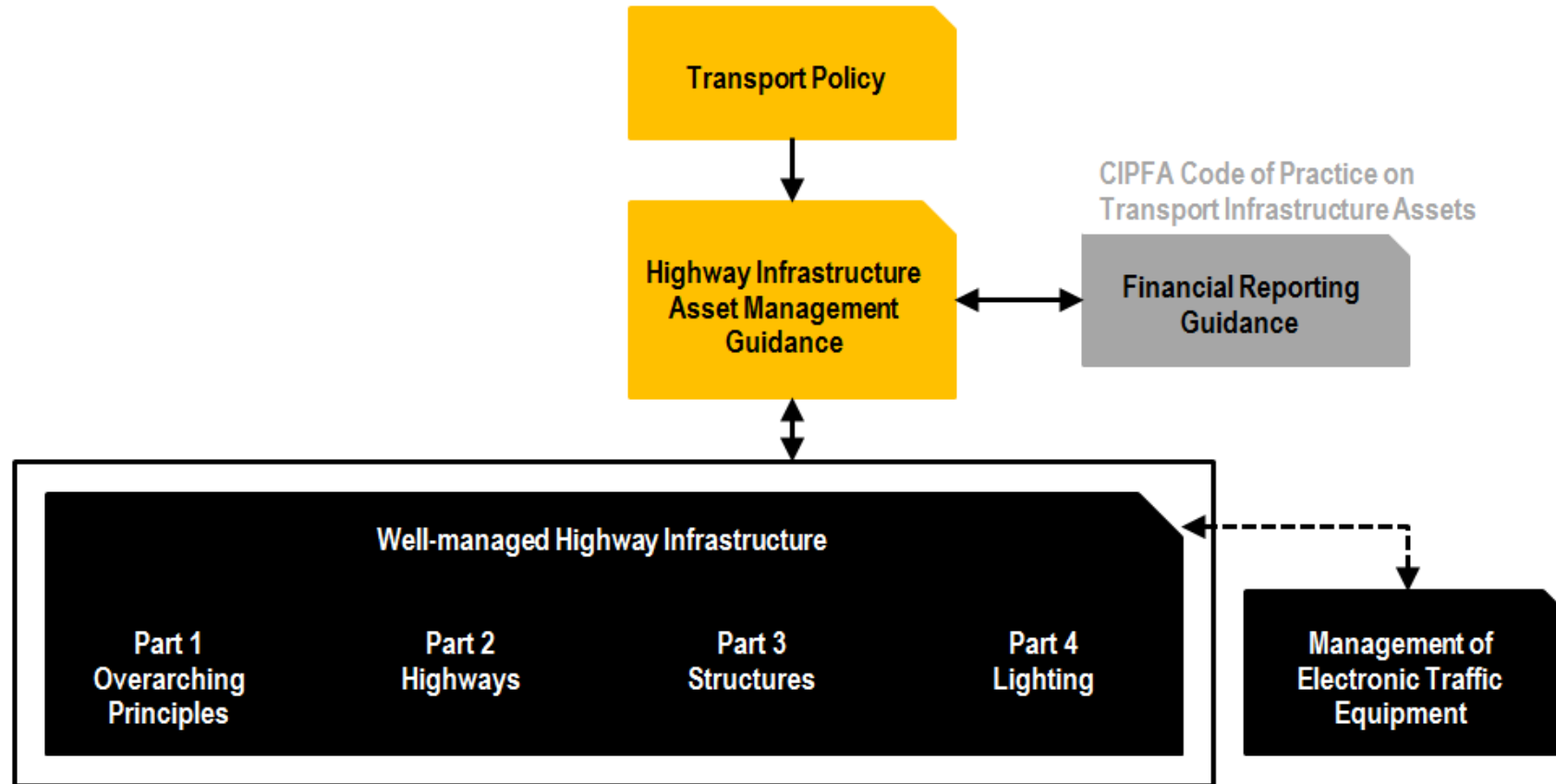
Guidance and Codes of Practice



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New CoP Well- managed Highway Infrastructure





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Lobbying for a changes in Government Policy

Research Project; The Visual Amenity and Benefits of Illuminating Traffic Signs

Objectives

The high level objectives for the research project are to identify :-

- How, why, where and when sign lighting provides visual amenity for different types of road-user.
- What the correlation is between the optical science associated with sign lighting and laboratory tests that indicate the level of visual identification and driver interpretation of lit signs.
- To identify sufficient objective data to allow risk-based decisions on sign lighting (in accordance with DMRB GD04) to determine the means of illumination for traffic signs in different circumstances.

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Raising Awareness

Debate:

Should the requirements to illuminate traffic signs be removed in the interests of saving costs and reducing carbon consumption?

