

# D. LIGHTING

## General Principles

Lighting has an important influence on the character of urban streets and spaces as well as providing the basic security requirement during the hours of darkness. The influence of lighting is noticed most obviously at night, but is also relevant during daylight hours, where lighting columns play an important role in the structuring of the urban realm. There is a need to consider the street lighting throughout the urban centres to enhance the quality of the environment after dark.

Lighting within the urban centres should aim to:

- enliven the space in a visually coherent and interesting manner
- create a memorable atmosphere
- encourage creative thinking in the use of building lighting to highlight key architectural buildings and features (for example Grimsby Town Hall, Cleethorpes Pier, the historic Dock Tower)
- ensure the town streets and spaces are sufficiently well lit to promote personal safety in accordance with Secured by Design principles (regulations BS5489-1 and BS EN 13201 - 2003, *Lighting of Roads and Public Amenity Areas*)
- ensure light sources are appropriate for CCTV surveillance
- develop solutions that can accommodate Christmas lighting schemes
- provide lighting that is appropriate to pedestrians and pedestrian activities and considers visual impairment
- responds to the built environments and enhances the character of the street or space
- lighting must take account of the statutory requirements to provide levels of illumination required by trafficked streets
- minimise light pollution through the control of light spillage

## Statutory Lighting

Basic lighting levels can be provided by two methods- either by:

- (1) Building mounted flood lighting and then low level pedestrian accent lighting;
- or
- (2) High level lighting columns.

The floodlighting option, when done sensitively with respect to the character of the space and surrounding buildings, creates more flexibility for creative lighting at a pedestrian scale. Flood lighting also allows pedestrian scale lighting columns to be introduced to provide *highlights* to certain routes focal points .

Higher level lighting columns offer the opportunity to form a bold statement within a street or space, thus adding to the quality of the public realm both in the day and night. Bold avenues of lighting columns are more appropriate in the Premier Quality areas to reinforce their status as important civic spaces.

To achieve a bold avenue of columns a balance needs to be achieved between the lighting uniformity, lighting levels and the location of columns. Where feasible, lighting columns should be evenly spaced along one side of the road to create a strong statement and provide a sense of order and formality to the street, as opposed to than the standard staggered highway formation.

The height/size of a lighting column is important in terms of the scale and use of a space. Again a balance needs to be achieved between lighting levels and uniformity. It is preferable to reduce the height of the columns in more pedestrian orientated areas or intimate streets. For example the waterfront along Alexandra Dock and the Fish Docks would benefit from a more intimate human scale of lighting which does not over power or dominate the landscape character and setting.

The use of building mounted lighting may also be used to supplement light levels, and help reduce the number and height of columns. It should be noted that any building mounted fittings will be required to go through the way leave process, and may need listed building consent on any historical buildings.

The design of lighting columns should be simple and elegant with a smooth tapered shaft and defined arm or bracket. The bracket detail should be simple and avoid fussy detailing. The lighting column structural design should bear in mind the need to support other street furniture elements such as hanging baskets, Christmas decorations, banners and signage.

It is recommended that the spaces within the town centre are bright and well lit to help create a safe environment. It is recommended that an Lux value of around 20 is used in the town centre using a white light that has a warm colour appearance (correlated colour temperature <3300K). An Ra value of 60 or more is recommended for the town centre with higher values up to 80Ra where CCTV is in operation,

to improve camera visibility. The lantern must have an IP66 rating as a minimum and light pollution should be avoided as much as possible.

## Low-Level and Creative lighting

Creative lighting is key to the success of the town centre during the hours of darkness to create vibrant and memorable places.

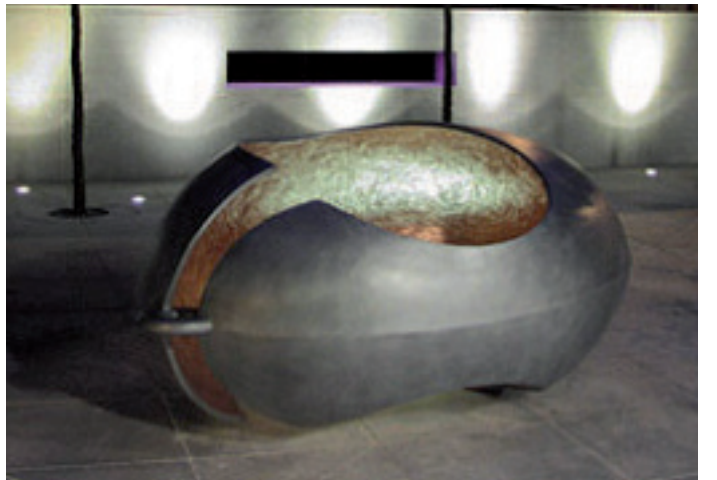
Lighting is a key influence when encouraging pedestrian activity, creating a memorable space, influencing social behaviour and expressing the ambition of a place.

