

## Public Questions and Responses – 7 March 2024

<b>PUBLIC QUESTIONS</b> Council – 7 <sup>th</sup> March 2024				
<b>No.</b>	<b>Received from</b>	<b>Executive Member</b>	<b>Question</b>	<b>Answer</b>
1.	Nick Shaw	Cllr Matt Binley	‘Were any risk assessments carried out prior to the roll-out of LED streetlighting which has resulted in very dim lighting levels on Deeble Road in Kettering, leaving residents feeling unsafe and how much money has been saved since the lights were changed?’	<p>Once completed, the conversion of the Highways streetlights across the network to LED will result in an annual saving of over £1m in energy costs alone. With predictions in energy costs, this saving is expected to rise to £1.5m per year by 2032. The conversion is set to reduce the Council’s carbon footprint by 500 tonnes/year thus contributing towards the Council’s commitment to become net zero by 2030. Given the extent of the network, the Council does not calculate the costs of street lighting per individual street or road.</p> <p>Furthermore, the LED lights are much more controlled, so any private properties and non-highway areas currently impacted by older lights will get less nuisance light and the ‘warm light’ we have specified is less intrusive for local wildlife.</p> <p>The LED lighting meets the Council’s lighting standards, which have not changed. These standards are not a precise light level, but a range with upper and lower limits. Levels are affected by: the distance from the lamp; road layout; junctions; light spacing and height; vegetation and other obstructions; and what brightness we can set lights to.</p> <p>There is no set level of lighting required by law, so the Council decides on a discretionary basis: where to provide light; to</p>

				<p>what level; when and if they dim; whether they operate on a part-night basis. The Council provides higher standards of lighting in areas where there are more pedestrian movements such as pedestrian crossings and close to amenities. This enables the Council to assess the risks of potential conflict points and if appropriate and practical, amend the lighting accordingly.</p> <p>Given the lighting standards are not changing as a result of the LED roll-out, there is no need to carry out risk assessments in advance of the change. Since the switch to LED, the lighting standards along Deeble Road have been checked and the Council's contractor, Balfour Beatty, have confirmed that they meet those standards. Given new pedestrian crossings are due to be installed along Deeble Road, the lighting will be assessed again given the potential risk for conflict between vehicles and pedestrians at these locations. This will consider whether there are any particular risks that may arise as a result of insufficient lighting between vehicles and pedestrians at those crossings and consider whether enhanced lighting is feasible and necessary.</p> <p>The Leader has requested a review of the lighting standards along Deeble Road. An assessment is being carried out by the contractor, Balfour Beatty, to determine whether the lighting could be enhanced and how much it would cost to do so. I expect to receive this assessment later this month.</p>
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**End of Public Questions**