



Part-night lighting Consultation report August 2025

Contents

		Page Numbers
1	Executive summary	3
2	Introduction	3
3	Methodology	4
4	Findings	5
4.1	Respondent demographics	5
4.2	Level of support	6
4.3	Proposed exemptions	9
4.4	Proposed timings	11
4.5	How often do people travel between the hours of 11:30PM and 5:30AM	15
4.6	Who requests part-night lighting	17
4.7	Proposed implementation process	19
4.8	Is there anything else you would like to tell us about the proposal?	21
4.9	Impacts for those with a long-term illness, health problem or disability	25
4.10	Parish and Town Councils and Councillor feedback	
5	Conclusion	27
	Annex A - Consultation Survey Questions	30
	Annex B - Survey Data	33
	Annex C Consultation Responses by Postcode district	42
	Annex D - Direct consultation feedback	43

1. Executive summary

The council aims to set a new framework for part-night lighting that supports its net zero ambitions and reduces the negative impacts of light pollution on the natural environment from a carbon and biodiversity perspective. This report presents the findings from the public consultation was held via 'Let's Talk Oxfordshire', 9 June to 6 July 2025 on the proposed part-night lighting implementation framework for Oxfordshire.

Prior to consultation, extensive stakeholder engagement was undertaken to inform the development of the part-night lighting proposal. This consisted of workshops and meetings with key stakeholders, including:

- Town, Parish and District Councillors
- Community group representatives
- Women and girls' groups
- Transport providers
- Employers of shift and nighttime economy workers
- Universities and student representatives
- Emergency services and community safety representatives
- Colleague inclusion networks

The consultation's 1,284 responses indicate a view mixed view of part-night lighting but show overall that there is very strong and positive support for the environmental and cost saving benefits that part-night lighting can provide, as indicated by the higher percentage of completely positive and mostly positive responses (646 / 50.4%) 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?

For those who are not supportive of part-night lighting, the consultation feedback indicated that it is perceived to potentially increase crime levels which in turn raise safety concerns. The perception of safety that lighting provides is one of the main themes of concern raised throughout the consultation's qualitative feedback, especially for women and vulnerable residents. It is noted that for respondents who are not supportive of the part-night lighting concept at all, many expressed that no mitigations or adjustments would garner their support, only abandonment of part-night lighting as a whole.

The consultation findings, detailed in section 4, do provide evidence that the proposed part-night lighting implementation framework is supported by residents, with the majority of respondents (48.1%) agreeing that nothing needs to be changed in the proposed framework process, and 44.5% agreeing that town and parish councils, or local governance authorities are right people to be able to request part-night lighting.

2. Introduction

Prior to consultation, extensive stakeholder engagement was undertaken to inform the development of the part-night lighting proposal, following the initial Dark Skies proposal in November 2024.

Internal engagement included information and feedback session with Colleague Inclusion Networks, including regular requested updates to the Women's Network.

External engagement activity consisted of engagement workshops with the following stakeholder groups:

- Town, Parish and District Councillors
- Community group representatives
- Women and girls' groups
- Transport providers
- Employers of shift and nighttime economy workers
- Universities and student representatives
- Emergency services and community safety representatives

These stakeholder engagement sessions provided valuable insight which informed the development of the draft part-night lighting implementation framework. The insight was further used to inform the design of the public consultation (Annex A).

The public consultation aimed to gather views and feedback from Oxfordshire's residents, councillors and local businesses on the proposed part-night lighting implementation framework. In particular we sought to understand:

- overall views of part-night lighting as a concept
- overall views of the proposed part-night lighting implementation framework
- views on the draft framework's proposed exemptions list, scheme timings, and who can request a part-night lighting scheme.
- How part-night lighting may impact affect residents

potential impact of part-night lighting on those with protected characteristics

Parish and Town councillors were also asked the areas they represent may be interested in implementing a part-night lighting scheme. The responses to this are discussed in further detail in Annex C

The consultation has provided valuable feedback and insights on resident's views about part-night lighting. It has evidenced a diverse range of perspectives on the proposed framework, which have helped develop and improve the updates to the streetlighting policy, the part-night lighting Climate Impact Assessment (CIA) and the updates to the Equalities Impact Assessment (EIA).

3. Methodology

The consultation was live on 'Let's talk Oxfordshire' from 9 June to 6 July 2025. Paper copies were also on request via the project team and at libraries. Emails informing

people about the consultation with links to the consultation webpage were sent out to key statutory and part-night lighting stakeholders, as well as to local parish and town councils and anyone who had registered to attend a stakeholder engagement workshop.

The consultation webpage included a short video called 'What is Part Night Lighting?'¹ explaining part-night lighting and the aim of the consultation, as well as downloadable documentation to ensure all respondents had access to clear information to inform their feedback. It was requested that respondents read the following documents before responding to the consultation survey questions:

- A 'Frequently asked Questions' explainer on Part-Night Lighting [Part Night Lighting Consultation FAQ.docx](#) (735 downloads)
- The Part-Night Lighting Implementation Framework both in a table format [Proposed Part Night Lighting Implementation Framework](#) (1,526 downloads) and as a 6-step visualisation [Proposed Part Night Lighting Implementation Framework_image.pdf](#) (856 downloads)

The survey questions are listed in Annex A for reference, and the consultation's quantitative data results are provided in Annex B. It is important to note that not all respondents answered every question.

Several Parish and Town councils and councillors have responded through the consultation, and their responses are shown in 4.10.

Following the consultation, all survey responses were reviewed by council officers. Quantitative data was cross referenced with the qualitative responses to further interrogate the data. Due to the volume of the qualitative responses received, they have summarised for the purposes of this report using Microsoft CoPilot.

4. Findings

The consultation generated a very high level of interest, with 4,997 total page views and 1,284 people completing the survey in total.

