

DATED

Revision 03 – January 2016.

**CAMBRIDGESHIRE COUNTY COUNCIL
STREETLIGHTING DEVELOPMENT
SPECIFICATION**

1. INTRODUCTION

1.1. **This document identifies the basic principles and standards applying to the provision of street lighting for the Local Authority and:**

- (a) Where a defined term or word is used the initial letter(s) shall be capitalised;
- (b) The meaning of the defined terms or words can be found in the definitions section - Appendix 6; and
- (c) The definition of street lighting shall encompass all items of Lighting Equipment provided on the Highway which can include public open spaces that either is, or is planned to be, maintained by the Local Authority under a Developer Agreement.

2. REQUIREMENTS FOR LIGHTING

2.1. **Determination of Whether or not Lighting Should be Provided or Improved**

- (i) The Local Authority shall be entitled, in its absolute discretion, to determine whether or not lighting should be provided or improved on a particular length of highway, details of which will be contained in the Design Brief issued by the Local Authority.

2.2. **Requirements for Lighting and Responsibility for Installation, Maintenance and Energy – Applicable only for installations agreed to be adopted by Cambridgeshire County Council.**

- (a) Where lighting is provided, it shall be in accordance with the requirements set out in this Standard Development Specification;
- (b) Where the Local Authority determines that lighting should be provided, extended or improved, the developer shall be responsible for the supply and installation of that Lighting Equipment unless explicitly agreed to the contrary with the Local Authority before commencement on site.
- (c) The Developer shall remain responsible for the whole installation including triennial cleaning and lamp changing and in the case of LED luminaires replacement of faulty LED arrays and driver units until the date of formal adoption of the road.
- (d) The Local Authority will be responsible for the payment of the electricity charges for the lighting installation including street lighting columns and illuminated signs from the date of formal adoption of the installation as defined in the Highways Act 1980. The Developer will be required to agree the arrangements for the payment of electrical energy with the local Distribution Network Operator prior to formal adoption.
- (e) Until formal adoption the developer shall arrange for the prompt repair of all faults, including vehicular and vandal damage, notified to him by any source.
- (f) In the event of an emergency situation arising e.g. vehicular accident damage, column doors missing etc. and the developer cannot be contacted within 15 minutes, the Local Authority reserves the right to arrange for the County Councils Service Provider to be

dispatched to make the situation safe and to recharge the developer with the cost incurred. This in no way absolves the Developer from any of his responsibility for the installation.

2.3. Areas where the Local Authority determines that no lighting is required.

- (a) Where the Local Authority determines that no lighting is required, the Developer may provide lighting, but it shall remain the property of the developer in perpetuity and the Developer will be responsible for all associated maintenance requirements and payment of the electricity charges for the installation.

2.4. Amendments to Existing Lighting Equipment

- (a) The developer will be responsible for undertaking any amendments to existing Lighting Equipment affected as a result of his proposals.
- (b) Existing street lighting columns shall not be disconnected or removed until their replacements have been commissioned.

2.5. Consultation & Development of the Design Brief

- (a) Prior to commencement of the lighting design process a Design Brief will be issued to the developer by the Local Authority;
- (b) Consultation shall be undertaken by the Developer in the development of the Design Brief. In particular:
 - (i) all relevant stakeholders as determined by the Local Authority;
 - (ii) The Developer will consult with the Service Provider to ensure acceptability for accrual into the maintenance contract.

2.6. Design Approval

- (a) All new lighting designs shall be submitted to the Local Authority for approval;
- (b) All new or adapted street lighting that is either Adopted or proposed to be Adopted by the Local Authority on completion shall be designed by a suitably qualified Lighting Designer;
- (c) In order for approval to be given lighting designs must demonstrate compliance with the requirements of the Design Brief and this Standard Development Specification. Lighting scheme design approval must be obtained in writing from the Local Authority prior to commencement on site;
- (d) Lighting design submissions shall be subjected to a maintainability assessment by the Street Lighting Service Provider Representative. Schemes will be rejected where the maintainability assessment indicates excessive energy usage or increased through-life costs are identified associated with the equipment type or access;
- (e) For approval, correspondence, draft layouts, Lighting Equipment details and the like necessary to achieve this must be sent to the Local Authority. At least 2 sets of the final lighting scheme printed layout drawings will be required together with all lighting and cable design calculation sheets, computer print-outs etc. demonstrating compliance with the Design Brief and this Standard Development Specification;

- (f) All designs submitted shall be at the developers own expense
- (g) Once approved and the required charges for design vetting have been paid, the Local Authority will issue a letter of approval.
- (h) Prior to Adoption, the Local Authority will ensure that the lighting system provided by the developer has been supplied and installed in accordance with the approved design and that the Lighting Equipment installed and the installation methods used are compliant with the Design Brief and the Cambridgeshire County Council Streetlighting Development Specification in force at the time of the design approval.