Creative lighting should be encouraged through:

- uplighting of trees, seating, statues and key feature
- uplighters within pavements to delineate spaces or highlight key routes
- bold art installations
- sensitive illumination of buildings (particularly civic) which can provide a good background level of lighting which can be augmented with additional lights
- pedestrian scale lighting columns, with a maximum height of 4m (especially within narrow or intimate spaces)
- Pedestrian scale lighting in all streets and spaces by providing lighting columns with double lanterns at split heights
- encouraging businesses and shops to open longer hours to provide active frontages or provide some ambient light from window displays after opening hours & more creative design of advertising for businesses
- a range of types and colours of lighting which can provide contrast and changes in mood
- High Quality seasonal lighting and festival lighting
- underwater lighting of dock area to emphasis the waterfront areas

Low level lighting requires fittings that are robust and highly resistant to vandalism and service vehicles.

Amenity lighting should always consider in its design the impact that it will have on CCTV footage and in turn the overall safety of a space.



# E. SIGNAGE & INFORMATION

## Signing

There is a clear need to rationalise signage within the town centres so that information is conveyed in a clear and efficient manner to all. This can be achieved through:

- rationalisation and reduction of highway signage
- clearer pedestrian signage and information points.
- a clear strategy and enforcement for street advertisement
- a signage strategy for linking cultural and leisure facilities together

Clear and efficient signing is an essential part of the urban realm. Grimsby, Cleethorpes and Immingham are typical of many of our towns that have the tendency to clutter the urban realm with signage. As a general principle the town centres should look to:

- rationalise and reduce the impact of highway signage
- promote clear and well located pedestrian signage and information points

## Traffic Signs

Excess traffic signage is confusing for drivers to take in and also creates obstacles for pedestrians. The design, layout and application of highway signage usually must comply with the statutory requirements in terms of size and siting. Within these regulations however there is still the opportunity for a creative response. Negative impact on the public realm is often the result of poor implementation of highway regulations.

To improve the quality of the public realm there is a fundamental need to reduce the quantity and impact of traffic signage through:

- removing redundant signage
- putting all signs on one unit to avoid multiple poles
- integrating signage with the existing urban fabric by locating on elements such walls, railings and lighting columns
- matching in with other street furniture elements into the *street scene*
- a more creative look at the design of highway signage should be considered
- the removal of the back plates to traffic lights can help to reduce their size and impact - alternatively they could be incorporated as far more sculptural elements within the public realm
- the amount of information displayed and hence the size of a sign within the core urban areas should be reduced. Large strategic signs should be replaced by small *town scale* signage
- double yellow lines are particularly intrusive and should be avoided

Where possible small wall or pole mounted signs should be used or area wide enforcement zones for entire streets. Where there is no other alternative to line marking then thin double yellow lines should be used to provide a less intrusive alternative.

## Pedestrian Signs

The design and organisation of pedestrian signs is an essential element for both residents of, and visitors to places, to find their way about in an integrated and *user friendly* town centre. The main forms of this signage are either finger posts or information boards. To be effective signage should incorporate symbols and should convey the minimum level of information required to ensure the maximum degree of simplicity and clarity to help understanding and memory.

The location of information signage should be carefully considered so that it does not contribute to street clutter. A simple hierarchy for the type of signage is as follows:

- Information boards and town centre maps dispensers/boards should be considered at key arrival points such as public transport links and at transport termini
- Simple finger posts should be used to highlight directions to a small range of destinations. These should be located at focal spaces, at the confluence of major streets and along key linkages

Sometimes landmarks and key features/buildings can provide sufficient orientation and so landmarks and views should be considered part of the orientation strategy.

It is particularly important in Cleethorpes to develop a signage strategy that allows the effective orientation of tourists around the town.

## Pedestrian signage design

- **Lettering** should provide a clear contrast with the background, white text on a black background is recommended.
- **Typeface** should be simple and modern, in a font that is clear to aid visual impairment. Text should be a minimum of 30mm high and be in lower case with capitals at beginning of names and start of a sentence. Symbols should be used to compliment text as much as possible so that information is clear to all nationalities.
- **Braille** or raised text for partially sighted pedestrians should be considered on information boards/maps, along with voice activated information at pedestrian crossings.
- **Non textural information**, such as symbols and pictograms, should also be considered to cater for people with literacy and reading difficulties.
- **Information boards** should be large enough to provide a good level of information but should be in scale with its surroundings. The design of these information boards should be complementary and add interest to a space.
- **Finger posts** should be simple and elegant in form, with clear text.

All pedestrian signage should match the street furniture palette in colour and style.

