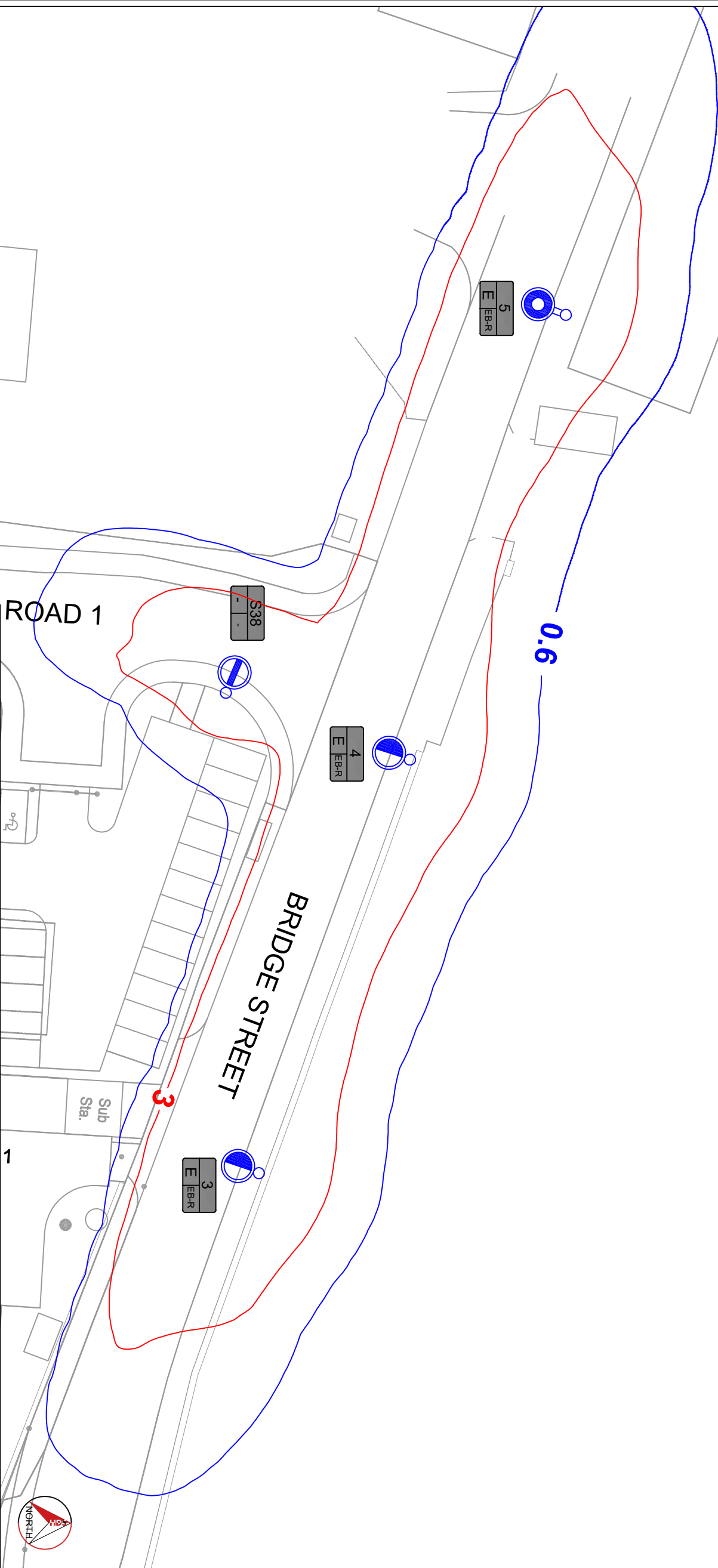


Layout showing equipment positions and Isolux contours, Scale 1:200 at A1.