3. LIGHTING SPECIFICATION

3.1. Considerations in Determining Levels of Illumination, Lighting Positions and Styles

- (a) In determining levels of illumination, lighting positions and styles, the Design Brief and subsequent acceptance of design submissions will consider pedestrian and vehicular uses/needs in relation to the following identified matters:
 - (i) Areas of activity, theatres, shops, school entrances, bus and light rail stops, libraries, highways, paths etc, and areas other area of inter-modal conflict;
 - (ii) Building heights;
 - (iii) The windows of domestic properties;
 - (iv) Drives, lowered kerbs and accesses;
 - (v) Trees and large shrubs;
 - (vi) Property boundaries. Wherever possible Lighting Equipment will be sited on boundaries;
 - (vii) Street features - crossing points, sitting areas, tree planting, traffic calming, materials/colours etc.;
 - (viii) Existing lighting - positions, styles, heights, lighting levels, lighting type, lighting from shops, floodlights, etc. In assessing appropriate levels of illumination the existing and ambient lighting e.g. from shops, floodlighting schemes, etc, shall not be taken into account. Whilst, such lighting adds to the ambience of the area it should be recognised that the continued operation of ambient or privately owned lighting sources cannot be guaranteed for the life of the scheme;

3.2. Selection of Lighting Class

- (a) The Local Authority shall determine the lighting classes which shall apply.
- (b) The lighting requirements for a particular road are determined from BS5489-1:2013 or subsequent revision(s).

3.3. Glare

- (a) All new lighting shall be designed to minimise the effects of obtrusive light at night and to reduce its visual impact during daylight. To that end, compliance with 'Guidance Notes for the Reduction of Light Pollution', Issued by Institution of Lighting

Professionals, will need to be demonstrated and any subsequent amendments as part of the lighting design approval process;

- (b) All luminaires shall incorporate an optical system to direct the light onto the highway within the limits set by BS 4533. Requirements for the restriction of glare from lighting installations are described in BS EN 13201: 2003, Part 2. These recommendations shall be followed together with any specific amendments or requirements of this document;
- (c) Luminaires for Traffic routes, lighting shall have adequate optical control to minimise light pollution and obtrusive light to properties and to control glare. Installed intensities shall not exceed the limits of Class G2. For conflict areas and environmental zones E1 & E2, shall not exceed G4;
- (d) Luminaires for residential roads, side streets, industrial and commercial road lighting) shall have adequate optical control to minimise light pollution and obtrusive light to properties and to control glare. Installed intensities shall not exceed the limits of Class G1;

3.4. **General Requirements**

- (a) Wall mounted equipment is not normally permitted in residential developments;
- (b) Where any wall mounted equipment is permitted, then a wayleave agreement in perpetuity fully protecting the Local Authority's interest must be provided at the developers expense;
- (c) The use of "non-standard" traditional, heritage or contemporary style lighting columns, column embellishments or lanterns will only be accepted where it forms part of a theme for the area and with the approval of the Local Authority. If such approval is obtained, the developer shall be required to pay a Commuted Sum in respect of extra-over through-life costs associated with additional maintenance and/or energy costs compared with "standard" Lighting Equipment;
- (d) Wherever permitted lanterns and associated equipment may be affixed to buildings. Drawings (1) and (2) in Appendix 5 show indicative examples of general arrangements, they do not purport to represent any particular installation which could vary significantly although follow the principles indicated.

3.5. **Specific Requirements**

- (a) **Lighting columns, brackets and posts** shall comply with BS EN 40, be as specified within paragraph 1 of Appendix 4, and be of galvanised steel construction except;
 - (i) where passively safe Lighting Columns and posts which shall be constructed of a material that is generally available in the market at the time of purchase;
- (b) where the Authority specifies that a colour finished protective coating is required then it shall be protected and colour finished to match either the existing Lighting Column colour or to meet the Authority's colour requirements with one of the following factory applied corrosion protection systems to a minimum dry film thickness of 300 microns applied to all external surfaces:
 - (i) Ameron Steelguard Root treatment and Ameron PSX 700 coating;
 - (ii) Plascoat coating; or
 - (iii) Vinadac Glass Flake Sheen Finish coating;

and the inherent properties of the material or system of corrosion protection referred to in paragraph 3.5.(a) shall provide a design life of not less than 30 years without further protective treatment in the normal street environment.

