APSE Street Lighting Sector Update

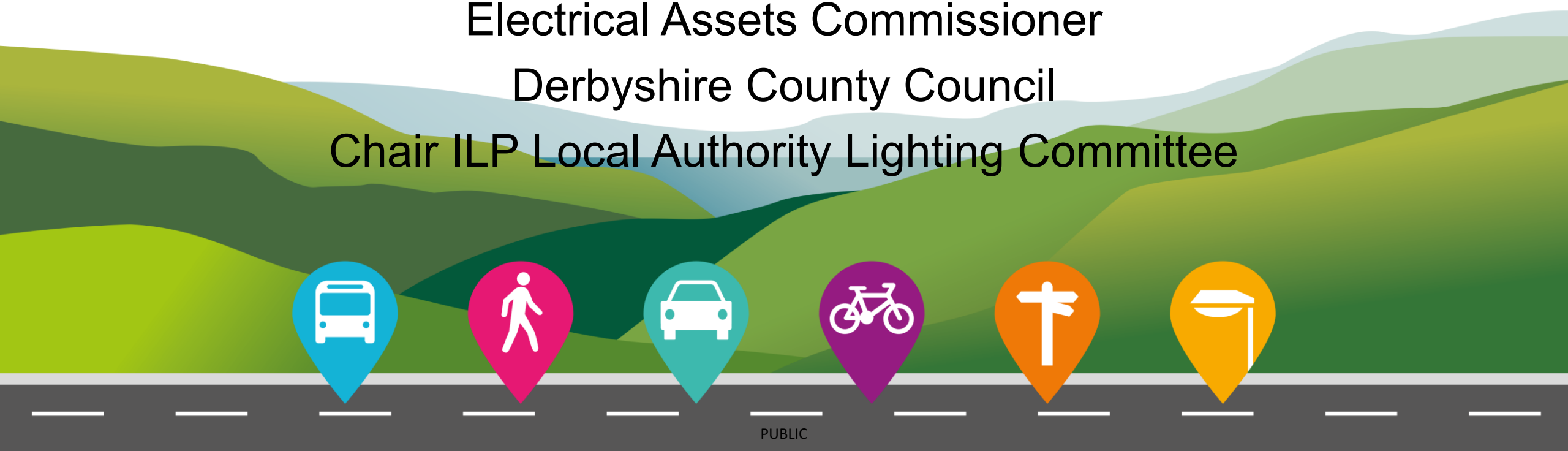
19th March 2026

Rob Baines

Electrical Assets Commissioner

Derbyshire County Council

Chair ILP Local Authority Lighting Committee



Challenges facing the sector

Summer 2025 the ILP reached out to the local government membership base to ascertain what the top stressors were.

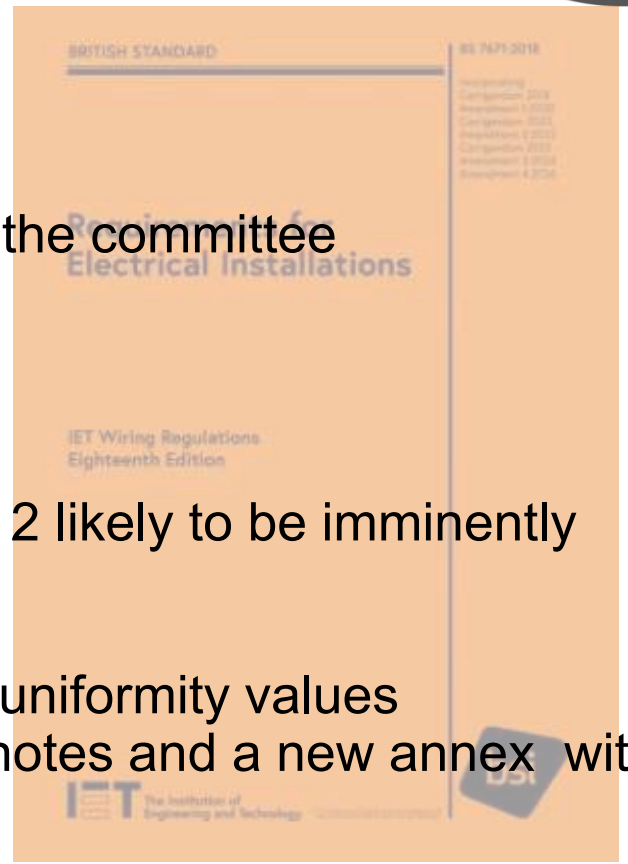
From over 100 responses, the results were;

