

PLACE OVERVIEW AND SCRUTINY COMMITTEE

– 24 September 2025

Update to the Street Lighting and Illuminated Assets Policy with respect to Part Night Lighting

Report by Director for Environment and Highways

RECOMMENDATION

1. **The Committee is RECOMMENDED to**
 - I. NOTE the Cabinet Report
 - II. Agree any recommendations it wishes to make to Cabinet

Executive Summary

2. Following the Cabinet Member decision in November 2024¹ to defer the previous part-night lighting proposals, and a subsequent report to the Place and Overview Scrutiny Committee in February 2025² outlining the part-night lighting revised framework approach, this report presents the proposed new policy and approach to part-night lighting following stakeholder engagement and public consultation feedback. The report outlines the concerns raised regarding part-night lighting, as well as its levels of support.
3. Following the stakeholder engagement and public consultation feedback, the Street Lighting and Illuminated Assets Policy, and its supporting Electrical Procedure, equalities impact assessment (EIA) and climate impact assessment (CIA) have also been updated. The previous Street Lighting and Illuminated Assets policy was agreed by Cabinet on 18 October 2022 and was due for review.
4. It was previously estimated that part-night lighting could save up to approx. £400k and 400Tc02e of carbon annually if it was delivered Oxfordshire wide. To provide a more granular understanding of benefits with the scheme by scheme basis approach now promoted, three part-night lighting scheme desktop case studies have been carried out using the proposed Part-Night Lighting Implementation Framework ('the Framework'), to show what the potential cost and carbon savings of part-night lighting could be scheme by scheme (Annex G).
5. The policy update is to act as an enabler for those communities who wish to apply for part night lighting in their locality. There is no council funded

¹ [Decision - Dark Skies - Street Lighting Illumination Proposals | Oxfordshire County Council](#)

² [Agenda for Place Overview & Scrutiny Committee on Wednesday, 5 February 2025, 10.00 am | Oxfordshire County Council](#)

programme to cover the costs of implementing part night lighting. As such, any associated costs for implementation will need to be sourced by those parties applying for the initiative in their locality.

Financial Implications

6. The development of this part-night lighting implementation framework and its associated engagement has been funded through existing service budgets.
7. The previous countywide framework, is now, through this policy proposed to be replaced by a community based framework and as such the previously estimated energy saving of £400k is now not realisable. The cost of implementing changes to the streetlights to a part-night lighting regime, estimated at £50 per light, will be funded by the scheme applicants. As such there are no planned costs to be incurred by the Council.
8. The new framework, if implemented, would mean that savings would be incremental and realised on a scheme by scheme basis. Electricity cost savings. At this time it is difficult to estimate the predicted annual benefit, as there is no firm understanding of the volume and/or the timeframe of individual scheme applications.

9. The table below summaries the information from the case studies in the attached annexes:

Catchment	Nos of lights changed	Cost of change £50/light	Potential Annual Saving	kWh saving	CO2e saving
Rural	46	£2,300	-£341	1,420	0.28
Urban	102	£5,100	-£3,340	13,952	2.73
Residential	165	£8,250	-£1,515	6,313	1.23

10. Any future commitment to provide funding by the council into a programme for part night lighting will be considered as part of the normal budget setting process.

Comments checked by:

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Legal Implications

11. There is no general requirement or obligation for the council to light the highway. Oxfordshire has set its own policy based on the council's priorities and general guidance and good practice.
12. The legislation and guidance to which the council must have regard when exercising its power to light the highway includes:

- a. Section 97 of the *Highways Act 1980* gives the council the power to provide street lighting.
 - b. Regulation 5 of *The Highways (Road Humps) Regulations 1999* requires that road humps are illuminated.
 - c. Section 17 of the *Crime and Disorder Act 1998* places on the council the duty to consider crime and disorder implications of exercising its various functions.
 - d. Section 39 of the *Road Traffic Act 1988* imposes upon the council a responsibility for taking measures to prevent road traffic accidents.
 - e. The *Traffic Signs Regulations and General Directions 2016* require some traffic signs to be directly illuminated when within a system of street lighting. Traffic sign illumination will not be affected by this initiative.
 - f. The design requirements in BS 5489 allow road lighting levels to be lowered during periods of low traffic volumes
13. The proposed policy and Framework, which enable parish and town councils or local governance authorities to request changes to the operational provision of street lighting, are within the powers of the council.

Comments checked by:

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Annex:

Annex 1-Report to Cabinet

Annex A– Street Lighting and Illuminated Assets Policy & Electrical Procedure
Annex B – Part Night Lighting Implementation Framework
Annex C– Part Night Lighting EIA
Annex D – Part Night Lighting CIA
Annex E– Stakeholder Engagement Report
Annex F– Part-Night Lighting and Street Lighting Consultation report.
Annex G – Part Night Lighting Case Studies

Background papers: None

Other Documents: [Decision - Dark Skies - Street Lighting Illumination Proposals | Oxfordshire County Council](#)

[Agenda for Place Overview & Scrutiny Committee on Wednesday, 5 February 2025, 10.00 am | Oxfordshire County Council](#)

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September 2025