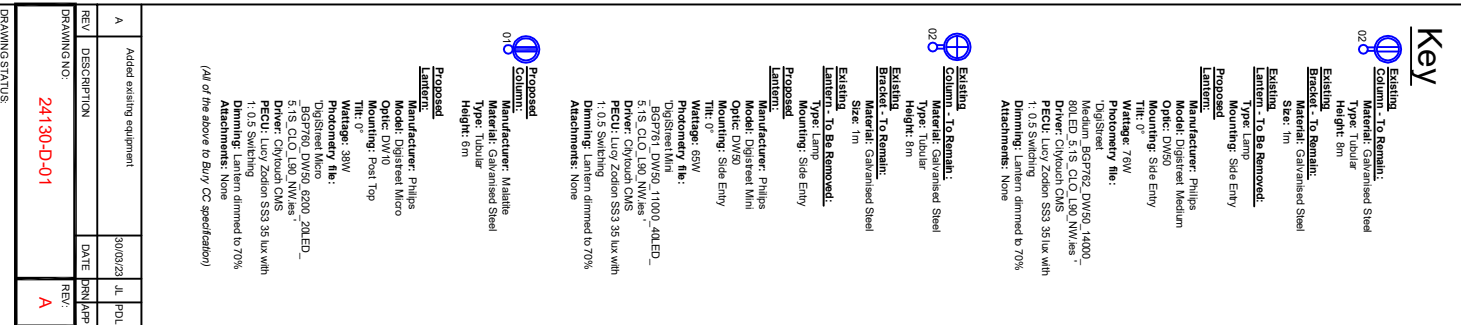
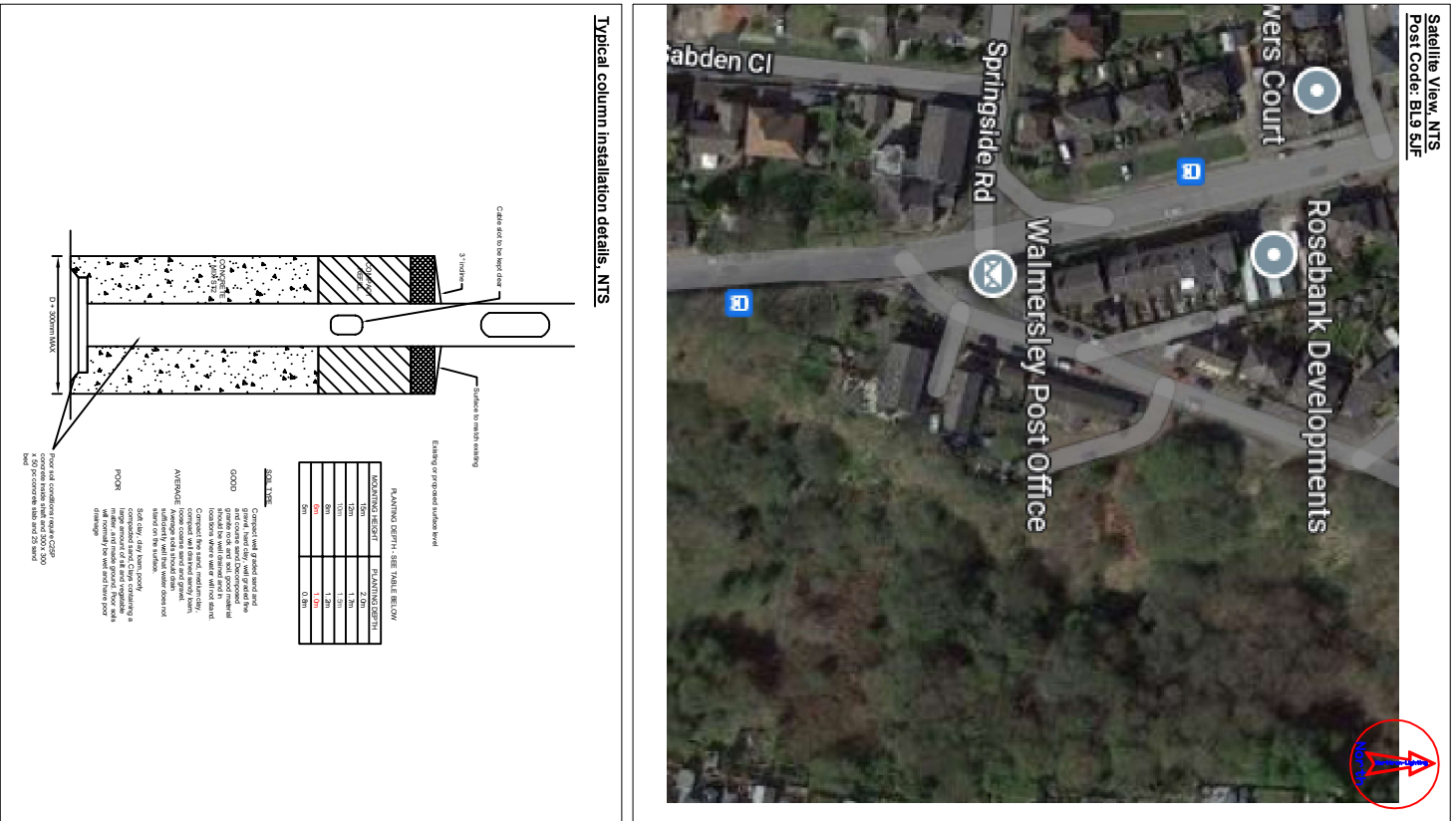




***** Table A.3. — Lighting classes for traffic routes ($v \leq 40$ mph)**

Traffic flow	Lighting class			
	Dual carriageway		Single carriageway	
	Function density: high	Function density: low		
High to very high(a)	M3	M4	M3	
Low to moderate(b)	M4	M5	M4	
Very low(c)	M5	M6	M5	- See NOTE 2

NOTE 1. High junction density would be junction centres spaced < 3 km apart. A risk assessment can determine whether some of the junctions constitute conflict areas (see A.3.2).

NOTE 2. Highlighting indicates situations that would not usually occur in the UK.

(a) High to very high traffic flow might be defined as either having an average daily traffic (ADT) $> 40,000$ or where the flow exceeds 65% of the lane maximum capacity for dual or multi-lane carriageways or 45% for single carriageways.

(b) Low to moderate traffic flow might be defined as either having an ADT of between 7,000 and 40,000 or where the flow is between 35% and 65% for dual or multi-lane carriageways or between 15% and 45% for single carriageways.

(c) Very low traffic flow might be defined as either having an ADT of $< 7,000$, or where the flow is $< 35\%$ for dual or multi-lane carriageways or $< 15\%$ for single carriageways.

CLIENT:			
	Transportation Planning Infrastructure Design		
PROJECT:	Walmersely road, Bury Section 278		
TITLE:	Proposed Lighting and Installation Design Layout		
SCALE:	AS INDICATED		
SHEET NO:	DESIGNED BY:	APPROVED BY:	
	JL	08/11/22	

Harttron
CONSULTATION, DESIGN & INSTALLATION
E: info@harttron.com
TEL: 01273 833333