- 1st Skills and experience
- 2nd Funding
- 3rd Attachments to assets
= 4th DNO issues
= 4th Local policy
= 6th EV charging
= 6th PFI Expiry
= 6th Local government reform

PFI Expiry

- Working group with NISTA (National Infrastructure and Service Transformation Authority)
- Asset condition surveys to be undertaken
- Understanding of residual life of assets
- Investigation of how street lighting services can be delivered post PFI to offer best value to the authority.

Standards in Review



BS5489/BS EN 13201/BS7671

BS5489
Still at early stages of review, initial comments have been reviewed by the committee

Next steps will investigate the comments agreed

BS EN 13201
Parts 1 – 5 are complete and will be released for public comment. Part 2 likely to be imminently

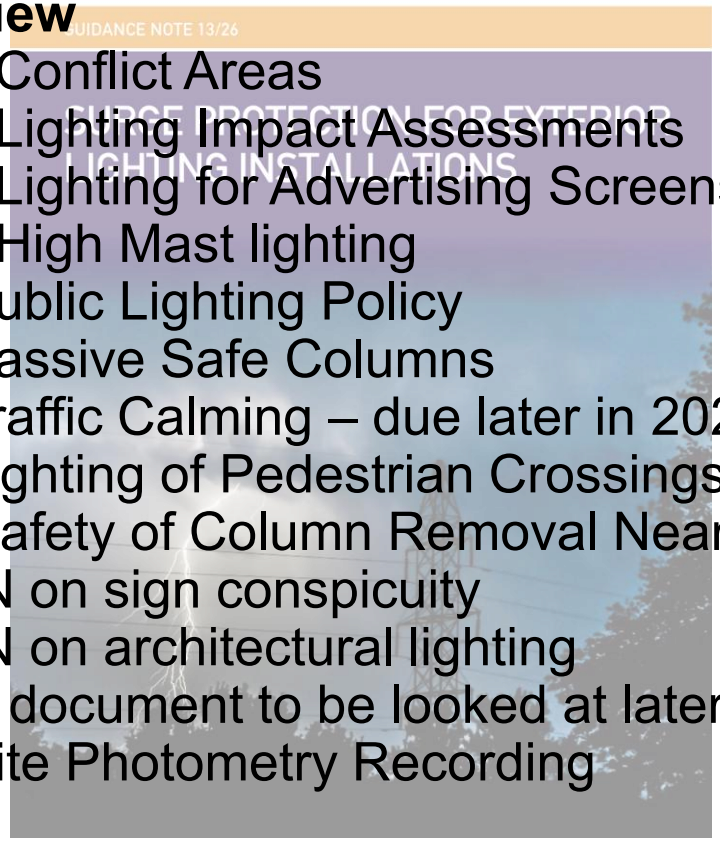
Main changes include:
Removal of minimum lux values on P classes, replaced with minimum uniformity values
Both P class and M class tables have been simplified with added foot notes and a new annex with a comparison table across different lighting classes

