



Oxfordshire County Council

Equalities Impact Assessment

Street Lighting Policy Update - Part-night lighting

Version 2

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Section 1: Summary details

Directorate and Service Area	Environment & Highways - Highway Maintenance
What is being assessed (e.g. name of policy, procedure, project, service or proposed service change).	Update to the Street Lighting and Illuminated Assets Policy & Procedure with respect to Part Night Lighting
Is this a new or existing function or policy?	<p>An update to the Street Lighting & Illuminated Assets policy and procedure has been carried out to enable the implementation of an existing part-night lighting provision within these documents.</p> <p>A new Part-Night Lighting Implementation Framework has been developed to support a managed approach to delivering part-night lighting in Oxfordshire.</p>
Summary of assessment Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community? (following completion of the assessment).	<p>Part-night lighting is typically the switching off of streetlights at night during the quieter nighttime period, supporting a reduction of operational hours for local streetlighting networks. When adopted, part-night lighting has environmental benefits, including improving biodiversity, along with reducing energy use which enables carbon savings.</p> <p>In November 2025, a previous part-night lighting proposal was taken to CMD, but it raised several concerns from councillors and stakeholders. An outline of the newly proposed part-night lighting implementation framework approach was then developed and submitted to Scrutiny Committee in Feb'25. The updated proposal detailed a two-stage engagement process to gather wider stakeholder and the public's views on part-night lighting and the new approach.</p> <p>The new part-night lighting Implementation framework has been developed to ensure that local communities are involved in the decision-making processes for implementing part-night lighting schemes in Oxfordshire. The implementation framework follows a six-step approach; covering the part-night lighting scheme application, governance, local assessment, consultation and implementation processes which allows Parish and Town Councils to apply for part-night lighting schemes within their areas.</p>

	<p>The wider stakeholder and public consultation on the updated part-night lighting proposal and part-night lighting implementation framework was carried out via two phases of stakeholder and public engagement:</p> <ul style="list-style-type: none"> • 5 Key Stakeholder Engagement workshops (Spring 2025) • Public consultation held 9 June to 6 July 2025 <p>The stakeholder and public consultation feedback has flagged that up that whilst there is support for the benefits of part-night lighting, there are concerns that part-night lighting may increase the perception of crime and road safety incidents, which may disadvantage or adversely affect more vulnerable groups; especially women, those of a younger or older age demographic, or people with disabilities and mobility issues.</p> <p>Although there is no evidence to suggest from the majority of authorities that have implemented part-night lighting that reduced street lighting has had statistically significant effects, we do however acknowledge the genuine concerns of residents and community groups, and have introduced mitigation measures, which includes a targeted part-night lighting exemption list as part of the part-night lighting implementation framework. The exemption list addresses the specific concerns raised, and a public consultations will be held on each proposed part-night lighting scheme for greater community review and input. For each proposed scheme, we will also encourage parish and town councils to engage with their specific local stakeholder groups for their input and feedback.</p> <p>As part of the Implementation Framework processes there will be a parallel process of engagement and crime and road safety data analysis with Thames Valley Police to ensure that part-night lighting schemes are not introduced in areas where is already heightened risk.</p> <p>There will also be an ongoing annual evidence led part-night lighting monitoring and review meeting with Thames Valley Police, and where and if evidence supports it, schemes maybe removed from the part-night lighting programme (if requested by Thames Valley Police and the Parish / Town Council).</p>
Completed By	Caroline Coyne
Authorised By	Jamie Kavanagh
Date of Assessment	03.09.2025