4.1 Respondent demographics

Respondents represent a wide range of diversity, providing a valuable range of differing views and feedback. There is a higher proportion of female to male respondents, which has allowed the council a greater level of insight into how women and girls feel about 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 were 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

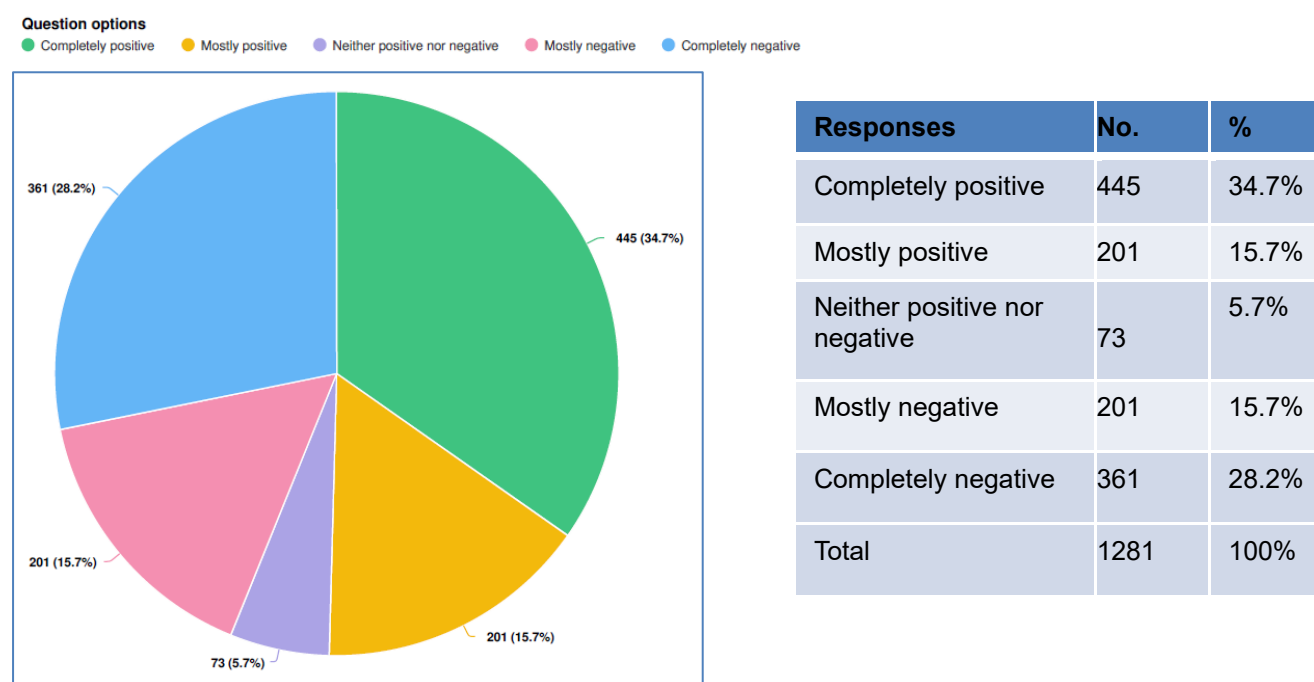
¹ <https://youtu.be/SeyAPvv94oY?feature=shared>

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.*

4.2 Level of support

4.2.1.Q7. After reading the draft framework, and frequently asked questions, what is your overall view of part night lighting in Oxfordshire?



There is a higher percentage of completely positive and mostly positive responses (646 / 50.4%) to those who that answered mostly or completely negative (562 / 43.9%), with 73 / 5.7% choosing neither positive nor negative.

These quantitative responses were cross referenced with the qualitative responses given in question 23; Is there anything else you would like to tell us about the proposed draft implementation framework for introducing part-night lighting in areas in Oxfordshire? This provided greater insights into respondent's reasons for their level of support. Please note, not all of the 1281 respondents who answered question 7, provided qualitative response for question 23, but those that did, please see summaries below:

4.2.1. Completely positive responses

The completely positive responses expressed their understanding of the benefits, citing that it will lead to better sleep, energy savings, and cost reductions for taxpayers, with beneficial for the environment, wildlife, and ecosystems:

- Environmentally friendly with positive impact on wildlife: There is an understanding that less artificial light will benefit local ecosystems and support wildlife and biodiversity.
- Reduction in Light Pollution: Respondents appreciate the potential to see stars and enjoy darker skies.
- Support for sustainability and carbon reduction: It is viewed as a positive move towards sustainability, enabling energy conservation and carbon savings.
- Better sleep and public health: Many people believe that reduced lighting at night will help them sleep better. Reduced lighting is seen as beneficial for human health, allowing for better quality sleep and a more balanced body chemistry.
- Cost Savings: Reduced lighting is seen as a way to save money for taxpayers and reduce council spending. People appreciate the potential financial benefits that come with part-night lighting.
- Modern Security Measures: With the prevalence of modern phones having flashlights, residential private security systems and ring cameras, some feel that constant street lighting is no longer necessary.
- Successful implementation elsewhere: Some respondents point out that part-night lighting has been successfully implemented in other UK regions and other countries.
- Crime Reduction: Some believe that part-night lighting could reduce crime in certain areas.
- Community Support: it is viewed as a sensible step forward that balances safety and environmental concerns. There is a general consensus from these respondents that part-night lighting is a good idea and should be implemented as soon as possible.

Overall, respondents support reducing street lighting during certain hours, with some suggesting that businesses should also consider turning off window lighting to further reduce light pollution.

4.2.2. Mostly positive responses

As with the completely supportive responses, mostly positive respondents support the idea of part-night lighting due to its environmental benefits, its potential for cost savings and a reduction of the council's carbon footprint, but they flagged up that community needs must be considered, including high levels of communication;

- Respondents believe that part-night lighting can be implemented without increasing crime or road traffic incidents, and they suggest that areas with high crime rates should be considered for exemptions.
- Flexibility and Community Needs: flexibility must be built into the schemes, allowing communities to adjust timings according to their needs. Some suggest starting the part-night lighting later to align with the last trains/buses.
- Movement-Sensitive Lighting: There is support for movement-sensitive lighting in certain areas to further reduce costs and carbon emissions

- **Historical Precedent:** Some respondents mention that part-night lighting was and has been previously implemented in certain areas without significant issues, suggesting that it can be done again successfully in Oxfordshire.
- **Public Safety Monitoring:** Some respondents suggest implementing a pilot scheme initially as a test, with public safety monitoring carried out to reassure residents and address any safety concerns
- **Cycling Safety:** There is a suggestion to combine part-night lighting with increased measures to support the use of cycling bike lights, ensuring both the safety of cyclists and drivers
- **Communication and Awareness:** Clear communication with residents about the changes is seen as very important, so they can take additional precautions if required to mitigate the changes.