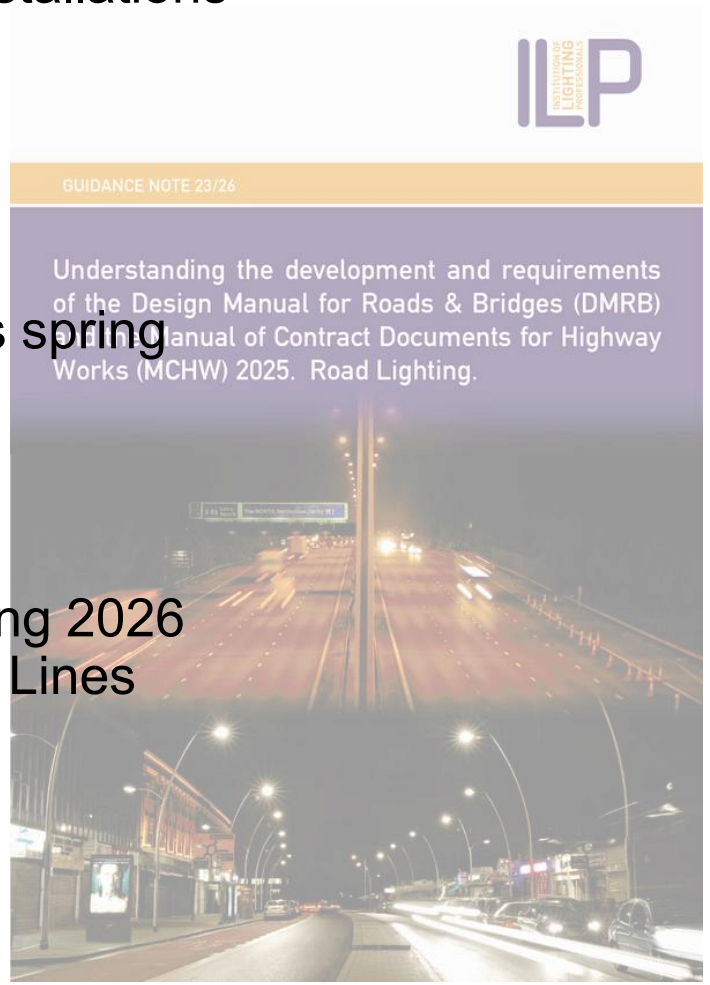
BS7671
Amendment 4 becomes live in April, running alongside amendment 3 for 6 months

ILP Resources

Recent publications
- GN13/26 Surge Protection for Exterior Lighting Installations
- GN23 DMRB & MCHW

Under review
- PLG02 Conflict Areas
- PLG04 Lighting Impact Assessments
- PLG05 Lighting for Advertising Screens – due this spring
- PLG07 High Mast lighting
- TR24 Public Lighting Policy
- TR30 Passive Safe Columns
- TR25 Traffic Calming – due later in 2026
- TR12 Lighting of Pedestrian Crossings – due spring 2026
- GP10 Safety of Column Removal Near Overhead Lines
- New GN on sign conspicuity
- New GN on architectural lighting
- BugLife document to be looked at later in 2026
- TR28 Site Photometry Recording





ILP Resources

Under Review

- PLG03 Lighting for Subsidiary Roads
- PLG23 Lighting for Cycling Infrastructure
- GN01 Obtrusive Light

- Annual Conference in Birmingham **17th and 18th June** details at www.theilp.org.uk

Live Labs 2

- The initial project has ended and has transitioned into the monitoring phase.

