

# Climate Impact Assessment

## Details of proposal - *fill in all the areas shaded in blue*

<b>Directorate and Service Area</b>	Environment & Highways - Highway Maintenance
<b>What is being assessed</b> (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
<b>Is this a new or existing function or policy?</b>	The update to the Street Lighting & Illuminated Assets policy and procedure will enable the implementation of an existing part-night lighting provision within these documents, to enable part-night lighting.
<b>Summary of assessment</b> Briefly summarise the policy or proposed service change. Summarise possible impacts. <b>(following completion of the assessment).</b>	The previous Street Lighting and Illuminated Assets policy and procedure allowed for Part-night lighting, however it not specify how, or under what circumstances, part-night lighting may be implemented in a local area. The Street Lighting and Electrical Assets Policy and Procedure have been updated with regards to part-night lighting, to provide clarity, and new part-night lighting Implementation Framework has been developed that allows Parish and Town Councils to apply for part-night lighting schemes within their areas. The new Part-Night lighting Implementation Framework follows a six-step approach, that explains 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. If adopted Part-night lighting will reduce the operational hours for local streetlighting networks in Oxfordshire, and will result in a reduction in energy use and its associated carbon.
<b>Context / Background</b> Briefly summarise the background to the proposal, including reasons for any changes from previous versions	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. 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 primary aimed at saving energy, reducing carbon emissions and reducing costs, but there are clear environmental benefits which support nighttime pollinators and bio-diversity gains. The proposed part-night lighting initiative seeks to accommodate the positive aspects of street lighting whilst reducing its detrimental impact on the environment and its burden on council resources by better tailoring its duration and intensity, and switching it off during nighttime hours. Light pollution would be significantly reduced during the affected hours which could reduce the negative impact of artificial light on some wildlife. Each light that is switched off overnight would be illuminated for at least 1,500 fewer hours each year. It was previously estimated that if part-night lighting were implemented at every possible OCC street lighting location across the county it could potentially reduce energy consumption by over 5,000 kWh per day, and realise an approximated annual reduction in carbon emissions of over 400tCO2e. Additionally, it was previously estimated that part-night lighting could potentially reduce annual cost revenue expenditure on energy by over 100,000.
<b>Proposal</b> Explain the detail of the proposal, including why this has been decided as the best course of action.	The council's aim is to set a new implementation framework for part-night lighting for Oxfordshire that supports the council's net zero ambitions and reduces the negative impacts of light pollution on the natural environment from a carbon and biodiversity perspective. Central to the development of the council's part-night lighting proposals is giving communities the choice to introduce part-night lighting in their local area only if Parish or Ton Council's request it, and recognising that one size does not fit all. The proposed part-night lighting implementation framework allows for different operating hours, levels of light intensity and exemptions which will all support the diversity of the county's geography and communities. Importantly, the council are proposing that part night-lighting will be a community choice requested through the parish/town council and the county councillor/s for that area (for areas of Oxford that are not parished, this would only be through the county councillors). Following such a request, the part-night lighting scheme for that community will be consulted upon, with a final decision being made at the relevant Cabinet Member Decision meeting (similar to the principle and approach to 20mph schemes).
<b>Evidence / Intelligence</b> List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposal and can help to inform the judgements you make about potential impact on our ability to deliver our climate commitments.	The council carried out a two-phase approach for stakeholder engagement, and public consultation on the proposed Part-Night Lighting Implementation Framework. Phase one involved engaging stakeholders and communities to review and develop Oxfordshire's proposals for a part-night lighting framework. This included sharing the council's plans, hearing concerns, and gathering feedback on the potential impacts of part-night lighting, especially on at-risk groups. Phase two was a formal public consultation on the proposed framework developed in collaboration with communities and stakeholders. The consultation results indicated no substantial changes were needed to the proposed part-night lighting implementation framework, but the consultation helped refine the part-night lighting framework and inform the proposals to the cabinet. As the new implementation framework proposal for part-night lighting follows the same application principles as the 20mph programme, where parish and town councils apply for schemes within their areas, the future carbon and cost savings will depend on the volume of part-night lighting scheme uptake, and each scheme will produce different savings figures. Officers have calculated potential cost and carbon savings using three case studies, based upon real world urban, rural and residential location examples to provide more granular details on the potential cost and carbon savings.
<b>Alternatives considered / rejected</b> Summarise any other approaches that have been considered in developing the proposal, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.	On 14 November 2024, "Proposed highway street lighting profiles, specifically with regard to operational hours and illumination levels (part-night lighting)", were presented for decision at Cabinet Member Decisions (CMD). These were standalone proposals, outside of a wider review of the council's Street Lighting and Illuminated Assets policy. Specifically, these proposals were designed to enact the provisions made in the existing policy for part-night lighting, to support the council's net zero ambitions and reduce the negative impacts of light pollution on the natural environment from a carbon and biodiversity perspective. Prior to the CMD meeting it became clear from the many written representations from councillors, community groups, stakeholders that the council should pause implementation of their proposals to reconsider the part-night lighting approach. Specifically, it was identified that a revised approach working closely with a wider range of stakeholders needed to be undertaken. It was also accepted by officers that the Equalities Impact Assessment (EIA) accompanying the proposal did not truly represent the views and concerns of the wider community and diverse groups within Oxfordshire, nor did it reflect the existing EIA already associated with the council's Street Lighting and Illuminated Assets policy. Whilst the 14 November 2024 CMD meeting went ahead, the decision on part-night lighting was deferred. The updated streetlight in proposals and accompany EIA have been shaped by stakeholder engagement and the formal consultation, it also allows for members to reject the provision of Part-night lighting within Oxfordshire. The updated Street Lighting & Illuminated Assets policy and procedure, and part-night lighting implementation framework will support an updated approach to part-night schemes, and also whereby street lighting infrastructure is only provided when justified, with aims to reduce the council's energy costs, reduce light pollution and the reduce our impact on the environment and biodiversity.
<b>Completed by</b>	James Dance, Team Leader (Highway Policy and Performance) / Caroline Coyne, Project Manager
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