4.2.3. Neither positive nor negative responses

These responses reflect a mix of support and concern, with a strong emphasis on safety concerns and the need for clearer proposals and consideration of the impact on local businesses. Respondents feedback on the following:

- **Vagueness of the Proposal:** Some respondents feel that the proposal is too vague to make a clear decision unless one is immediately against it.
- **Safety Concerns:** There are concerns about safety and opportunistic crime, with some respondents feeling that they won't feel safe in their village without adequate lighting.
- **Retailers' Concerns:** Retailers are likely to be displeased with reduced street lighting as they often leave their lights on as a crime deterrent.

4.2.4. Mostly negative responses

Overall, the feedback indicates a strong preference for maintaining current lighting levels to ensure public safety and confidence:

- Many respondents express significant concerns about safety, particularly for women, young people, and other vulnerable groups. They fear that reduced lighting will lead to an increase in crime and antisocial behaviour, making them feel unsafe walking at night.
- Some respondents also highlight the potential for increased road safety incidents due to poor visibility on footpaths and roads.
- There are concerns about the environmental and financial justifications for the proposal. Some respondents feel that the safety risks outweigh the potential environmental benefits, and they question the overall impact on carbon emissions and cost savings, with suggested alternatives like motion sensor lights or dimmer bulbs to balance safety and environmental concerns.
- **Safety Concerns:** Many respondents are worried that reduced lighting will lead to an increase in crime and antisocial behaviour, making them feel unsafe walking at night. This concern is particularly strong among women and other vulnerable groups.
- **Accidents and Visibility:** There are fears that poor visibility on footpaths and roads will lead to more accidents, such as trips and falls. People are also concerned about the safety of emergency services operating in the dark.
- **Current Management Issues:** Several people suggest that the council should focus on improving the current management of street lighting before implementing new measures. They mention issues such as lights being on all

day and night despite being reported, which undermines confidence in the council's ability to manage part-night lighting effectively.

4.2.5. Completely negative responses

Overall, the responses reflect a strong opposition to part-night lighting, with safety and security being the primary concerns. Respondents urge the council to reconsider the proposal and prioritise the well-being of residents.

- **Safety Concerns:** Many respondents are worried that reducing street lighting will make the streets less safe, particularly for women. There is a strong belief that well-lit streets are essential for preventing crime and ensuring public safety.
- **Impact on Vulnerable Groups:** The responses highlight that part-night lighting could disproportionately affect women, disabled individuals, and those who work late shifts or rely on public transport. There is a fear that these groups will feel more vulnerable and unsafe without streetlighting.
- **Crime and Anti-Social Behaviour:** There is a significant concern that reduced streetlighting will lead to an increase in crime and anti-social behaviour. Respondents believe that darkness provides cover for criminal activities and makes it harder for law enforcement to monitor and respond to incidents.
- **Quality of Life:** Many respondents feel that part-night lighting will negatively impact their quality of life. They argue that the ability to walk safely at night is a basic expectation in a modern society, and reducing lighting would be a step backward.
- **Economic Impact:** There are concerns that reduced lighting will affect the night-time economy, as people may avoid going out at night due to safety concerns. This could potentially impact businesses that operate during late hours.
- **Distrust in local government processes:** Several responses express a lack of trust in the council's decision-making process. There is a view that the council is prioritising cost-cutting over public safety and that the consultation process is not genuinely considering residents' opinions.
- **Environmental versus Safety considerations:** While some respondents acknowledge the environmental benefits of reducing light pollution, they argue that these should not come at the expense of public safety. There are also suggestions for alternative solutions, such as motion-activated lighting be considered, that could balance safety and environmental concerns.
- **Historical and Personal Experiences:** Some respondents share personal experiences or historical events where reduced lighting led to negative outcomes, such as increased crime or accidents.
- **Legal and Accountability Issues:** There are concerns about who would be held accountable if a crime or accident occurs due to lack of lighting. Respondents want clear accountability mechanisms in place.
- **Impact on Specific Areas:** Certain areas, such as residential zones with vulnerable populations, routes to hospitals, school zones, and public transport hubs, are highlighted as particularly problematic if streetlighting is reduced.

4.3 Proposed Exemptions

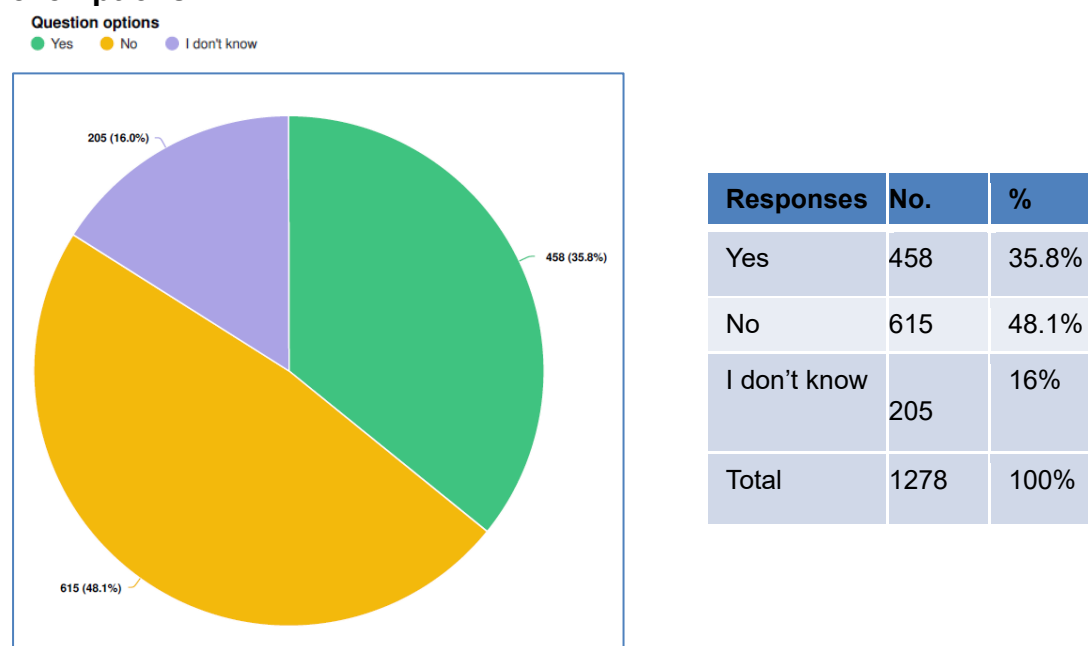
Part-night lighting is not a one size fits all and some factors would make an area unsuitable for part-night lighting due to the need for either safety considerations, or the level of high footfall in a particular area for instance. These criteria are being referred

to as 'Exemptions'. They would be considered at the initial review stage of a proposed part-night lighting scheme:

- a. Major road junctions, including roundabouts, slip roads and rail crossings
- b. Where there are traffic calming measures, significant road narrowing or intrusions
- c. Controlled crossing points
- d. Areas supporting a night-time economy
- e. Steps / stairs / gates / obstacles
- f. Waterside paths
- g. Remote alleyways
- h. Subways and underpasses
- i. Where there is Local Authority / police CCTV / ANPR
- j. Areas with high levels of crime or road traffic collisions

It was key to capture views on the proposed exemptions, to understand if the proposed exemptions are seen as suitable, or if there are other any exemptions that should be considered. Are these the right criteria to make an area exempt? Have we missed something?

4.3.1.Q8. 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 quantitative responses were reviewed with the qualitative responses given in question 9; Please tell us why you chose that answer. There were no qualitative responses provided by respondents who answered 'No', so it is not possible to capture the positive support for the exemptions.

4.3.1. Yes Responses

Overall, the respondents who answered 'Yes, to question 8, express a strong opposition to the idea of part-night lighting generally. Many respondents emphasise the importance of streetlighting for women, children, the elderly, and shift workers. They feel that reducing streetlighting could potentially lead to increased crime level and increase feelings of insecurity.

Several responses highlight specific areas that should remain lit, including residential streets, paths to and from public transport, areas near schools and hospitals, and routes commonly used by night-time economy workers. There is also concern about impact on rural areas, where street lighting maybe limited, and the potential for increased crime in these locations. Respondents suggested the following additions, removals, and changes to the list of exemptions:

Additions:

- **Schools and Hospitals:** These should be exempt as they are places where very vulnerable people may be walking or crossing roads in the dark.
- **Transport Areas:** Areas such as bus stops, train stations, and taxi ranks should be included to ensure safety for those using public transport.
- **Residential Streets:** Many respondents emphasized that all residential streets should continue to have lighting for safety reasons.
- **Paths and Footpaths:** Paths, especially those leading to residential areas, should be lit to ensure safety for pedestrians.
- **Areas with Vulnerable Populations:** Places where elderly, disabled, or other vulnerable groups live or frequent should be exempt.
- **Night-time Economy Areas:** Routes to and from areas supporting the night-time economy should be well-lit to support those returning home late.
- **Rural Areas:** Specific mention of rural areas where lighting maybe limited and where it is felt that reduced street lighting could increase crime.

Removals:

- **Waterside Paths:** Some respondents suggested removing waterside paths from the exemption list to protect waterfowl and river wildlife.
- **Remote Alleyways:** There is a suggestion to reconsider the definition and the necessity of lighting in remote alleyways.

Suggested Changes:

- **Flexibility in Exemptions:** There should be a process where specific areas can raise concerns about their exemptions, triggering a consultation for the area to be included or excluded based on local conditions and needs.
- **Consideration of Local Conditions:** The list of exemptions should be more flexible and consider local conditions, such as areas with high crime rates or those with significant pedestrian traffic.

4.4 The proposed timings

Alongside the proposed list of exemptions, the implementation framework is considering two 'standard' timeframes for part night lighting:

- Between 11:30 pm and 05:30 am in rural locations,
- Between midnight and 05:30 am in urban locations.

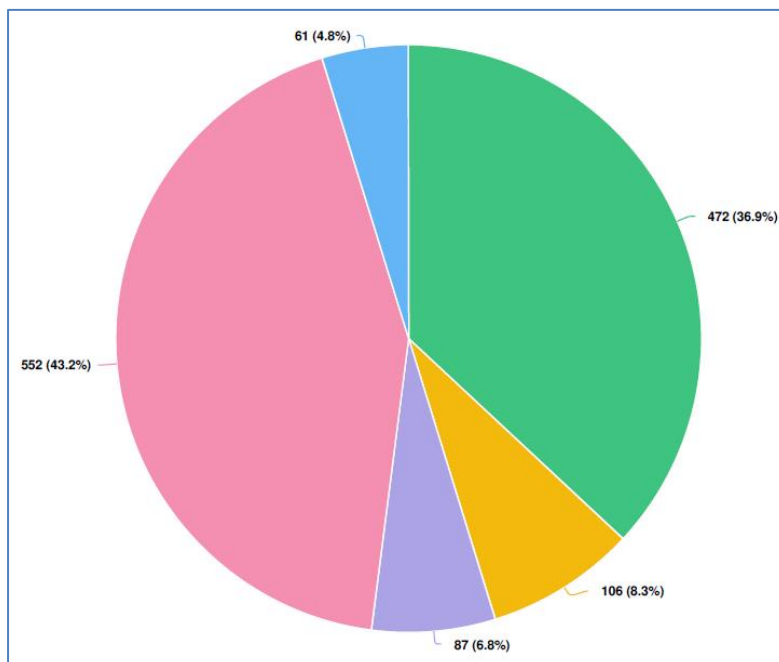
This is based on when the least amount of people are using roads and paths, and when the last trains and buses could potentially run. Noting that that these timings are the “standard” or base-level of operation and may be altered to suit the needs of individual communities.

The consultation asked for views and feedback on the proposed timings, with quantitative responses for question 10 asking. ‘Do you think that these are the right timings for rural and urban locations?’ cross referenced against the qualitative responses for questions 11 to 15. Please tell us why you gave that answer.