Section 2: Detail of proposal

<p>Context / Background</p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>Oxfordshire County Council, in its capacity as the highway authority, operates approximately 60,000 streetlights across the county and is responsible for the provision and maintenance of streetlights in Oxfordshire. Under the Highway Act 1980 the council has the power, but not the duty, to provide street lighting.</p> <p>Part-night lighting is the practice of switching off streetlights during quieter nighttime hours. Over half of UK councils have introduced part-night lighting in their areas. This measure is aimed at saving energy, reducing carbon emissions and reducing costs, but there are clear environmental benefits which support nighttime pollinators and bio-diversity gains.</p> <p>In November 2024 a part-night lighting proposal “Proposed highway street lighting profiles, specifically with regard to operational hours and illumination levels (part-night lighting)” and its supporting Equalities Impact Assessment (EIA), was presented for decision at Cabinet member Decision (CMD). A high volume of concerns were received about the proposal from Councillors, community groups and stakeholders, so the decision on the proposal was deferred with a request that a revised approach for part-night lighting be developed which involved much greater input from stakeholders and the public.</p> <p>Following the CMD feedback, the revised approach was presented to Place Overview and Scrutiny Committee on 5 February 2025. The proposal outlined how the updated policy, part-night implementation framework and EIA would be re-developed, using four key elements: data and insights, engagement and consultation, understanding impacts and risks, and using updated implementation processes based on the 20mph programme and following best practice.</p> <p>The revised approach presented to Scrutiny outlined the work and next steps required. This EIA report outlines the work carried out to complete these steps, and how their outputs are feeding to, the updated part-night lighting implementation framework proposal and this supporting EIA.</p>
<p>Proposals</p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The council aims to establish a part-night lighting implementation framework which incorporates best practice, ensuring stakeholders and residents feedback is carefully considered. After drawing on the engagement principles developed for the 20mph programme, and engaging with stakeholders and holding a public consultation, a revised proposal for the part-night lighting implementation framework has been developed, which only introduces part night lighting in Oxfordshire locations where:</p> <ul style="list-style-type: none"> • The scheme is requested by the local town or parish council/meeting, or local governance authorities. • The part night lighting exemption criteria does not apply.

	<ul style="list-style-type: none"> Local residents have been consulted on individual schemes via a public consultation, as well as feedback received from key stakeholders such the police, community safety groups, transport providers, and nighttime economy is considered. The part night lighting scheme is submitted for consideration and decision at Oxfordshire Council Council's Delegated Decision by Cabinet Member for Transport Management
<p>Evidence / Intelligence</p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>This EIA report presents the findings from the stakeholder engagement and public consultation activities conducted during spring and summer 2025:</p> <p>The stakeholder engagement key objectives was sharing the emerging part-night lighting implementation plans, understand stakeholders concerns and impacts surrounding part-night lighting and how these might be mitigated, and develop the formal consultation process. The engagement activity consisted of five targeted online workshops key stakeholders:</p> <ul style="list-style-type: none"> Representatives of community groups District, town and parish councillors Emergency services and community safety teams Representatives of women and girl's groups Employers, including of shift and night time economy workers. <p>Five key questions were asked of all groups to focus discussion and ensure equity across the engagement workshops. The responses from the different groups highlighted several key themes:</p> <ul style="list-style-type: none"> Safety Concerns: Many participants, particularly representatives of community groups, women and girl's groups, and emergency services highlighted the potential negative impact on safety. Concerns were raised about increased crime rates, fear of walking in unlit areas, and the safety of vulnerable groups such as women, visually impaired individuals, and shift workers. Psychological Impact: The psychological safety provided by street lighting was a recurring theme. Participants emphasised that well-lit areas contribute to a sense of security and reduce the need for extra planning and precautions when going out. Environmental and Biodiversity Benefits: Some stakeholders, particularly district, town, and parish councillors, valued the environmental benefits of reduced light pollution and the positive impact on biodiversity.

- Tailored Solutions: There was a strong call for tailored solutions that consider the specific needs of different areas, including urban and rural contexts, public transport areas, and high footfall locations.
- Community Engagement: Effective communication and engagement with residents were deemed crucial. Participants stressed the importance of local community feedback and insights in informing decision-making and implementation.

The stakeholder engagement provided valuable insights into the perspectives and concerns of various community groups, and this helped develop the public consultation survey:

The public consultation was held 9 June to 6 July 2025 and asked 34 quantitative and qualitative questions to gather a holistic understanding of people views on part-night lighting and the proposed part-night lighting implementation framework. The consultation generated a very high level of interest, with approx. 4.7k total page views and 1,284 people completing the survey in total. Respondents represented a wide range of diversity, providing a valuable range of differing views and feedback. There was a higher proportion of female to male respondents, which has allowed the council a greater level of insight into how women and girls view part-night lighting, as well respondents within both younger and older age brackets.