- (c) **Lanterns and lamps** shall be as specified within para. 2 of Appendix 4 and luminaires shall meet the requirements of BS EN 60598, and BS EN 60529 1992 for ingress protection and class IP6x for the optical compartment.
- (d) **Cut-Outs** shall be as specified within para. 3 of Appendix 4;
- (e) **CMS nodes**; In specified areas, each lighting column, shall be fitted with a CMS node as specified within para. 4 of Appendix 4 and integrated into the Local Authority Central Management System. Contact must be made with the Local Authority Lighting Service Provider prior to any installation of CMS nodes to ensure that the CMS node is correctly configured;
- (f) **CMS Base Stations**; where specified by the Local Authority, developers may be instructed to install a Telensa Base Station as specified in paragraph 8 of Appendix 4 and integrated into the Central Management System. Contact must be made with the Local Authority's Street Lighting Service Provider prior to any installation of CMS Base Stations to ensure that it is correctly configured;
- (g) **Photocells**; where CMS nodes are not to be fitted, each lighting point shall be fitted with a Photoelectric Cell Controller as specified within para. 4 of Appendix 4 and will comply with BS5972 and be of one-piece construction, either "plug-in" or miniature units;
- (h) **Use of Brackets**; Post top columns will be used as the standard installation; however bracket arms may be employed where the surround ratio and uniformity on wide roads could be an issue. Bracket arms, where used, will form a complete lighting scheme and not contain a mixture of post top and brackets;
- (i) For Lighting Columns with brackets, at the point of intersection of shaft and bracket, the cross section of the bracket will equal that of the shaft, and the design of the connection will be such as to prevent the ingress of rain into the shaft;
- (j) The assembly of the column shaft and bracket will incorporate a mechanical location system in addition to high tensile socket headed securing screws, and it will be possible to fit the bracket in any one of 4 x 90 degree positions relative to the column door opening;
- (k) **Control Gear**; In specified areas, the contractor will fit Telensa CMS equipment and Philips dimmable DALI electronic ballast across the entire range of lamps and lanterns;
- (l) **Fixed Dimming**; In areas not covered by CMS, Phillips DALI Xtreme ballasts shall be fitted, and pre-programmed to meet the dimming requirements set out in table 1.2a of Appendix 4.
- (m) **LED Lantern Warranties** – 20 year duration- from the date of formal adoption of the installation – All LED Lanterns to be provided with a 20 year manufacturer backed warranty issued to Cambridgeshire County Council.

3.6. Attachments

- (a) All attachments must be approved by the Local Authority in line with the County Councils attachments policy

(b) **Appendix 1**

Selection of the Lighting Level to be Provided on a Public Highway

1 General

The following tables 1.1, 1.2, 1.3 and 1.4 provide an aid to the selection of the minimum level of lighting to be provided on an Adopted Highway, being based on the requirements of BS EN 13201: 2003, Parts 2 to 4, Selection of Lighting Classes and BS 5489-1:2013, Part 1, Code of practice. However, the actual level of lighting shall be determined and confirmed by Local Authority.

1.1. Table 1.1: Traffic Routes

| Carriageway Hierarchy | Definition | Lighting Class | Conflict Area (non Signal) | Conflict Area (Signal controlled) | Max. Mounting Height |
|-----------------------|--|----------------|----------------------------|-----------------------------------|----------------------|
| 2 | Strategic routes | ME2 | CE1/C1 | CE2/C2 | 12 |
| 3a | Main distributor roads | ME3b | CE2/C2 | CE3/C3 | 10 |
| 3b | Secondary distributor roads and industrial roads | ME3c | CE2/C2 | CE3/C3 | 10 |
| 4a | Link Roads | ME4b | CE3/C3 | CE4/C4 | 8 |

1.2. Table 1.2: Subsidiary and Residential Roads S/P Ratio of light source to be used – as defined in BS5489-1 2013.

| Carriageway Hierarchy | Definition | Lighting Class | Max. Mounting Height |
|-----------------------|--|----------------|----------------------|
| 4b | Residential / Access and Through Roads >10m EW | S6/P6 | 8 |
| | Residential / Access and Through Roads <10m EW | S6/P6 | 6 |

