Table 16.4 Lighting recommendations for areas adjacent to the carriageway

Lighting class	Minimum maintained average horizontal illuminance (lx)	Minimum maintained horizontal illuminance (lx)
S1	15	5
S2	10	3
S3	7.5	1.5
S4	5	1
S5	3	0.6
S6	2	0.6

16.2.3 Lighting recommendations for conflict areas

A conflict area is one in which traffic flows merge or cross, e.g. at intersections or roundabouts, or where vehicles and other road users are in close proximity, e.g. on a shopping street or at a pedestrian crossing. Lighting for conflict areas is intended for drivers rather than pedestrians. The criteria used to define lighting for conflict areas are based on the illuminance on the road surface rather than road surface luminance. This is because drivers' viewing distances may be less than the 60 m assumed for traffic routes and there are likely to be multiple directions of view. The criteria used for the lighting of conflict areas are:

Average road surface illuminance: the illuminance of the road surface averaged over the carriageway (lx).

Overall illuminance uniformity (U_o): the ratio of the lowest illuminance at any point on the carriageway to the average illuminance of the carriageway.

The recommendations for the different lighting classes for conflict areas are given in Table 16.5. 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 (see Section 16.2.2).

The choice of lighting class has to be matched to the lighting of the traffic routes approaching the conflict area. Guidance is given in Table 16.6.

Table 16.5 Lighting recommendations for conflict areas

Lighting class	Minimum maintained average road surface illuminance (lx)	Minimum overall illuminance uniformity
CE0	50	0.4
CE1	30	0.4
CE2	20	0.4
CE3	15	0.4
CE4	10	0.4
CE5	7.5	0.4