There was also a good level of engagement from those in the working age brackets, whom part-night lighting may affect more when it comes to commuting or shift work. There was also several respondents who identified as having a health problem or disability which has lasted or is expected to last at least 12 months. This provides valuable insight into how part-night may affect more vulnerable residents. The high-level diversity figures of who responded to the consultation are provided below:

- 94.9% - Oxfordshire Residents
- 49% - Female / 41.3% - Male
- 3.2% - under 25yrs / 62.9% - Working age / 28% - 65yrs and over
- 78.1% - White British / 17.5 % - Prefer not to say / 1.8% Asian or Asian British
- 4.5% stated 'Yes, a lot' / 11.5% stated Yes, a little' to health problem or disability which has lasted, or is expected to last, at least 12 months.

Main areas of support for part-night lighting and the proposed implementation framework

There was a higher percentage of completely positive and mostly positive responses (646 / 50.4%) compared to those who that answered mostly or completely negative (562 / 43.9%) to the question; After reading the draft framework and frequently asked questions, what is your overall view of part-night lighting in Oxfordshire?

A higher proportion of respondent's feedback that they did not think we need to change the proposed exemptions, with 615 / 48.1% answering 'No', compared to the 347 / 27.9% who answered yes, to the question; Some factors would make an area unsuitable for part-night lighting, we are calling these 'Exemptions'. The exemptions are listed in the draft framework. Do you think that anything should be added, removed or changed in the list of exemptions?

The majority of respondents (566 / 44.5%) feedback they think that parish and town councils and local governance authorities are the right people to request part-night lighting in their areas, compared to the 377 / 29.7% who responded 'no' to the question: The draft framework says that part-night lighting would only be considered in areas where it is requested by the town and parish councils, or local governance authorities, and supported by the area's Oxfordshire County Councillor. Do you think that these are the right people to be able to request part-night lighting? Please remember that a local public consultation would also take place before any part-night lighting scheme was introduced.

The majority of respondents 628 / 50.5% also think that nothing needs to be changed within the proposed implementation framework process when asked the question: This image shows the draft implementation process by which a part-night lighting scheme could be introduced. You can also read through the process here. Do you think that anything should be added, removed or changed in this draft implementation process? compared to the 347 / 27.9% who responded yes.

On the whole, there were less qualitative responses from respondents who answered positively in response to the quantitative questions, but there is clear support for the environmental, sustainability and cost savings part-night lighting can achieve.

The proposed timings may need to be reviewed for each individual scheme. The majority of responses to the question: Do you think that these are the right timings for rural and urban locations? feedback they are not the right timings for rural and urban locations with 552 / 43.2%, responding that they are the wrong timings for both urban and rural areas, compared to the 472 / 36.9% who responded that they are the right timings.

It is interesting to note that approximately a third of respondents (472 / 37%) feedback that they do travel either daily, multiple times a week or weekly during 11.30 PM and 5.30 AM, but then conversely 739 / 57.7% of respondents feedback that the introduction of part-night lighting during the proposed timings would not affect how they travel, compared to the 458 / 35.8% respondents saying the timings would affect how they travel.

This is where proposed individual schemes would need to be initially reviewed to understand where the public transport links are, and what the impact is on the 'last train/bus' timings. Scheme timings could then be tailored if required.

Main areas of opposition and concern

The main areas of opposition and concern have come through via the qualitative responses to the consultation survey questions, where respondents have been able to write narratively what their concerns are.

Safety concerns are the main concern respondents feedback on throughout the consultation. Many feel that part-night lighting and reducing street lighting will make streets and less safe, particularly for women. They feel well-lit streets are essential for preventing crime and ensuring public safety. The perception is that there will be an increase in crime and anti-social behaviour if part-night lighting is implemented, with darkness providing cover for criminal activities. Legal and accountability issues were raised, who would be held accountable if a crime or accident occurs due to a lack of streetlighting. Respondents have requested accountability mechanisms be put in place.