1.3. Table 1.3: City, Town and District Centres

| Definition | Lighting Class | Max Mounting Heights |
|--|----------------|----------------------|
| City and Town mixed vehicular and pedestrian areas >10m EW | CE3/C3 | 10 |
| City and Town mixed vehicular and pedestrian areas <10m EW | CE3/C3 | 8 |
| City and Town centre wholly pedestrian areas >10m EW | CE4/C4 | 8 |
| City and Town centre wholly pedestrian areas <10m EW | CE4/C4 | 6 |
| District centre mixed vehicular and pedestrian areas >10m EW | CE4/C4 | 10 |

| | | |
|--|--------|---|
| District centre mixed vehicular and pedestrian areas <10m EW | CE4/C4 | 8 |
| District centre wholly pedestrian areas >10EW | CE5/C5 | 8 |
| District centre wholly pedestrian areas <10EW | CE5/C5 | 6 |

1.4. **Table 1.4: Footways and Cycleways**

| Footway Hierarchy | Definition | Lighting Class Lamp | Max. Height |
|-------------------|----------------------------------|---------------------|-------------|
| 1 | Local Footpaths and Cycle-tracks | S6 | 6 |

2. Other Requirements

- 2.1. Conflict Areas shall be lit in accordance with BS5489-1:2013 and shall extend to include the radii of each road or traffic feature they are intended to cover and extend from the junction not less than 30 metres;
- 2.2. Conflict Areas shall include the area covering any footpaths and cycleways adjoining the highway;
- 2.3. Except where a cycleway forms part of the adjacent highway or footway infrastructure, separate lighting should be provided in all urban and suburban locations.

3. Requirements which Cannot Reasonably be Met

If during the design process the Lighting Designer considers the lighting requirements specified cannot reasonably meet in any of the following circumstances:

- (a) The close proximity of overhead obstacles such as power lines adversely affects the position and/or mounting height of the Lighting Equipment;
- (b) The lack of footways or verges restricts the positioning of Lighting Equipment;
- (c) Multiple features designated as Conflict Areas are located less than 50 metres apart;
- (d) Specific planning restrictions in designated conservation areas apply;

Then the Local Authority shall acting reasonably take this into account in the determination of the lighting class that shall apply.

APPENDIX 2

Commuted Maintenance Payments

1. Commuted Maintenance Payments

- 1.1. a commuted maintenance payment will be required where a developer chooses to utilise materials or additional lighting installations for Lighting Equipment or general street furniture (including unlit signs) which, in the opinion of the Local Authority, will require premature or more costly replacement or incur additional maintenance costs;
- 1.2. the extra-over cost of ownership shall be calculated by comparing the proposed equipment with that required during the notional whole life cost of ownership of more conventional road Lighting Equipment or street furniture. Thus, the required commuted sum represents the additional cost of ownership incurred by the Local Authority compared with the maintenance or replacement expenditure it would otherwise have incurred if more conventional equipment had been used;
- 1.3. the calculation for all Lighting Equipment shall be made by the Developer and shall include (but not necessarily be restricted to) the following:
 - (a) energy;
 - (b) maintenance;
 - (c) accessibility;
 - (d) replacement of a whole unit or component parts;
 - (e) vulnerability to wilful or vehicular damage.

APPENDIX 3

- Well-lit Highways – Code of Practice for Highway Lighting Management – UK Lighting Board 2004;
- Well Maintained Roads – Code of Practice for Highway Maintenance Management – Roads Liaison Group 2005;
- Health and Safety at Work Act, 1974;
- Electricity at Work Regulations, 1989;
- BS 7671:2008+A3:2015, Requirements for Electrical Installations;
- BS 4533: 1992, Luminaires - Section 102.3, Specification for Luminaries' for road and street lighting;
- BS EN 13201: 2003, Parts 2, 3 and 4, Road lighting;
- BS 5489-1:2013, Part 1, Code of practice for the design of road lighting;
- BS EN 60529: 1992, Specification for Clarification of Degrees of Protection provided by Enclosures;
- BS EN 60928:1995, Auxiliaries for lamps. a.c. supplied electronic ballasts for tubular fluorescent lamps. General and safety requirements
- BS 5649: Lighting Columns;
- Department of Transport Departmental Standard BD 26/86 - Design of Lighting Columns;
- Department of Transport Advice Note TA 49/86 - Appraisal of New and Replacement Lighting on Trunk Roads and Trunk Road Motorways;
- Traffic Signs Regulations and General Directions;
- Disabled Persons Act 1981;
- The Disability Discrimination Act October 1995;
- Road Hump Regulations 1990;
- Institute of Lighting Professionals - Guidance on Installation and Maintenance of Seasonal Decorations and Lighting Column Attachments – PLG06.
- Institution of Lighting Professionals: Competency Requirements for Lighting Design Staff 2007;
- Institution of Lighting Professionals: 'Guidance Notes for the Reduction of Light Pollution' available at www.ilp.org.uk.

