3.5.2 Overall Illuminance Uniformity (U_0)

The ratio of the lowest illuminance (maintained) at any point on the carriageway to the average illuminance (maintained) of the carriageway.
The recommendations for the lighting class for conflict areas are given in 'DMA Roadway & Public Realm Lighting Specifications and Roadway Project Compliance Checklist Tables'. These recommendations can be applied to all parts of the conflict area or only to the carriageway when separate recommendations are used for pedestrians or cyclists.

The lighting recommendations for crosswalks are given with 30 lx, conflict areas are to reach 2.0 cd/m^2. The uniformity should stay with U_0 0.4 for both.

A specific form of conflict area is the pedestrian crossing. Where a pedestrian crossing is close to a junction it is treated simply as part of the conflict area but where it occurs in isolation there are two possibilities for lighting.

- To use the normal lighting of the traffic route with the crossing positioned at the midpoint between luminaires.

- Or to use additional local lighting. The local lighting approach is recommended when the traffic routes are lit to less than lighting class ME3 (see Table 27) or the crossing is located on a bend, on the brow of a hill or where the relative positions of the crossing and road lighting luminaires cannot be coordinated. The local lighting should illuminate the crossing to a higher illuminance than is provided on the roads approaching the crossing. The suitable lighting class for horizontal illuminance one step higher as the one used for the street. The local lighting should have strong vertical component to ensure that pedestrians are positively illuminated but care must be taken to control glare towards drivers (Chapter G / 3.1 / Table 28).