There are concerns about potential impact on vulnerable groups, with strong sentiment that part-night lighting will disproportionately affect women, vulnerable younger people, the elderly and disabled individuals, especially those who work late shifts or rely on public transport. There are concerns that reduced lighting will affect the night-time economy, as people may avoid going out at night due to safety concerns.

Respondents also raised environmental versus safety considerations. While respondents acknowledge the environmental benefits of part-night lighting, they argue that these should not come at the expense of public safety. There are suggestions for alternative solutions, such as motion-activated lighting, that could also balance safety and environmental concerns.

	<p>There is also feedback indicating a distrust of local government, and lack of trust in the council's consultation and decision-making processes. There is a belief that the council is considering cost-cutting over public safety and that the consultation process is not genuinely considering residents' opinions.</p> <p>Within the consultation qualitative responses there was clear messaging that those that oppose part-night lighting, oppose it as a concept completely, even with the proposed implementation frameworks mitigations and checking processes taken into consideration.</p> <p>Levels of Communication and engagement with stakeholders</p> <p>There are also requests throughout the consultation feedback that communication about part-night lighting be enhanced on several levels. Generally, information about part-night lighting needs to be more widely shared, so people can understand what it is and how it may affect them.</p> <p>There were also requests that local residents and local stakeholders get a greater level of input in the consultation process and on deciding on whether a part-night lighting is implemented in their area, and that they are also provided the ability to feedback on a scheme once it has been implemented to raise any issues or concerns.</p>
<p>Alternatives considered / rejected</p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>In November 2024 a part-night lighting proposal “Proposed highway street lighting profiles, specifically with regard to operational hours and illumination levels (part-night lighting)” and its supporting Equalities Impact Assessment (EIA), was presented for decision at Cabinet member Decision (CMD). A high volume of concerns were received about the proposal from Councillors, community groups and stakeholders, so the decision on the proposal was deferred with a request that a revised approach for part-night lighting be developed which involved much greater input from stakeholders and the public.</p> <p>Following the CMD feedback, the revised approach was presented to Place Overview and Scrutiny Committee on 5 February 2025. The proposal outlined how the updated policy, part-night implementation framework and EIA would be re-developed, using four key elements: data and insights, engagement and consultation, understanding impacts and risks, and using updated implementation processes based on the 20mph programme and following best practice.</p>

	<p>The revised approach presented to Scrutiny outlined the work and next steps required. This EIA report outlines the work carried out to complete these steps, and how their outputs are feeding to, and support, the updated part-night lighting implementation framework proposal and this its supporting EIA.</p>
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Section 3: Impact Assessment - Protected Characteristics

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The consultation feedback has indicated that there is a perception that reduced streetlighting could increase the risk of crime and road safety incidents, which could affect either younger or older generations more acutely.	Although there is no evidence to suggest from the majority of authorities that have implemented part-night lighting that reduced street lighting has had statistically significant effects, we do acknowledge however the genuine concerns of residents and community groups and have introduced mitigation measures, which includes a targeted exemption list. The exemption list addresses specific concerns raised by these groups. We will be holding public consultations on each proposed part-night lighting scheme. For each proposed scheme, we will encourage parish and town councils to engage with their	Sean Rooney, Head of Maintenance & Road Safety	Schemes will be monitored on an ongoing basis in terms of if there is feedback from TVP on increased crime levels, or concerns raised, a scheme can be reviewed. There will be an annual monitoring process set up with TVP to review schemes and assess any issues or safety incident data post implementation.