Notes

1. All columns to be erected at back of footway.
2. All works to comply with Bury MBC specifications.
3. Prior to excavation works the installation contractor must be aware of underground services or hazards which may be encountered in the installation of the lighting system. Advice should be sought from the developers engineering representative.
4. The installation contractor must be aware of any overhead obstructions. Advice should be sought from the developers engineering representative.
5. These calculation results are based on a 1m by 1m grid and illustrate perceived lighting levels for columns positioned to suit the local topography.
6. Until technical approval has been obtained from the relevant adopting authority, it should be understood that all drawings issued are preliminary and NOT for construction. Should the contractor commence site work prior to approval being given, it is entirely at his own risk.

Table A.5 — Lighting classes for subsidiary roads

Traffic flow	Lighting class			
	E1 to E4A)	E1 to E2A)	E3 to E4A)	
	Pedestrian and cyclists only	Speed limit v	≤ 30 mph	Speed limit v ≤ 30 mph

Busy B)	P5	P4	P3
Normal C)	P5	P5	P4
Quiet D)	P6	P5	P4

NOTE 1 Table A.5 assumes no parked vehicles: see risk assessment in A.3.3.2.

NOTE 2 An EV lighting class using vertical illuminance, from BS EN 15201-2:2015, Table 6, can be specified in addition to the general lighting class when there are particular concerns about crime and personal safety. EV is calculated at the typical height of a human face (1.5m) and in relevant viewing orientations.

NOTE 3 To ensure adequate uniformity, the actual value of the maintained average illuminance is not to exceed 1.5 times the value indicated for the class.

NOTE 4 The actual overall uniformity of illuminance, U_o, needs to be as high as reasonably practicable (See 7.2.6).

NOTE 5 The ambient luminance descriptions E1 to E4 refer to the environmental zone as defined in ILP GN01 [N2].

NOTE 6 The illuminance classes are suggested minimum levels. A risk assessment needs to be carried out to ensure that the light levels are adequate, particularly for pedestrians and cyclists.

A) Environmental zone, as given in ILP GN01 [N2].

B) Busy traffic flow refers to areas where the traffic usage is high and can be associated with local amenities such as clubs, shopping facilities, public houses, etc.

C) Normal traffic flow refers to areas where the traffic usage is of a level equivalent to a housing estate access road.

D) Quiet traffic flow refers to areas where the traffic usage is of a level equivalent to a residential road, and is mainly associated with the adjacent properties or properties on other equivalent roads accessed from this road.

Key

- Existing Column - to Remain:**
Material: Galvanneal Steel
Type: Tubular
Height: 8m
- Existing Column - to Be Removed:**
Material: Galvanneal Steel
Type: Tubular
Height: 8m
- Proposed Column:**
Material: Galvanneal Steel
Type: Lamp
- Manufacturer: Philips**
Model: Digistreet Micro
Optic: DMSO
Mounting: Road Top
Wattage: 37W
Photometry file: Digistreet Micro - 360790.DMSO_5000_20LED_3.1S
Driver: Caylux CMS
PECU: Lucy Zodon SS3 35 lux with 1 : 0.5 switching
Dimming: Lamp dimmed to 90%
Attachments: None

Section 38 Column: For details see latest revision of drawing 25915-041

Column numbering to be filled with the Authoritative Engineer
Column scheme numbering for existing and proposed equipment:
01 = Column Number
E = Existing
EBR = DNO / DNO Connection To Remain
0.6 lux contour line - B55489-12020 Lighting Class P3
3.0 lux contour line - B55489-12020 Lighting Class P3

REV	DESCRIPTION	DATE	BY	CHKD
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DRAWING NO:	25920-D-01	REV:	-
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DRAWING STATUS: DESIGN



PROJECT: Bridge Street, Rambottom
Section 278

TITLE: Proposed lighting and installation
Design Layout

SCALE: AS INDICATED	DESIGNED BY: JL 18/11/2024
SHEET NO: Sheet 1 of 1	APPROVED FOR ISSUE: PDL 18/11/2024



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