APPENDIX 4

Equipment Specifications

1 General

1.1. Table 1.1: Lighting Columns

| Manufacturer | Nom Height |
|--|------------|
| Available upon request form Street Lighting Service Provider | 6m |
| | 8m |
| | 10m |
| | 12m |

1.2. LED Lanterns

| Luminaire Type | Lamp Type | EN13201 Lighting Category | | | | | | | | | | |
|---|---------------|---------------------------|----|------|----|-------|-----|-------|-----|-------|-----|---------------|
| Philips Luma – Light Grey | LED | ME / M Classes | | | | | | | | | | |
| Urbis Ampera – AKZO grey 900 | | | | | | | | | | | | |
| Urbis Axia 2 – RAL 7040 grey | | | | | | | | | | | | |
| <p>Or equivalent complying to the following minimum specification:</p> <ul style="list-style-type: none"> • Manufactured with the EU CE/UL/ENEC Certification • 20 year all component warranty • Colour temperature of 4000k • Lantern material to be high pressure or marine grade die-cast aluminium • IP 66 rating for both optical and control gear housing • Impact resistance of at least IK09 • Grey colour • Tool-less access to component compartments • Driver current to not exceed 700ma • Surge protection of at least high exposure 8kv level • Voltage range of at least 120v to 277v • Control gear must be CMS compatible (Telensa) with DALI • Control gear must be capable of programmed dimming • Power factor of at least 90% • Have a maintained luminous flux over life time L80 (or greater) @ 100,000 hrs. • Maximum weights of luminaire: <table border="1" style="margin-left: 40px;"> <thead> <tr> <th>Column Height</th> <th>Max Weight</th> </tr> </thead> <tbody> <tr> <td>6m</td> <td>8 kg</td> </tr> <tr> <td>8m</td> <td>12 kg</td> </tr> <tr> <td>10m</td> <td>19 kg</td> </tr> <tr> <td>12m</td> <td>19 kg</td> </tr> </tbody> </table> | Column Height | Max Weight | 6m | 8 kg | 8m | 12 kg | 10m | 19 kg | 12m | 19 kg | LED | S / P Classes |
| Column Height | Max Weight | | | | | | | | | | | |
| 6m | 8 kg | | | | | | | | | | | |
| 8m | 12 kg | | | | | | | | | | | |
| 10m | 19 kg | | | | | | | | | | | |
| 12m | 19 kg | | | | | | | | | | | |
| Simmons signs Safeway Subway Light Unit | LED | BS 5489 | | | | | | | | | | |

The developer must be able to supply a data sheet from the manufacturer confirming the above along with a copy of the design and construction drawing that includes Telensa Telecell ID (if fitted) SP ratios, Maintenance factors and UMSUG codes.

For acceptance of the unit the developer must supply a 20 year warranty from the manufacturer that is either parent company or insurance bond backed that is capable of novation to the authority or chosen representative.

1.2a Dimming and Part Night Lighting regime table

| Road Type | Dimming Regime |
|----------------|---|
| Traffic Routes | To be advised by Cambridgeshire County Council. |
| Residential | To be advised by Cambridgeshire County Council. |

1.3. Cut-Outs

| Manufacturer | Ref | Description |
|------------------|----------------|--|
| Charles Endirect | LDPFI 6 | DNO Feed, single fuseway |
| | LDPFI 8 | DNO Feed, single fuseway and single Private Cable fuseway out |
| | LDPFI 1 | Private Cable feed in and out, single fuseway |
| | LDPFI 2 | Private Cable feed in and out, single fuseway with extension box for larger cables |
| TOFCO | F72 | Compact single fuseway , latch type cut-out |

1.4. CMS Nodes & Photocells

Photocells will consume less than 0.25 circuit watts and factory calibrated to provide a switch-on level of 35 Lux and a switch-off setting of 18 Lux. The manufacturer will supply a certificate of calibration and compliance.

| Manufacturer | Ref | Description |
|---|---------------------------|--|
| Royce Thompson | SC1000SAV | Nema Socket |
| Royce Thompson | MicroStar 2000 | Mini Cell – fitted in Lantern |
| Telensa; contact to be made with Street Lighting Service Provider | Combined Conduit Telecell | Integral Dimming / Dali unit CMS Node |