					<p>specific local age related and youth stakeholder groups</p> <p>There is also a parallel process of engagement and crime and road safety data analysis with Thames Valley Police to ensure that part-night lighting is not introduced in areas where is already heightened risk.</p> <p>There will be an ongoing annual evidence led part-night lighting monitoring and review meeting with Thames Valley Police, and where and if evidence supports it, schemes maybe removed from the part-night lighting programme (if requested by Thames Valley Police and the Parish / Town Council).</p>		
Disability	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The consultation feedback has indicated that there is a perception that reduced streetlighting could increase the risk of crime and road safety incidents, which could	Although there is no evidence to suggest from the majority of authorities that have implemented part-night lighting that reduced street lighting has had statistically	Sean Rooney, Head of Maintenance & Road Safety	Schemes will be monitored on an ongoing basis in terms of if there is feedback from TVP on

				<p>affect those with disabilities and/or long-term health issues more acutely.</p>	<p>significant effects, we do acknowledge however the genuine concerns of residents and community groups and have introduced mitigation measures which include a targeted exemption list which addresses specific concerns raised by these groups. We will be holding public consultations on each proposed part-night lighting scheme. For each proposed scheme, we will encourage parish and town councils to engage with their specific local disability stakeholder groups</p> <p>There is also a parallel process of engagement and crime and road safety data analysis with Thames Valley Police to ensure that part-night lighting is not introduced in areas where is already heightened risk.</p> <p>There will be an ongoing annual evidence led part-night lighting monitoring and</p>		<p>increased crime levels, or concerns raised, a scheme can be reviewed.</p> <p>There will be an annual monitoring process set up with TVP to review schemes and assess any issues or safety incident data post implementation.</p>
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					review meeting with Thames Valley Police, and where and if evidence supports it, schemes maybe removed from the part-night lighting programme (if requested by Thames Valley Police and the Parish / Town Council).		
Gender Reassignment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The consultation feedback has indicated that there is a perception that reduced streetlighting could increase the risk of crime and road safety incidents, which could affect those who have undergone gender reassignment more acutely.	Although there is no evidence to suggest from the majority of authorities that have implemented part-night lighting that reduced street lighting has had statistically significant effects, we do acknowledge however the genuine concerns of residents and community groups and have introduced mitigation measures which include a targeted exemption list which addresses specific concerns raised by these groups. We will be holding public consultations on each proposed part-night lighting scheme, which we will encourage parish and town councils to engage on with their specific gender	Sean Rooney, Head of Maintenance & Road Safety	Schemes will be monitored on an ongoing basis in terms of if there is feedback from TVP on increased crime levels, or concerns raised, a scheme can be reviewed. There will be an annual monitoring process set up with TVP to review schemes and assess any issues or safety

					<p>reassignment stakeholder groups.</p> <p>There is also a parallel process of engagement and crime and road safety data analysis with Thames Valley Police to ensure that part-night lighting is not introduced in areas where is already heightened risk.</p> <p>There will be an ongoing annual evidence led part-night lighting monitoring and review meeting with Thames Valley Police, and where and if evidence supports it, schemes maybe removed from the part-night lighting programme (if requested by Thames Valley Police and the Parish / Town Council).</p>		incident data post implementation.
Marriage & Civil Partnership	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The part-night lighting programme approach does not have any bias or discriminate towards marriage & civil partnership			

Pregnancy & Maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The part-night lighting programme approach does not have any bias or discriminate towards Pregnancy & Maternity			
Race	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Although the consultation indicated a lower level of engagement with respondents identifying as other than White British, there is an understanding that reduced streetlighting could increase the risk of crime and road safety incidents for those who are from ethnic groups.	Although there is no evidence to suggest from the majority of authorities that have implemented part-night lighting that reduced street lighting has had statistically significant effects, we do acknowledge however the genuine concerns of residents and community groups and have introduced mitigation measures which include a targeted exemption list which addresses specific concerns raised by these groups. We will be holding public consultations on each proposed part-night lighting scheme, which we will encourage parish and town councils to engage on with	Sean Rooney, Head of Maintenance & Road Safety	Schemes will be monitored on an ongoing basis in terms of if there is feedback from TVP on increased crime levels, or concerns raised, a scheme can be reviewed. There will be an annual monitoring process set up with TVP to review schemes and assess any issues or safety

