


Appendix B	Date: 30.10.23	 Leicestershire County Council
Leicestershire Highways	QM: RN	
Dimming LED street lights to 30% intensity between 20:00 and 22:00 Risk Assessment		INSTRUCTION 20/38 ISSUE 1 1 of 3

The following are generic Risk Assessments that can be referenced when completing "Site Specific" Risk Assessment when developing areas of carriageway for "Dimming to 30%".


Key:

Guidance


1. A **hazard** is an unsafe situation, act or omission with the potential to cause harm.
2. A **risk** is the chance of harm arising from the hazard. The degree of magnitude of the risk is the product of:
 - a. The likelihood of harm arising; and,
 - b. The severity of the outcome.
3. The degree of risk is assessed qualitatively as A, B or C using the matrix below. Control measures should be designed to eliminate the hazard where possible or, if hazards remain to reduce the residual risks to low.

Likelihood ↑	Very High	B	A	A	A
	High	B	A	A	A
	Medium	C	B	A	A
	Low	C	B	B	A
	Very Low	C	C	B	B
			Non-injury Accident	Slight Injury	Serious Injury
		Severity →			

- Risk Level A would be regarded as intolerable. Situation cannot be justified on any grounds.
- Risk Level B is a region of uncertainty. A Situation may be justified if the risks can be reduced to a level ALARP (as low as reasonably practical) through additional or alternative mitigation measures. Specific monitoring is likely to be required.
- Risk Level C is broadly tolerable. The Situation is likely to be justified but may require specific monitoring.

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Ref. No	Hazard & (Risk)	Initial Risk Level			Comments (Or Mitigation Measures)
		Lil	Sev	Risk	
L1	Dimming to 30% intensity from 20:00hrs at vertical traffic calming features (e.g. speed bumps)	M	Si	A	It is important that vertical traffic calming features remain illuminated to the appropriate standard.
L2	Dimming to 30% intensity from 20:00hrs within areas LCC consider to be a town centre causing conflict between pedestrians and/or other vehicles	H	Si	A	It is likely that large numbers of pedestrians or vehicles will be active at certain points during these hours. Lights to remain lit to standard.
L3	Dimming to 30% intensity from 20:00hrs causing conflict between pedestrians and vehicles at Zebra Crossing.	M	Si	A	It is important that zebra crossings remain illuminated to the appropriate standard. Undertake design calculations and adjust dimming levels to meet required standard. Ongoing monitoring and assessment.
L4	Dimming to 30% intensity from 20:00hrs leading to evidenced increases in night time crime/anti-social behaviour	M	Si	A	It is important that lighting levels are not reduced, to support the police with their enquiries and investigations. Ongoing monitoring and assessment required
L5	Dimming to 30% intensity from 20:00hrs leading to evidenced increases in "KSI" night time vehicular accidents at conflict areas.	M	Si	A	It is important that lighting levels are not reduced at conflict areas should "KSI" night time accidents increase. Ongoing monitoring and assessment required.
L6	Dimming to 30% intensity from 20:00hrs potentially increasing risk of falls on steps	M	Si	A	It is important that lighting levels are not reduced from 20:00 at steps within the public highway which are currently illuminated. Lights to remain on during all hours of darkness.
L7	Dimming to 30% intensity from 20:00hrs leading to increases in night time pedestrian interactions with lighting columns or street furniture	L	Sli	B	Lighting to remain lit but at reduced level. Requests for banding on street furniture to be considered on a case by case basis. Ongoing monitoring and assessment required
L8	Dimming to 30% intensity from 20:00hrs leading to increased conflict between vehicles.	M	Sli	B	Lighting to remain lit but at reduced level. No legal requirement to provide lighting. Vehicle owners should drive for the condition of the road, abide by all laws and have headlights on at night. Ongoing monitoring and assessment required.

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Ref. No	Hazard & (Risk)	Initial Risk Level			Comments (Or Mitigation Measures)
		Lil	Sev	Risk	
L9	Dimming to 30% intensity from 20:00hrs leading to increased conflict between vehicles, pedestrians and cyclists	M	Sli	B	<p>Lighting to remain lit but at reduced level. No legal requirement to provide lighting. Vehicle owners should drive for the condition of the road, abide by all laws and have headlights on at night.</p> <p>Users of highway responsible for their own safety when navigating the network, dressing accordingly for the conditions and making themselves visible during hours of darkness.</p> <p>Ongoing monitoring and assessment required.</p>