1.5. **Illuminated Beacons**

| Manufacturer | Ref | Description |
|---------------|--------------------|--|
| Simmons signs | Modupost / Midubel | Combined pedestrian crossing beacon with Street Light. |

1.6. **Illuminated Traffic Signs**

| Manufacturer | Ref | Description |
|--------------|-----------------------|---|
| Reddilight | Enterprise sign light | LED aluminium sign light for use with up to 600mm traffic signs |

1.7. **Illuminated Traffic Bollards (Solar)**

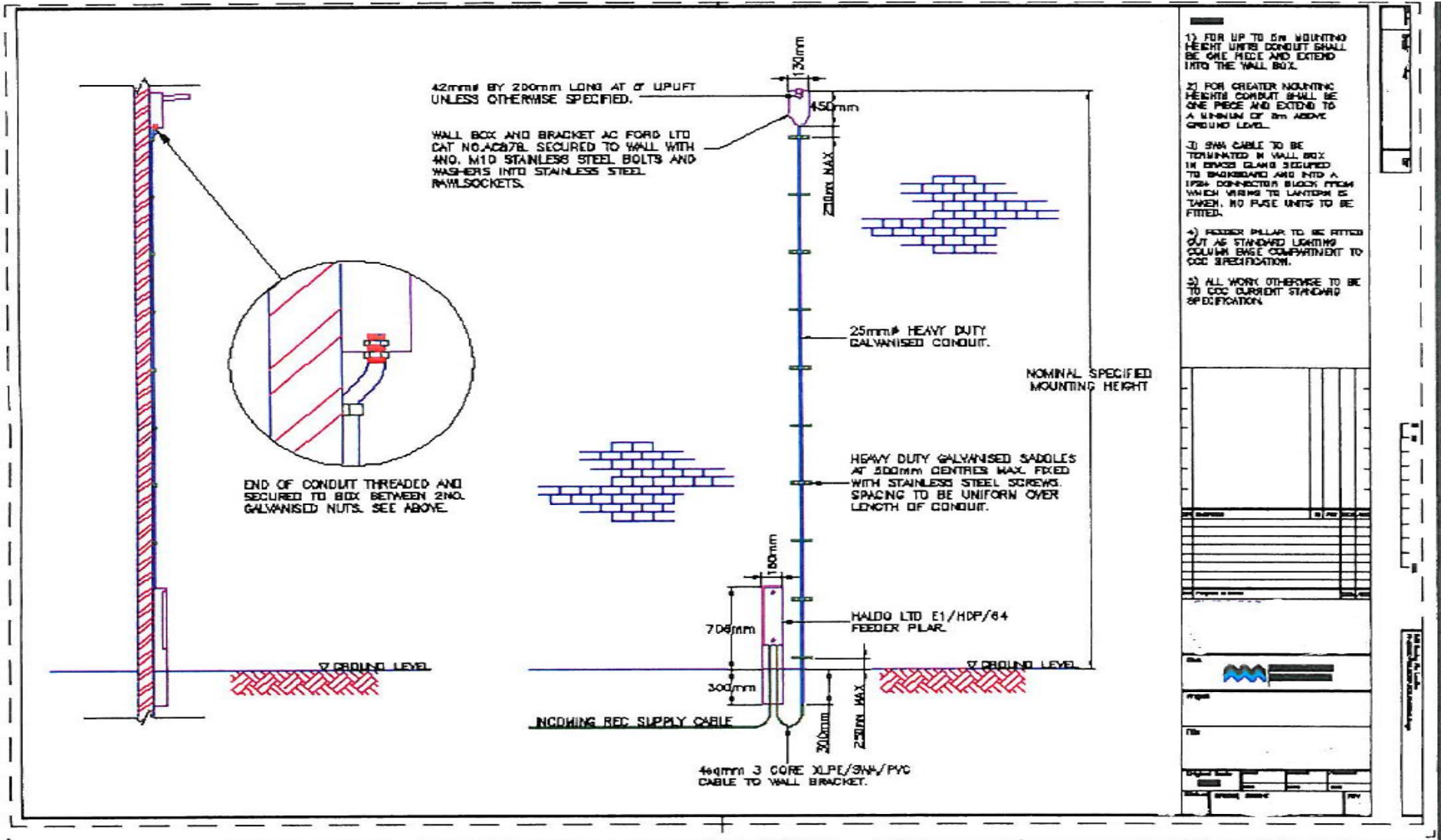
| Manufacturer | Ref | Description |
|--------------|-------|---|
| TMP | EVO-S | internally illuminated by a solar powered LED and as a reboundable reflective highway traffic bollard |
| TMP | EVO-N | reboundable reflective highway traffic bollard for use in approved locations |

