

The design, orientation and location of luminaires in the motorist's line of sight should be arranged such that glare is minimized and conforms to BS EN 12464-1:2011, 4.5.

NOTE 1 Linear light sources mounted crossways to the motorist's line of sight can be a glare source unless baffles are used.

The normal pedestrian escape routes from enclosed car parks should be easily identifiable and should be provided with emergency lighting to the same standard as escape routes within non-residential public premises, in accordance with BS 5266-1.

NOTE 2 Emergency lighting on the open roof level is not needed as long as means of egress via stairways are visible. Guidance is given in BS 5266-1.

7.4.8.3 Outdoor car parks

For lighting purposes, both surface car parks and the open roof level of multi-storey car parks should be regarded as outdoor car parks.

In many instances, surface car parks are close to properties and roads. Lighting from these can contribute to the illumination of the car parking area, but, as this lighting cannot be assured in terms of quality and duration, surface car parks should have independent lighting provisions.

Luminaires in outdoor car parks should be selected and mounted such as to avoid obtrusive lighting, following the guidance in 4.2.3.

The design, orientation and location of luminaires in the motorist's line of sight should be arranged such that glare is minimized. In order to limit glare, an appropriate intensity class should be selected from BS EN 13201-2:2015, Table A.1.

The appropriate lighting level should be selected from Table 4, taking into account the type and location of the car park, and should be provided and maintained through all the night-time hours of use.

NOTE 1 A different level may be selected at periods of night when the usage is significantly different to normal usage.

NOTE 2 Table 4 is extrapolated from BS EN 12464-2:2014, Table 5.9.

Table 4 — Maintained lighting levels for outdoor car parks

Type of area and usage	Values in lux	
	$\bar{E}$	U_o
Light traffic, e.g. parking areas of shops, terraced and apartment houses; cycle parks	5	0.25
Medium traffic, e.g. parking areas of department stores, office buildings, plants, sports and multipurpose building complexes	10	0.25
Heavy traffic, e.g. parking areas of major shopping centres, major sports and multipurpose sports and building complexes	20	0.25

In areas with low ambient luminance or environmental sensitivity areas, car park lighting levels should be appropriate to the adjacent highway lighting levels.

Lighting for open roof level car parks should be planned to avoid visual domination of the skyline by the components used to mount the luminaires during the day and by the light sources at night.

NOTE 3 Further information is given in ILP GN01 [N2].

The boundary of open roof level car parks should be well defined by illumination of the perimeter and rails. When selecting the location of luminaires and mounting components, the need for access for maintenance should be taken into account.