Risk Assessment	Barbers Road				
CIE 115:2010			**Selection of 'M' lighting class**		
Parameter	**Options**		**Weighting Value***	**Vw Selected**	
Speed	Very High	v ≥ 100 km/h	1		
	High	70 < v < 100km/h	0.5		
	Moderate	40 < v ≤ 70 km/h	0	0	20mph
	Low	v ≤ 40 km/h	N/A		
	Very low (walking speed)		N/A		
Traffic Volume	Very high	High to very high traffic flow might be defined as either having an ADT > 40 000, or where the flow exceeds	1		
	High	65% of the lane maximum capacity for dual or multi-	0.5		
	Moderate	Low to moderate traffic flow might be defined as either having an ADT of between 7 000 and 40 000, or where the flow is between 35% and 65% for dual or multi-	0	0	No traffic data for this area. Assumed to be low to moderate however, proposed works are likely to bring more traffic to the area
	Low	lane carriageways or between 15% and 45% for	-0.5		
	Very Low	Very low traffic flow might be defined as either having an ADT of <7 000, or where the flow is <35% for dual or multi-lane carriageways or <15% for single carriageways.	-1		
Traffic Composition	Mixed with high proportion of non-motorized users		2	2	Adjacent to Pudding Mill Lane station
	Mixed		1		
	Motorized only		0		
	Pedestrians, cyclists and motorized traffic		N/A	- -	
	Pedestrians and motorized traffic		N/A	- -	
	Pedestrians and cyclists only		N/A	- -	
	Pedestrians only		N/A	- -	
	Cyclists only		N/A	- -	
Separation of Carriageways	No		1	1	
	Yes		0		
Intersection Density	High		1		
	Moderate		0	0	
Parked Vehicles	Present		0.5		
	Not Present		0	0	Double yellow lines throughout
Ambient Luminance	High		1		
	Moderate		0	0	The station has lighting
	Low		-1		
Visual Guidance /Traffic Control	Poor		0.5		
	Moderate to Good		0	0	
Facial Recognition	Necessary		N/A	- -	
	Not necessary		N/A	- -	
Sum of Weighted Values			Vws1	3	
			M=6-Vws1 **	M3	
Lighting class (M)					

Note:
* Taken from Table 1 of CIE 115-2010
** Careful selection of appropriate weighting values will yield class numbers between 0 and 5. If the result is not a whole number, use the next lower whole number

Risk Assessment	Marshgate Lane/Barley Lane				
CIE 115:2010			**Selection of 'M' lighting class**		
Parameter	**Options**		**Weighting Value***	**Vw Selected**	
Speed	Very High	v ≥ 100 km/h	1		
	High	70 < v < 100km/h	0.5		
	Moderate	40 < v ≤ 70 km/h	0	0	20mph
	Low	v ≤ 40 km/h	N/A		
	Very low (walking speed)		N/A		
Traffic Volume	Very high	High to very high traffic flow might be defined as either having an ADT > 40 000, or where the flow exceeds	1		
	High	65% of the lane maximum capacity for dual or multi-	0.5		
	Moderate	Low to moderate traffic flow might be defined as either having an ADT of between 7 000 and 40 000, or where the flow is between 35% and 65% for dual or multi-	0	0	No traffic data for this area. Assumed to be low to moderate however, proposed works are likely to bring more traffic to the area
	Low	lane carriageways or between 15% and 45% for	-0.5		
	Very Low	Very low traffic flow might be defined as either having an ADT of <7 000, or where the flow is <35% for dual or multi-lane carriageways or <15% for single carriageways.	-1		
Traffic Composition	Mixed with high proportion of non-motorized users		2	2	Close to Pudding Mill Lane station
	Mixed		1		
	Motorized only		0		
	Pedestrians, cyclists and motorized traffic		N/A	- -	
	Pedestrians and motorized traffic		N/A	- -	
	Pedestrians and cyclists only		N/A	- -	
	Pedestrians only		N/A	- -	
	Cyclists only		N/A	- -	
Separation of Carriageways	No		1	1	
	Yes		0		
Intersection Density	High		1		
	Moderate		0	0	
Parked Vehicles	Present		0.5		
	Not Present		0	0	Double yellow lines throughout
Ambient Luminance	High		1		
	Moderate		0	0	Office buildings/residencies and the station nearby
	Low		-1		
Visual Guidance /Traffic Control	Poor		0.5		
	Moderate to Good		0	0	
Facial Recognition	Necessary		N/A	- -	
	Not necessary		N/A	- -	
Sum of Weighted Values			Vws1	3	
			M=6-Vws1 **	M3	
Lighting class (M)					

Note:
* Taken from Table 1 of CIE 115-2010
** Careful selection of appropriate weighting values will yield class numbers between 0 and 5. If the result is not a whole number, use the next lower whole number

Risk Assessment	Pudding Mill Lane				
CIE 115:2010			**Selection of 'M' lighting class**		
Parameter	**Options**		**Weighting Value***	**Vw Selected**	
Speed	Very High	v ≥ 100 km/h	1		
	High	70 < v < 100km/h	0.5		
	Moderate	40 < v ≤ 70 km/h	0	0	20mph
	Low	v ≤ 40 km/h	N/A		
	Very low (walking speed)		N/A		
Traffic Volume	Very high	High to very high traffic flow might be defined as either having an ADT > 40 000, or where the flow exceeds	1		
	High	65% of the lane maximum capacity for dual or multi-	0.5		
	Moderate	Low to moderate traffic flow might be defined as either having an ADT of between 7 000 and 40 000, or where the flow is between 35% and 65% for dual or multi-	0	0	No traffic data for this area. Assumed to be low to moderate however, proposed works are likely to bring more traffic to the area
	Low	lane carriageways or between 15% and 45% for	-0.5		
	Very Low	Very low traffic flow might be defined as either having an ADT of <7 000, or where the flow is <35% for dual or multi-lane carriageways or <15% for single carriageways.	-1		
Traffic Composition	Mixed with high proportion of non-motorized users		2	2	Close to Pudding Mill Lane station, pedestrian crossing on this road. The access to the theatre and other proposed areas
	Mixed		1		
	Motorized only		0		
	Pedestrians, cyclists and motorized traffic		N/A	- -	
	Pedestrians and motorized traffic		N/A	- -	
	Pedestrians and cyclists only		N/A	- -	
	Pedestrians only		N/A	- -	
	Cyclists only		N/A	- -	
Separation of Carriageways	No		1	1	
	Yes		0		
Intersection Density	High		1		
	Moderate		0	0	
Parked Vehicles	Present		0.5		
	Not Present		0	0	Double yellow lines throughout
Ambient Luminance	High		1		
	Moderate		0	0	Office buildings/residencies and the station nearby
	Low		-1		
Visual Guidance /Traffic Control	Poor		0.5		
	Moderate to Good		0	0	
Facial Recognition	Necessary		N/A	- -	
	Not necessary		N/A	- -	
Sum of Weighted Values			Vws1	3	
			M=6-Vws1 **	M3	
Lighting class (M)					

Note:
* Taken from Table 1 of CIE 115-2010
** Careful selection of appropriate weighting values will yield class numbers between 0 and 5. If the result is not a whole number, use the next lower whole number