1.8. **CMS Base Station**

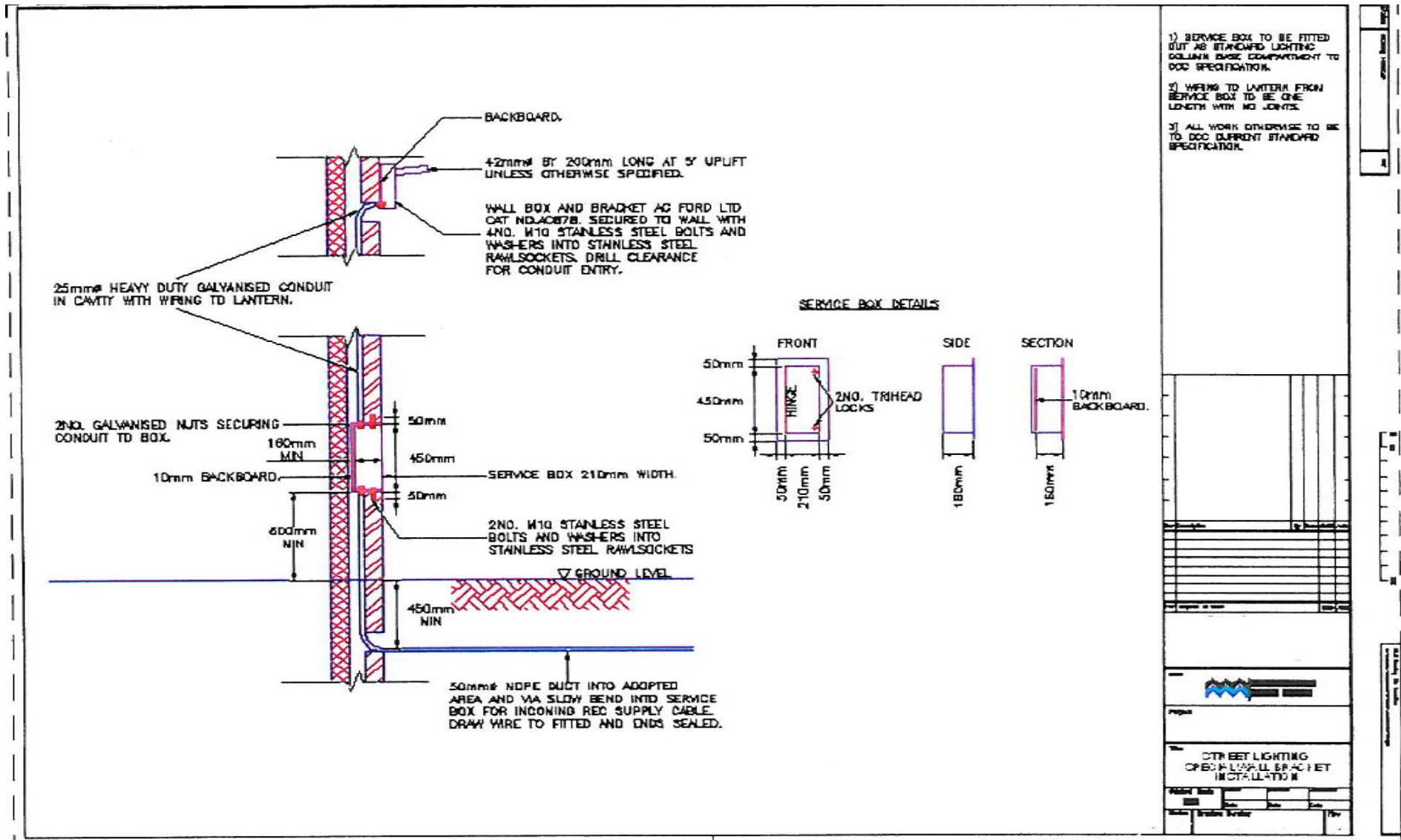
| Manufacturer | Ref | Description |
|---|--------------|--|
| Telensa; contact to be made with Street Lighting Service Provider | Base Station | CMS collector including light meter (3G if coverage permits) |

