

DESIGN NOTE: FEATURE LIGHTING

Lighting Statement

Hunts Bank Road sees an interface between the stairs leading to the arena, parked vehicles and vehicle/pedestrian mix. So, a lot happening and this can therefore be described as a conflict area.

BS EN 13201 Pt1 selects the road class for a conflict zone using weighting values:
Weighting values from Table 3 – test a few scenarios

Speed	low	-1	low	-1	
Volume	low	-1	low	-1	(of traffic)
Comp.	mixed	1	mix/high	2	(composition of traffic, 2 is for large portion of pedestrian/cycles etc.)
Separation	no	1	no	1	(separation of carriageways)
Parking	yes	1	yes	1	
Ambient	normal	0	normal	0	(ambient luminance)
Navigation	easy	0	easy	0	(difficulty of navigational task)
Total		1		2	

Selected Class = 6 - weighting value

Class C5 C4

Selected class = C4

BS EN 13201 Pt2 for the lux values:
Table 2,

C4 = 10lux, 0.4 uniformity.

Glare

This depends on many variables i.e. luminaire form factor, road surface luminance in dry and wet conditions, and also the viewing angle (in this case consideration should be road users as well as people on the stairs and the road is on a gradient too.

Threshold Increment is one of the metrics for glare for road users and for this road class it should not exceed 15%. But, as mentioned above, that's only part of the story. So as well as the TI value, we would also make reference to BS EN 13201 Part 2, which describes requirements for specifying and designing to limit glare.

Conclusion

On the basis of the calculations and requirements the lighting and glare will not adversely impact on road users on the adjacent highway.

We will adhere to the requirements for glare in BS EN 13201 Part 2 (10 lux, 0.4 uniformity) in accordance to the road type selected in BS EN 13201 Pt 1 referenced (C4) to ensure the impact will not adversely impact the users.