**Humber Lights**

**Feasibility completed to date.**

**Planning**

We have taken advice from a planning consultant who quoted £6k to carry out a pre planning assessment. As the Bridge was built under a special Act of Parliament the applicable planning regulations are not clear.

**Environmental Assessment**

We met with Hull University’s Institute of Estuarine and Coastal Studies who submitted a proposal for a Habitat Regulations Assessment and ongoing monitoring (see <https://hull2017.sharepoint.com/Projects/Forms/AllItems.aspx?newTargetListUrl=%2FProjects&viewpath=%2FProjects%2FForms%2FAllItems%2Easpx&id=%2FProjects%2FHumber%20Bridge%20Data%2FEnvironmental%20Assessment> ).

**Product**

We met Philips several times to discuss suitable products for the installation, including a visit to their Eindhoven HQ where we met several of their international team, including the project manager for the Bay Lights installation in San Francisco. These conversations focussed on both the LED product and the control and interface systems.

Philips presented Hull 2017 with a costed proposal and system design (<https://hull2017.sharepoint.com/Projects/Forms/AllItems.aspx?newTargetListUrl=%2FProjects&viewpath=%2FProjects%2FForms%2FAllItems%2Easpx&id=%2FProjects%2FHumber%20Bridge%20Data%2FPhilips%20Proposals> )

Test were carried out on the Humber Bridge to assess the suitability of the product (see below).

**Rigging**

Extensive research was carried out by Star Events into the logistics of rigging the LED product onto the Bridge hangers. A combined solution of using rope access and truck mounted elevated work platforms was decided on as the best solution.

They also carried out a study of the exact number of LED looms required and prototyped a method of pre manufacturing the looms prior to rigging.

(<https://hull2017.sharepoint.com/Projects/Forms/AllItems.aspx?newTargetListUrl=%2FProjects&viewpath=%2FProjects%2FForms%2FAllItems%2Easpx&id=%2FProjects%2FHumber%20Bridge%20Data%2FStar%20Events%20calculations> )

**Testing**

Two installation tests were carried out on the Humber Bridge. The first was to assess the suitability of the LED product, to check its brightness and to test the pixel pitch (the distance between individual LED nodes).

The second was to assess the issues arising from rigging the LED product using rope access from the main bridge cables. As the bridge hangers are not vertical the rope access had to be carried out at an angle and a suitable method for doing this was established.

The photographs from the installation test show that the LEDs are clearly visible from Hull, the image taken from the Humber Quays area shows that the LEDs are clearly visible even with the ambient light from Albert Dock in the foreground

(<https://hull2017.sharepoint.com/Projects/Forms/AllItems.aspx?newTargetListUrl=%2FProjects&viewpath=%2FProjects%2FForms%2FAllItems%2Easpx&id=%2FProjects%2FHumber%20Bridge%20Data%2FSeptember%2016%20test%20photos> )