

Traffic routes are divided into different classes. The different classes are based on the type of road, the average daily traffic flow (ADT), the speed of vehicles, the type of vehicles in the traffic and the frequency of conflict areas and pedestrians. Table 16.1 specifies the different classes and identifies the recommend lighting criteria. Details of the recommended lighting criteria for dry roads are given in Table 16.2. These are the lighting criteria usually adopted in the UK.

Table 16.1 Lighting classes for traffic routes

Road name	Road characteristic	Detailed description	ADT	Lighting class
Motorway	Limited access	Routes for fast moving, long distance traffic. Fully grade separated and restrictions on use		
		Main carriageway in complex interchange areas	< 40,000 > 40,000	ME1 ME1
		Main carriageway with interchanges at < 3 km	< 40,000 > 40,000	ME2 ME1
		Main carriageways with interchanges > 3 km	< 40,000 > 40,000	ME2 ME2
		Emergency lanes	-	ME4a
Strategic route	Trunk roads and some main A roads between primary destinations	Routes for fast moving, long distance traffic with little frontage access or pedestrian traffic. Speed limits are usually in excess of 40 mph and there are few junctions. Pedestrian crossings are either segregated or controlled and parked vehicles are usually prohibited		
		Single carriageway	< 15,000 > 15,000	ME3a ME2
		Dual carriageway	< 15,000 > 15,000	ME3a ME2
Main distributor	Major urban network and inter-primary links, short to medium distance traffic	Routes between strategic routes and linking urban centres to the strategic network with limited frontage access. In urban areas, speed limits are usually 40 mph or less, parking is restricted at peak times and there are positive measures for pedestrian safety reasons		
		Single carriageway	< 15,000 > 15,000	ME3a ME2
		Dual carriageway	< 15,000 > 15,000	ME3a ME2