					<p>their race and ethnic stakeholder groups.</p> <p>There is also a parallel process of engagement and crime and road safety data analysis with Thames Valley Police to ensure that part-night lighting is not introduced in areas where is already heightened risk.</p> <p>There will be an ongoing annual evidence led part-night lighting monitoring and review meeting with Thames Valley Police, and where and if evidence supports it, schemes maybe removed from the part-night lighting programme (if requested by Thames Valley Police and the Parish / Town Council).</p>		incident data post implementation.
Sex	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The consultation feedback has indicated that there is a perception that reduced streetlighting could increase the risk of crime and road safety incidents, which could	Although there is no evidence to suggest from the majority of authorities that have implemented part-night lighting that reduced street lighting has had statistically significant effects, we do	Sean Rooney, Head of Maintenance & Road Safety	Schemes will be monitored on an ongoing basis in terms of if there is feedback from TVP on increased crime

				<p>affect women and girls more acutely.</p>	<p>acknowledge however the genuine concerns of residents and community groups and have introduced mitigation measures which include a targeted exemption list which addresses specific concerns raised by these groups. We will be holding public consultations on each proposed part-night lighting scheme, which we will encourage parish and town councils to engage on with their specific women stakeholder groups.</p> <p>There is also a parallel process of engagement and crime and road safety data analysis with Thames Valley Police to ensure that part-night lighting is not introduced in areas of already heightened risk, and there will be an ongoing annual evidence led monitoring and review meeting with Thames Valley Police, and where and if evidence supports it,</p>		<p>levels, or concerns raised, a scheme can be reviewed.</p> <p>There will be an annual monitoring process set up with TVP to review schemes and assess any issues or safety incident data post implementation.</p>
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					schemes maybe removed from the part-night lighting programme (if requested by Thames Valley Police and the Parish / Town Council).		
Sexual Orientation	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The part-night lighting programme approach does not have any bias or discriminate towards Sexual Orientation			
Religion or Belief	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Although the consultation indicated a lower level of engagement with respondents identifying as other than Christian, there is an understanding that reduced streetlighting could increase the risk of crime and road safety incidents for those who identify with a different religion or belief.	Although there is no evidence to suggest from the majority of authorities that have implemented part-night lighting that reduced street lighting has had statistically significant effects, we do acknowledge however the genuine concerns of residents and community groups and have introduced mitigation measures which include a targeted exemption list which addresses specific concerns raised by these groups. We will be holding public consultations on each	Sean Rooney, Head of Maintenance & Road Safety	Schemes will be monitored on an ongoing basis in terms of if there is feedback from TVP on increased crime levels, or concerns raised, a scheme can be reviewed. There will be an annual monitoring process set up

					<p>proposed part-night lighting scheme, which we will encourage parish and town councils to engage on with their specific women stakeholder groups.</p> <p>There is also a parallel process of engagement and crime and road safety data analysis with Thames Valley Police to ensure that part-night lighting is not introduced in areas of already heightened risk, and there will be an ongoing annual evidence led monitoring and review meeting with Thames Valley Police, and where and if evidence supports it, schemes maybe removed from the part-night lighting programme (if requested by Thames Valley Police and the Parish / Town Council).</p>		<p>with TVP to review schemes and assess any issues or safety incident data post implementation.</p>
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Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The consultation feedback has indicated that there is a perception part-night lighting will improve the environment through encouraging biodiversity, especially for nocturnal animals and pollinators, as well as reduce light pollution. The biodiversity nets gains may be more immediately noticeable in rural communities.</p> <p>It has also been raised that rural areas may also be 'darker' if part-night lighting is implemented and conversely people may feel more vulnerable as a result.</p>	<p>Bio-diversity assessments could be carried out as part of post-implementation monitoring, to understand the level of part-night benefits / improvements.</p> <p>Each part night lighting scheme will be assessed so if there are areas where lighting is required due to last buses / local pubs etc, then those lights can remain on for those particular instances.</p>	Sean Rooney, Head of Maintenance & Road Safety	<p>Schemes will be monitored on an ongoing basis in terms of if there is feedback from TVP on increased crime levels, or concerns raised, a scheme can be reviewed.</p> <p>There will be an annual monitoring process set up with TVP to review schemes and assess any issues or safety incident data post implementation.</p>