4.4.1. Q10. ‘Do you think that these are the right timings for rural and urban locations?’

Question options

- Right timings for both rural and urban areas
- Right timings for rural areas, but wrong timings for urban areas
- Wrong timings for rural areas, but right timings for urban areas
- Wrong timings for both rural and urban areas
- I don't know



Responses	No.	%
Right timings for both rural and urban areas	472	36.9%
Right timings for rural areas, but wrong timings for urban areas	106	8.3%
Wrong timings for rural areas, but right timings for urban areas	87	6.8%
Wrong timings for both rural and urban areas	552	43.2%
I don't know	61	4.8%
Total		100%

4.4.2 Q11. Responses for ‘Right timings for both rural and urban areas’

The respondents collectively support the idea that the proposed timings are practical and beneficial for both urban and rural settings, for the following reasons:

- Consistency with human activity and low activity levels: The timings align with periods when streets are generally empty and there is little use for lighting. There is very little activity during the proposed hours, making it reasonable to turn off the lights.
- Environmental benefits and dark sky preference: Reduced lighting is believed to have a positive impact on local wildlife, especially bats and birds, with lower levels of light pollution benefiting the natural environment and wildlife, with some respondents preferring a dark sky at night, stating street lighting disrupts their sleep and local wildlife.

- Energy conservation and cost savings: Keeping lights on when few people are around is seen as a waste of energy. Turning off lights during these hours saves money and reduces unnecessary energy consumption.
- Support for Nighttime Economy: Later timings in urban areas account for the night-time economy and ensure that people have time to get home.
- Safety Considerations: The proposed timings allow for people returning from work or going out early to be protected.
- Flexibility for Exemptions: Areas can request exemptions if the timings are not suitable for their specific needs.

4.4.2 Right timings for rural areas, but wrong timings for urban areas. Q12. Please tell us why you gave that answer, including what timings you think would be right for urban areas

These responses highlight the different needs and priorities that respondents think rural and urban areas have in relation to part night lighting.

The reasons respondents think these are the right timings for rural areas:

- Less Foot Traffic: Rural areas generally have fewer people walking around late at night, so turning off streetlights earlier might not significantly impact safety. Turning off lights earlier in rural areas can save energy and reduce costs without compromising safety.
- Lower Crime Rates: Crime rates tend to be lower in rural areas, reducing the need for constant lighting.
- Light Pollution: Reducing light pollution is often a priority in rural areas to preserve the natural environment and night sky.

The reasons respondents think these are the wrong timings for urban areas:

- Higher Foot Traffic: Urban areas have more people out and about late at night, including those returning from work, social events, or using public transport.
- Night-Time Economy: Cities often have a vibrant night-time economy with bars, restaurants, and clubs operating well past midnight, necessitating adequate lighting for safety.
- Public Transport and Shift Workers: Public transport services in urban areas often run late into the night, and people need well-lit paths to get home safely as urban residents who work late shifts and need safe, well-lit routes to travel home.
- Safety Concerns: Higher population density and potential for crime in urban areas make continuous lighting crucial for public safety.
- Student Population: Universities have students who may be out late studying or socialising, requiring consistent lighting for their safety.
- 12:30 AM to 5:00 AM, 1.00AM to 5.30 AM, and 2.00 AM to 5.20 AM were some of suggested time changes especially considering the night-time economy and people returning home from late-night activities.

4.4.3 Wrong timings for rural areas, but right timings for urban areas. Q13. Please tell us why you gave that answer, including what timings you think would be right for rural areas:

There were varied opinions on the appropriate timings for street lighting in rural areas, with the following suggestions:

- **Earlier Turn-Off Times:** Many respondents believe that streetlights in rural areas should be turned off earlier, with suggestions ranging from 10:00 PM to 11:00 PM. This is because rural areas are considered to have less foot traffic and activity late at night.
- **Later Turn-Off Times:** Some respondents feel that midnight or even 12:30 AM would be more appropriate, especially to accommodate people returning home from places like pubs or late-night work shifts.
- **Uniform Timings:** A number of respondents think that the timings should be the same for both rural and urban areas to ensure consistency and safety for all residents.
- **Extended Lighting Periods:** There are also suggestions to extend the lighting periods in rural areas to help with safety and security, with some proposing timings like 10:30 PM to 6:00 AM.

Overall, the responses indicate a preference for earlier turn-off times in rural areas, but there is also a significant number of people who believe that the timings should be uniform across both rural and urban areas to ensure safety and consistency.

4.4.4 Wrong timings for both rural and urban areas. Q14. Please tell us why you gave that answer, including what timings you think would be right for rural and urban areas:

There were several reasons given as to why the proposed timings for part-night lighting are considered inappropriate for both rural and urban areas:

Rural Areas:

- Some responses suggest that lights should not turn off before 1:00 AM to accommodate evening commuters and people returning from late-night activities.
- Other respondents proposed that lights should be left on during all hours of darkness for safety reasons.

Urban Areas:

- Many responses indicate that lights should remain on until at least 1:00 AM or later, especially on weekends, to ensure the safety of people returning from pubs, clubs, and other late-night venues.
- Some suggest that lights should be on all night to ensure the safety of shift workers, pedestrians, and cyclists.