APPENDIX 5

Wall Mounted Installation 1



Wall Mounted Installation 2



Appendix 6 – Definitions

| TERM | Definition |
|---|--|
| Adoption or Adopted | The transfer of ownership of Lighting Equipment on the satisfactory completion of a Developer Agreement from the developer to the Local Authority. Upon Adoption the Local Authority will accept responsibility for payment of the on-going energy charges and future maintenance costs at public expense. This can include Lighting Equipment for the Local Authority accepts responsibility for under the terms of a Commuted Sum. |
| Central Management System or CMS | Means an electronic system for transmitting, recording and analysing data to record electrical faults on street lighting apparatus and to control and switch light output and measure consumption. |
| Commuted Sum | A sum paid by the developer to the Local Authority for the extra-over through life cost of ownership associated with the installation of Lighting Equipment of a style or type that is a departure of the normal standard, not being a condition of the Local Authority as the Planning Authority. A commuted sum may also be applied where Lighting Equipment is transferred to the Local Authority, being installed in areas that are not Highway. In all cases, commuted sums shall be calculated by the Local Authority, such calculation being described in Appendix 2. |
| Conflict Area | Means any of: (a) complex road junctions; (b) roundabouts and mini roundabouts; |
| Design Brief | A document signed by Authority Project Representative outlining the standards to be achieved, the extents of the areas to be lit, the acceptable materials to be used and any requirements for alterations to existing Lighting Equipment affected by the development proposals. |
| Developer Agreement | An agreement between a developer and the local authority entered into under: (a) Section 38 of the Highways Act 1980; (b) Section 278 of the Highways Act 1980; (c) Section 106 of the Town & Country Planning Act 1990 |
| Environmental Zone | As defined in Institution of Lighting Professionals: 'Guidance Notes for the Reduction of Light Pollution' available at www.theilp.org.uk |
| Full Spectrum Light Source | Shall have a colour-rendering index Ra \geq 60, and the colour temperature shall be between 1950 ⁰ K and 6000 ⁰ K. |

| TERM | Definition |
|-----------------------------------|---|
| Highway Authority | For the purpose of this Protocol the Highway Authority is Cambridgeshire County Council. |
| Highway or Adopted Highway | Roads, footways, footpaths and cycleways and other areas owned by the Local Authority as the Highway Authority as defined in the Highways Act 1980. |
| Lighting Equipment | <p>Includes:</p> <ul style="list-style-type: none"> (a) Lighting on all roads, footways, footpaths and cycleways the responsibility of the Local Authority as the Highway Authority either now or as part of a Developer Agreement; (b) Amenity lighting, located in areas not defined as Highway for the purpose of lighting other public areas, access ways and footpaths etc., the responsibility of the Local Authority either now or as part of a Developer Agreement; (c) Internally and externally lit traffic signs and lit traffic bollards to meet the requirements of the Traffic Signs General Directions; (d) Subway and underpass lighting provided for roads and areas defined in a) and b); (e) Pedestrian (zebra) crossings on the roads and areas described in a); (f) Feeder pillars and cable networks whose purpose is to supply electrical energy to a), b), c), d) and e). |
| Lighting Designer | A person satisfying the requirements of that title as described in the Institution of Lighting Professionals Competency and Occupations Matrix for Lighting Design Staff. |
| LED | Light-Emitting Diode |
| Local Authority | Cambridgeshire County Council. |
| Ra | Colour Rendering Index Ra (sometimes called CRI), is a quantitative measure of the ability of a light source to reproduce the colours of various objects faithfully in comparison with an ideal or natural light source. |
| RCD | Residual Current Device. |
| Residential Areas | Those areas contained within the county primarily serving residential properties. |
| Sensitive Areas | <ul style="list-style-type: none"> a) Countryside Heritage Areas; b) Environmentally Sensitive Areas; c) Areas of Outstanding Natural Beauty; d) Sites of Special Scientific Interest; e) Listed and Registered Historic Parks and Gardens; f) City, Town and District Centres; g) Statutory Conservation Areas, Scheduled Ancient Monuments, Listed and Registered Historic Parks and Gardens, Listed Buildings and areas abutting their boundaries; h) categories described above but some will have their own requirements; |

| TERM | Definition |
|---|---|
| | |
| Street Lighting Service Provider | Balfour Beatty Living Places, who is contracted by the Local Authority to maintain the street lighting and for whom the contact details will be provided by the Local Authority upon request. |
| Urban Areas | Those areas contained within the boundaries of Cities and Towns including non-residential estates. |