- There have been no adverse safety concerns

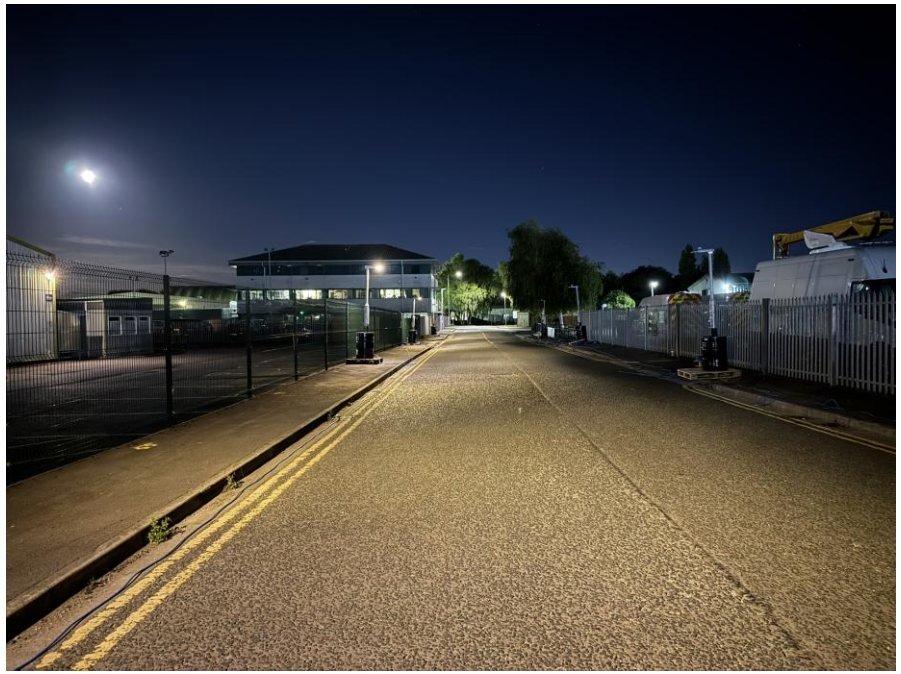
- Real tangible savings in both embedded carbon and capital investment needs when compared to traditional lighting schemes.

- Legacy in the form of ILP technical report and further research commissioned by the BS5489 committee

Live Labs 2 – Pedestrian Lighting WG

Following the success of the project, the BS5489 committee has established a working group to investigate appropriate lighting levels for the application of pedestrian only lighting as developed in Live Labs case studies.

Early work on this was started by the project team using columns in barrels to see how far columns spacings could be stretched without negatively impacting lighting levels and uniformity.

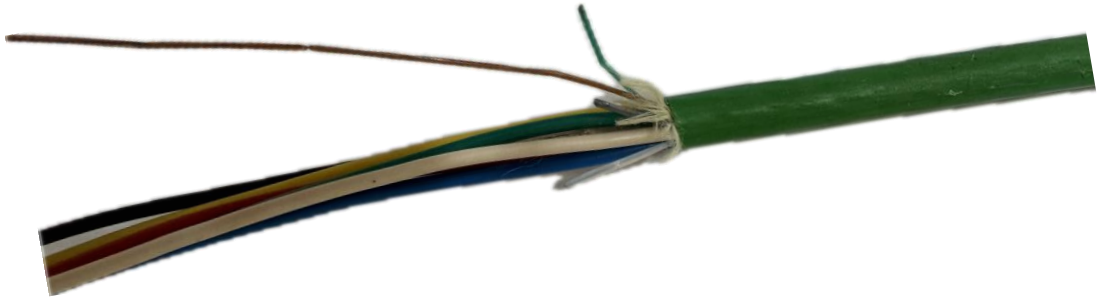


Derbyshire Highways
Working better, delivering more

Innovation

DDN Cable Network

What is it?
New-ish cable type trialled on Live Labs in East Riding.



What are the benefits?
48V DC operating voltage (ELV)
Up to 2km cable runs
Up to 2kW load
12 embedded fibre optic cores for data/comms
UPS up to 4 hours

Potential uses
Circuits where there is a need for power and data i.e. ITS equipment such as traffic cameras/CCTV.
Looking at two trials in Derbyshire, one where 450mm cover cannot be achieved and a second for powering proposed average safety cameras on A57 Snake Pass

Innovation

Adaptive lighting

What is it?
- Variable lighting levels based on traffic flows and/or real time use of a space.

What are the benefits?
- Reduced energy consumption
- Reduction in wasted light
- Reduced environmental impact
- Correct lighting levels for the use of the roads and spaces

Electric Vehicle Charging and Street Lighting

On-street EV charging is a necessary solution to those without off-road parking.

Three methods of EV charging on-street
- Standalone EV charging point usually 7kW or 22kW
- Lighting column mounted 5kW
- Cross-pavement gully

The biggest concern is electrical safety

What is simultaneous touch potential?

How do we deploy this technology and infrastructure safely?

Guidance available
HEA, London Councils, CIHT, IET

Further research needed into electrical safety

Close

Thank you for listening, if you would like further information on any points raised, please get in touch

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