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The part-night lighting programme approach does not have any bias or discriminate towards Armed Forces			
Carers	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The consultation feedback has indicated that there is a perception that reduced streetlighting could increase the risk of crime and road safety incidents, which could affect either younger or older generations more acutely, and affect those with disabilities and/or long-term health issues more acutely. As a result it may also affect those who are caring for those with these Protected Characteristics.	Although there is no evidence to suggest from the majority of authorities that have implemented part-night lighting that reduced street lighting has had statistically significant effects, we do acknowledge however the genuine concerns of residents and community groups and have introduced mitigation measures which include a targeted exemption list which addresses specific concerns raised by these groups. We will be holding public consultations on each proposed part-night lighting scheme. For each proposed	Sean Rooney, Head of Maintenance & Road Safety	Schemes will be monitored on an ongoing basis in terms of if there is feedback from TVP on increased crime levels, or concerns raised, a scheme can be reviewed. There will be an annual monitoring process set up with TVP to review schemes

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
					<p>scheme, we will encourage parish and town councils to engage with their specific local carer stakeholder groups</p> <p>There is also a parallel process of engagement and crime and road safety data analysis with Thames Valley Police to ensure that part-night lighting is not introduced in areas where is already heightened risk.</p> <p>There will be an ongoing annual evidence led part-night lighting monitoring and review meeting with Thames Valley Police, and where and if evidence supports it, schemes maybe removed from the part-night lighting programme (if requested by Thames Valley Police and the Parish / Town Council).</p>		and assess any issues or safety incident data post implementation.

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Areas of deprivation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The consultation feedback has indicated that there is a perception that reduced streetlighting could increase the risk of crime which could affect areas of deprivation more acutely	<p>Although there is no evidence to suggest from the majority of authorities that have implemented part-night lighting that reduced street lighting has had statistically significant effects, we do acknowledge however the genuine concerns of residents and community groups and have introduced mitigation measures which include a targeted exemption list which addresses specific concerns raised by these groups. We will be holding public consultations on each proposed part-night lighting scheme. For each proposed scheme, we will encourage parish and town councils to engage with their specific Areas of deprivation.</p> <p>There is also a parallel process of engagement and crime and road safety data</p>	Sean Rooney, Head of Maintenance & Road Safety	<p>Schemes will be monitored on an ongoing basis in terms of if there is feedback from TVP on increased crime levels, or concerns raised, a scheme can be reviewed.</p> <p>There will be an annual monitoring process set up with TVP to review schemes and assess any issues or safety incident data post implementation.</p>

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
					<p>analysis with Thames Valley Police to ensure that part-night lighting is not introduced in areas where is already heightened risk.</p> <p>There will be an ongoing annual evidence led part-night lighting monitoring and review meeting with Thames Valley Police, and where and if evidence supports it, schemes maybe removed from the part-night lighting programme (if requested by Thames Valley Police and the Parish / Town Council).</p>		

Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Staff	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The part-night lighting programme approach does not have any bias or discriminate towards OCC Staff			
Other Council Services	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The part-night lighting programme approach does not have any bias or discriminate towards Other council services			
Providers	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The part-night lighting programme approach does not have any bias or discriminate towards OCC's Providers			

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Social Value ¹	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The part-night lighting programme approach does not have any impact on Social Value			

¹ If the Public Services (Social Value) Act 2012 applies to this proposal, please summarise here how you have considered how the contract might improve the economic, social, and environmental well-being of the relevant area

Section 4: Review

Where bias, negative impact or disadvantage is identified, the proposal and/or implementation can be adapted or changed; meaning there is a need for regular review. This review may also be needed to reflect additional data and evidence for a fuller assessment (proportionate to the decision in question). Please state the agreed review timescale for the identified impacts of the policy implementation or service change.

Review Date	To be agreed if part-night lighting is approved by Cabinet on 21.10.2025
Person Responsible for Review	
Authorised By	