4.4.5 I don't know. Q15. Please tell us why you gave that answer:

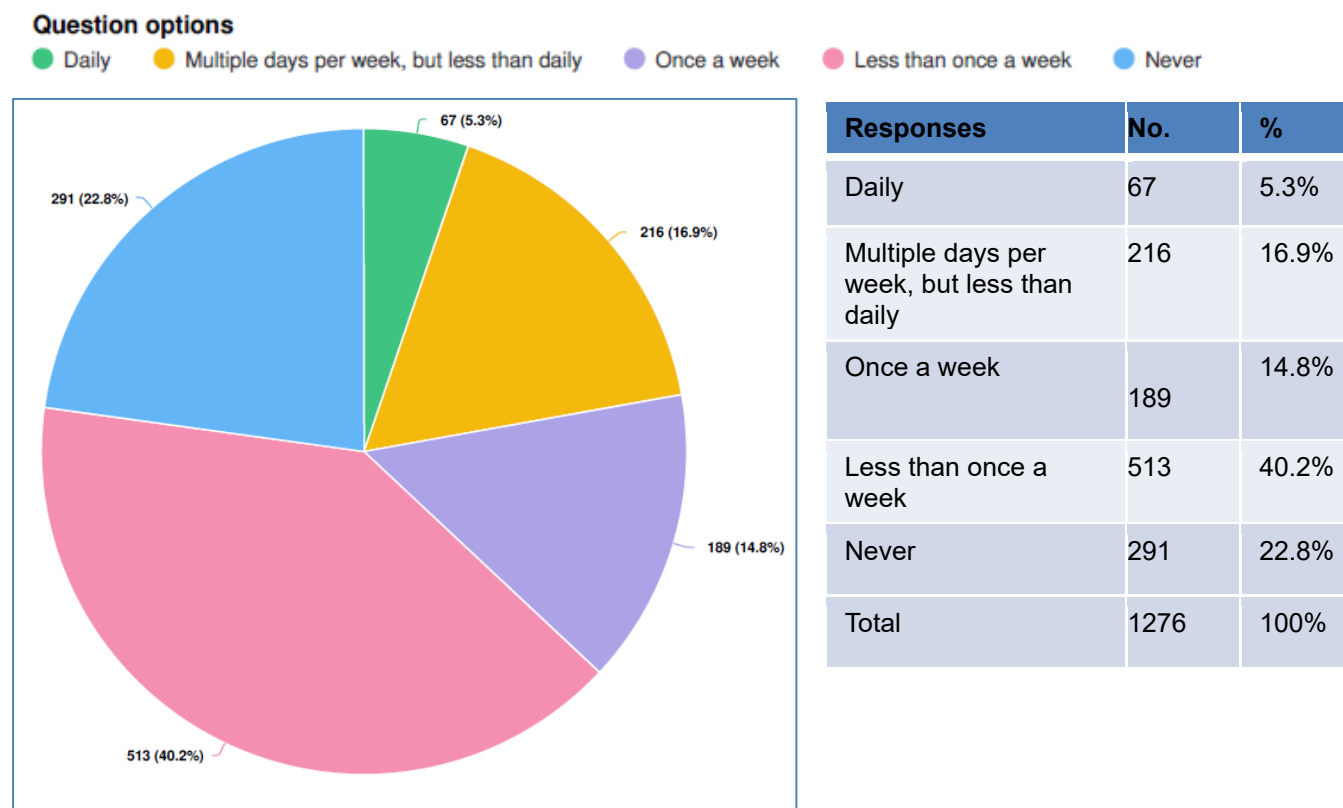
Overall, these responses indicate a need for a balanced approach that considers security, flexibility, and local needs:

- **Residential Security Concerns:** Many respondents are worried about the impact of turning off streetlights on residential security, especially in urban areas with high foot traffic and student populations.
- **Local Needs and Consultation:** Many believe that lighting schedules should be tailored to the specific needs of local residents and that there should be consultations in each area to determine the best times.
- **Public Vote:** A few respondents suggest that the decision should be put to a public vote, allowing those affected to have a say.

4.5 How often do people travel between the hours of 11:30PM and 5:30AM

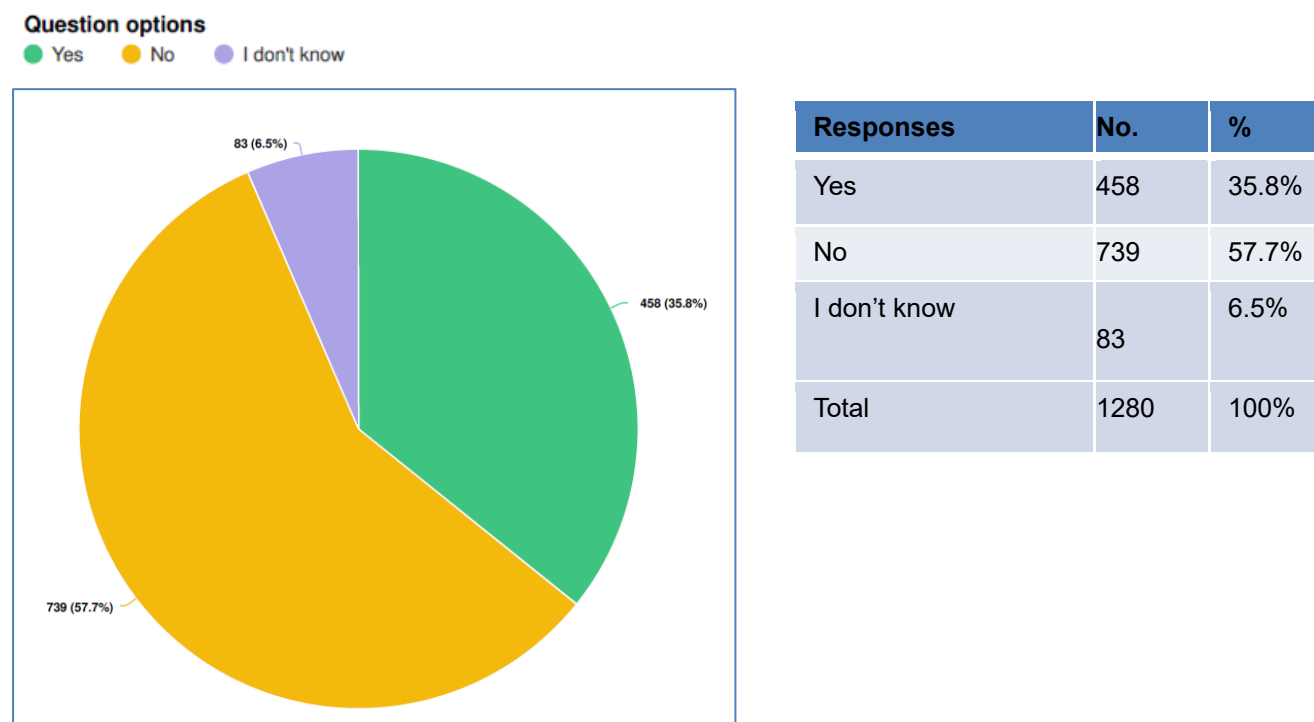
It is important to understand how part-night lighting could potentially affect residents, so three consultation questions were asked to find out if residents travel during the proposed timings, find out how often they travel during the proposed timings, and ask for qualitative responses on how and why part night lighting would affect them during these times. These three question responses were then cross referenced to understand the potential impacts of part night lighting on those who do travel during the proposed timings.

4.5.1. Q16. How often do you currently travel (including walking, wheeling or cycling) between the hours of 11:30PM and 5:30AM?



