

Street lighting

Street lighting design depends on numerous factors, such as the type and layout of the road and other street features, including trees. The height and spacing of columns is required to provide the best quality lighting levels. Moving one lighting column only a few metres can have a significant impact on this. Designers should therefore seek advice from our Street Lighting Team early into the design process to avoid costly re-design later down the line.

Street lighting should coordinate with the surrounding street scene. New or replacement street lights should match the colour and style of existing units. For standard columns please refer to the Street Lighting Specification.

Designers are required to provide a proposed design as per the current Street Lighting Specification. Depending on available resources, our Street Lighting Team may be able to offer an in-house design service which will benefit designers due to the in-depth knowledge and experience of working in Bristol, and our internal design approvals processes. For further information contact lighting@bristol.gov.uk

In cases where a lighting column needs to be relocated due to the design of a development, such as in front of a new housing unit or driveway, our Street Lighting Team may be able to arrange this for a fee or recommend an approved Street Lighting contractor.

Designers are advised to make contact with the street lighting team at least three months prior any column being removed in order to facilitate their works. Contact lighting@bristol.gov.uk

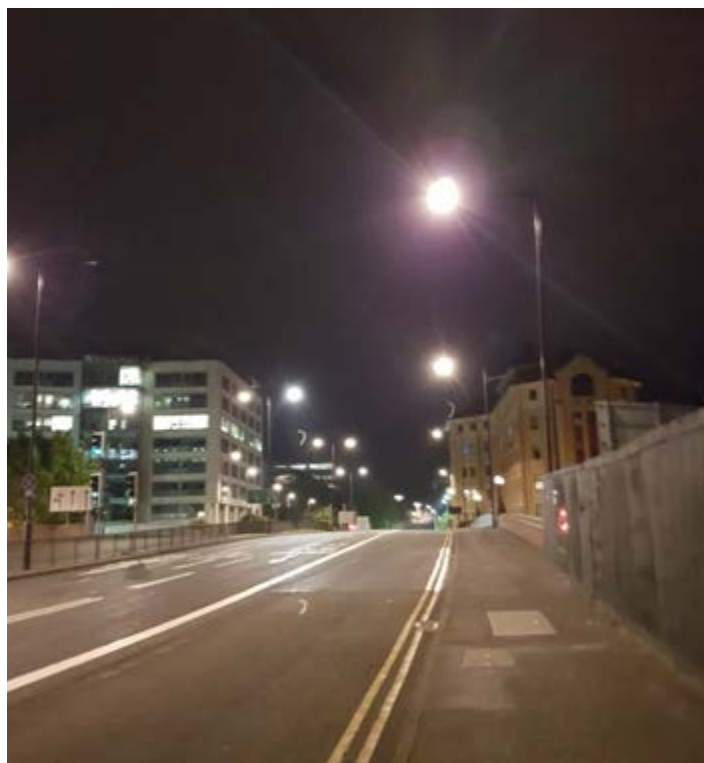


Fig 1: Street lighting, City Centre

All designs to be approved by Street lighting engineer and in accordance with our Street Lighting Specification available from our Street Lighting Team.

Design considerations

- Street lights should be placed to the rear edge of the footway. If other street furniture is proposed to the front edge of the footway, a scheme of street lighting in line with this can be considered, but a minimum clearance of 450mm must be maintained, and should take into consideration any potential overhang from turning vehicles. This may require the footway to be widened where it will be necessary to accommodate higher pedestrian volumes.

- Avoid conflict with overhead cables. Further advice on the placing of columns near to overhead cables can be found in our Street Lighting Specification.
- Lighting columns should not be used as a traffic calming feature and should be protected from damage from passing or turning vehicles.
- Columns should never be positioned where they cause obstruction to movement or are likely to be in conflict with vehicular traffic.
- Columns should not obstruct sight lines for vehicles entering onto the highway.
- Columns should be located between property party lines to avoid obstructing entry to properties. Avoid locating columns across accesses or outside opening windows.
- Care should be taken to ensure that columns are not placed so that they cause light pollution into neighbouring properties.
- Trees obstruct lighting emitting from lanterns so it is essential to design lighting schemes so as not to conflict with tree planting. Where street trees are proposed, lighting columns should be mid-way between trees, even if this exceeds the design criteria. Street lighting can not be an excuse to reduce street tree provision- this can be overcome by competent design.
- The lighting scheme should not depend on trimming of trees or landscaping. Avoid large hedges and landscaping near to the lighting installation.
- Column access plates should face onto the footway. Adequate space to access and maintain columns will be required.
- Independent Distribution Network Operator (IDNO) are not generally supported. Any IDNO power supplies would need to be accompanied by a Service Level Agreement which equals or betters that currently secured with the Highway Authority's current network operator under their Term Maintenance Contract.



Fig 2: Contemporary lighting column



Fig 3: Conservation area lighting column