Yes



Lindsay McGregor
Associate director
Scottish Futures Trust
When the money has all gone it is time to stop spending. Many authorities are now simply unable to afford hundreds of pounds on traffic management to safely access a failed sign light.
So do we ask operatives to put themselves at risk and run out to the middle of the road with a ladder under one arm and a new lamp in the other? Of course we don't.
For years authorities have undertaken local risk assessments to decide if signs are sufficiently conspicuous without direct illumination, regardless of the regulations. Just look at the number of retroreflective 'Keep Left' bollards, which local authorities have installed up and down the country.
The rhetoric is that regulations only call for signs which are safety critical to be directly illuminated. But we

currently have illuminated signs confirming we are driving the right way on a one way street, signs for part time restrictions which don't apply overnight, signs at gated road closures – and all this in streets which benefit from street lighting.

There are 2.67M illuminated signs on our streets. Electrical energy consumption, CO₂ implications, electrical safety testing, lamp replacements and routine maintenance takes the bill for these up toward £100M per year. Is this all money well spent?

Local risk based decisions are the way forward, underpinning fundamental subsidiarity principles and strengthening local democracy. Arguing that local traffic authorities can't be trusted to apply their statutory functions in a responsible way is simply insulting.

The UKRLG plans to provide guidance to assist practitioners in taking their risk based decisions based on fact. Hopefully we will ultimately get to a position where we align with the rest of the world and only directly illuminate signs where there is a genuine need to do so.

No



Shirley Dumigan MCIHT
Director, Midlands
& Transport, WYG

As an experienced transport planner and road safety auditor and someone who frequently drives a car in the hours of darkness I do not believe that removal of the requirements to illuminate traffic signs is advisable.

Not all traffic signs are required to be lit, however the ones that are required under the Traffic Signs Regulations and General Directions are warning, prohibition and restriction signs.

The importance of these signs should not be undermined by removing illumination. Providing illumination on signs makes them more visible and clear for drivers to see: surely this is a good thing on what are 'warning' signs.

The light switch off to reduce carbon emissions argument has not, to my mind, fully been reviewed in

terms of the safety impact. It has led to, however, an increase in collisions in certain areas.

Switching lights off can place urban areas in darkness which can disorientate drivers. In some cases an illuminated warning sign is the only visible indication that a driver is approaching an obstacle or hazard.

The removal of lighting will only put additional onus on maintenance activities and indeed the level of sign reflectiveness. In my opinion this is not a workable solution in the current climate with the limited local government funding and resource.

In terms of costs to the nation, the energy and infrastructure savings from removing illumination from signs must be weighed against the maintenance costs and more importantly the safety impact and costs.

I feel these factors will outweigh the cost savings of a switch off of illumination on traffic signs.

● What do you think? Is traffic sign illumination always necessary? Write to us at the address on page 10.

The UK has 2,667,158 illuminated traffic signs

- Annual Consumption 467 GWhrs at an estimated cost of £46.7M (10p kWhr) (Slightly higher than the cost of running all the street lighting in Scotland!)
- Costs of Electricity over the 20 year life of the asset based on DECC medium line forecast is £1.94b.
- Annual CO₂ emission based on the new conversion factor for 2015-16 is 231,850 tCO₂ and over the lifetime of the asset it's 4.6M tCO₂.

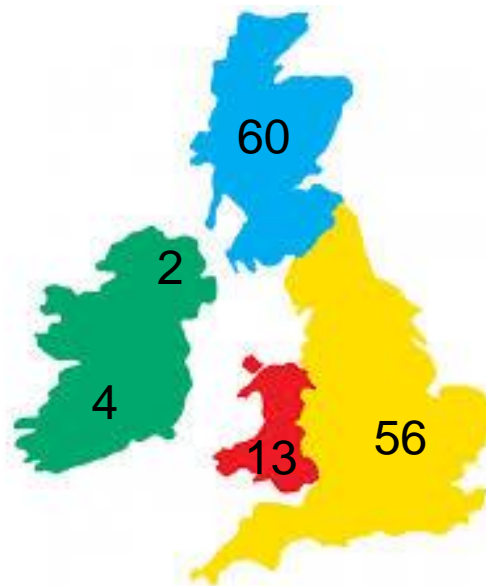


Chartered Institute of
Highways and Transportation
Annual Awards Dinner
9th June 2015

What's been happening in the last 6 months?



Department
of Energy & Climate Change



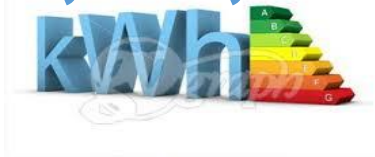
AROUND the WORLD



What has the Toolkit been used for ?



13,674,738



=



=



1,200

=



10,000



40,000

Also used to identify Scotland wide Opportunities



40,000



£200m



694,000

Annual Savings

=



=



Savings over 20 Years

=



=



The Race is on!

SCOTTISH
FUTURES
TRUST



Which Council
will finish the
race first?

Place your bets!