Most respondents (513 / 40.2%) feedback that they currently travel less than once a week during the proposed timings, with 291 / 22.8% stating they never travel during the timings, but 67 respondents stated that they do travel daily during the proposed times.

4.5.2. Q17. Would the introduction of part night lighting at the proposed 'standard' times affect how you travel? As a reminder, the proposed 'standard' times are: Between 11:30 pm and 05:30 am in rural locations Between midnight and 05:30 am in urban location'.



4.5.3. Q18. 'Please tell us how and why part-night lighting would affect how you travel' was a qualitative question, and it then cross referenced with question 16, for those who responded 'Daily', 'Multiple times a week' and 'once a week', and those who responded 'yes to question 17. to gather insights into the ways part-night lighting could affect residents.

4.5.2. For those who responded yes to question 17, and responded 'Daily' to question 16:

The responses indicated that part-night lighting will significantly impact people's sense of safety and daily routines. The overall feedback is that part-night lighting would compromise personal safety and increase stress and anxiety:

- Many individuals express concerns about feeling unsafe while walking or cycling in the dark, especially during late-night or early-morning hours. This is particularly true for those who work shifts, travel by foot, or have to already navigate poorly lit areas.
- The lack of lighting is seen as a potential risk for accidents, falls, and increasing the risk of encounters with dangerous individuals.
- Some respondents stated that if part-night lighting was implemented in their area, that they would have to change their jobs, use cars instead of walking or cycling, or would avoid going out altogether after dark.

4.5.3. For those who responded yes question 17, and responded 'Multiple days per week, but less than daily' to question 16:

The responses indicate that part night lighting would impact travel habits. Overall, the primary concern is the perception of safety, leading to an increased reliance on cars and taxis, which could have broader implications for traffic and pollution:

- Many respondents' express concerns about feeling unsafe while walking, cycling, or using public transport during the hours if the streetlights were turned

off. The lack of streetlighting is seen as a potential increase in the risk of accidents, crime, and antisocial behaviour, especially in areas where there have been reports of criminal activities.

- Respondents mention that they would stop cycling and switch to cars due to the fear of not being visible on dark roads. The absence of street lighting is considered as a deterrent to walking or running during early morning or late-night hours, with some individuals stating they would have to drive instead, which contradicts efforts to reduce carbon emissions.

4.5.4. For those who responded yes question 17, and responded 'Once a week' to question 16:

The responses indicate that part-night lighting would impact the safety and the weekly routines of individuals in very similar ways to the reasons given above:

- **Changes in Behaviour:** Due to safety concerns, people would alter their routines, driving instead of walking or cycling, avoiding going out at night, and relying more on taxis.
- **Impact on Social Life and Mental Health:** The perception of safety at night would limit social interactions and activities. Some respondents mentioned that walking / exercising at night is essential for their mental health, and the lack of streetlighting would negatively affect their well-being.
- **Economic and Lifestyle Changes:** Some individuals mentioned that they would need to spend more on transportation, such as taxis, and might even reconsider their job situations if they feel they cannot travel safely at night.
- Overall, the responses indicate that part-night lighting could lead to lifestyle changes, increased safety concerns, and potential negative impacts on mental health.

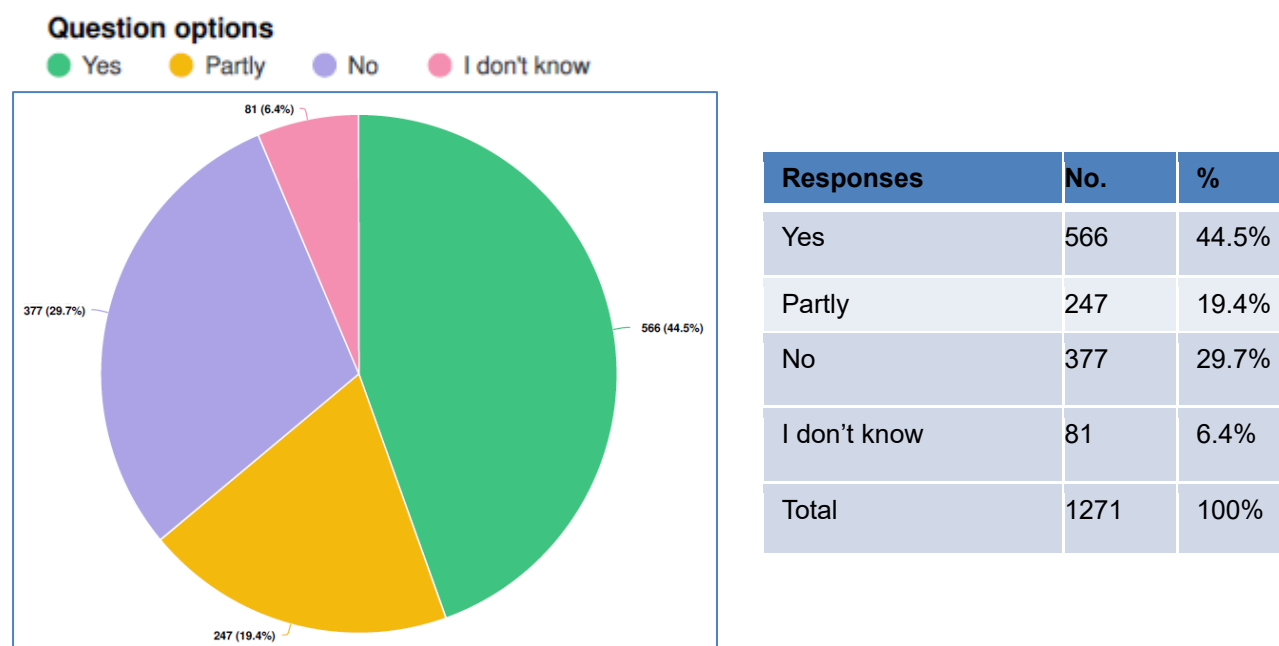
4.6 Who requests part-night lighting

The part-night lighting implementation framework is following the 20mph programme approach² where a part-night lighting scheme must be requested and supported by a town or parish councillor, with support from the local county councillor also. This ensures that the part-night lighting scheme has local support for the scheme before it is considered.

The consultation asked for views on whether the proposed part-night lighting implementation framework should follow this approach, and if parish and council councils or local governance authorities are the right people to be able to request part-night lighting.

4.6.1 Q19. 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.

² [The 20mph transformation programme | Oxfordshire County Council](#)



The majority of the responses (566 / 44.5%) stated yes, these are the right people to be able to request a part night lighting scheme. For those that responded partly, or no, we then asked for their qualitative responses via question 20.

4.6.2 Q20. Please tell us who you think should be able to request part-night lighting in an area

For those that responded 'partly', several reason given. Overall, they reflect a desire for a more democratic and inclusive decision-making process, with a focus on ensuring that the views of local residents and those directly affected by part-night lighting are prioritised:

- **Local Authorities and Councils:** Some responses express a lack of trust in local authorities and councils, stating they feel councils often ignore public consultations and councillors proceed with their own projects. There is also concern that councils may not represent the majority view or understand the local needs adequately.
- **Parish and Town Councils:** There is scepticism about the effectiveness of parish and town councils, with some respondents feeling that these councils do not always represent the local area or the majority view. Additionally, some believe that parish councils are dominated by certain demographics and may not be representative of the entire community.
- **County Councillors:** Some responses question the involvement of county councillors, suggesting that their involvement might overlay the decision-making process. There is also concern that county councillors may impose decisions against the wishes of the public.
- **Political Groups:** There is a general distrust of political groups, with some respondents feeling that these groups may have their own agendas and may not act in the best interest of the community.

Overall, for those that responded 'No', the responses reflect a strong desire for a democratic and resident-led decision-making process. The responses contain a strong

sentiment that decisions regarding part-night lighting should be made by the residents who are directly affected by such changes, echoing the responses given above:

- **Distrust in Local Authorities:** These responses highlighted lack of trust in local councils and authorities, with many respondents feeling that these bodies do not adequately consider the safety and preferences of the residents.
- **Consultation Process:** There was a call for a more transparent and inclusive consultation process, with some respondents suggesting that past consultations have been biased or manipulated. Many respondents emphasised the importance of public consultation and referendums, arguing that local councils and authorities often do not represent the true interests of the community with several respondents citing past instances where public opinion was perceived to be ignored.
- **Public Referendum:** Many believe that decisions should be made through public referendums to ensure that the voices of the residents are heard and respected.
- **Local Residents' Input:** The majority of respondents who feedback no, feel that the residents who live in the affected areas should have the primary say in whether part-night lighting is implemented.
- **Safety Concerns:** Again, safety was raised as a major concern, with many respondents arguing that part-night lighting could compromise the safety of residents, particularly women and those who work night shifts.

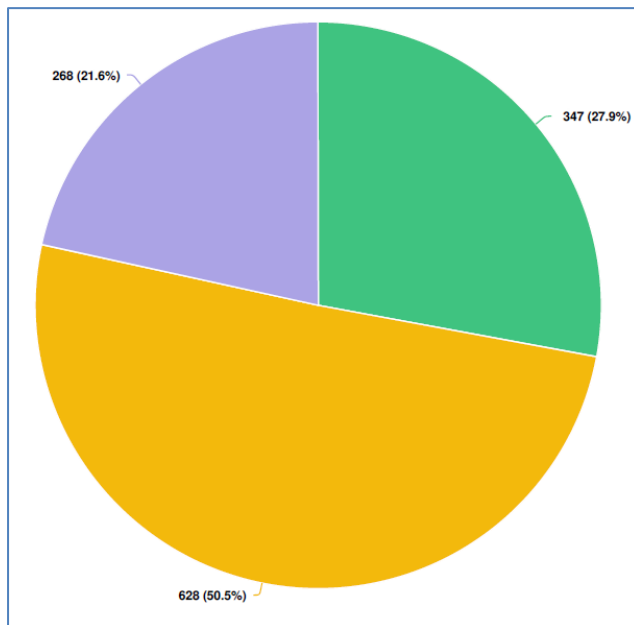
4.7. The proposed implementation process

The proposed part night lighting implementation process has outlined a six-step approach to implementing part-night lighting schemes. It was important to ask for views on this six-step implementation process and ask if there is anything that should be add, removed or changed in the process.

4.7.1. Q21. 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?

Question options

● Yes ● No ● I don't know



Responses	No.	%
Yes	347	27.9%
No	628	50.5%
I don't know	268	21.6%
Total	1243	100%

Most responses (628 / 50.5%) feedback No, that they did not think anything should be added removed or changed in the draft implementation process. For those that stated 'yes' or 'I don't know' the follow up question 22, then asked them to provide a qualitative response':

4.7.2. 'Yes', and 'I don't know' responses suggested several additions to the implementation process:

- Police Crime Figures: Provide police crime figures to parish councils for distribution to residents, showing crime levels before and after the implementation of part-night schemes.
- Environmental Risk Assessments and Equality Impact Assessments: Conduct risk assessments for women and girls, especially if they have to walk home after the last bus/train, develop environmental and equality impact assessments for each scheme.
- Resident Views and consultation with specific groups: Include consultations with women's groups, youth groups, schools, local employers, and the police. Include resident views as the primary driver in the decision-making process and add an exemption clause where residents can reject the proposal if they do not support it.
- Clearer timeframes and add in a review period: Add clear timeframes for each stage of the process to manage expectations. Include a review period after implementation to assess the impact and make necessary adjustments.
- Public Sector Equality Duty: Consider the Public Sector Equality Duty under Section 14 of the Equalities Act, especially for disabled people.
- Transparency: Communicate the results of the public consultation for complete transparency.
- Alternative Lighting Solutions: Consider sensor lighting, dimming lights, and using different levels of bulb brightness.

4.7.3 'Yes', and 'I don't responses' suggest several removals to the implementation process:

- **Part-Night Lighting:** Many respondents believe that part-night lighting should not be implemented at all. Gradually dimming lighting in an area could be more effective than switching off lights completely.
- **Decision by a Single Person and Decision-Making Mechanisms:** Ensure checks and balances are in place to prevent undue influence from minority opposition. Remove the power of a single cabinet member to approve or reject the application.
- **Unnecessary Bureaucratic Steps:** Simplify the process by removing overly cautious steps and reducing bureaucracy by replace the current consultation mechanism with a more widely publicised method. Remove any unnecessary bureaucratic steps to make the process more straightforward.

4.7.4. 'Yes', and 'I don't know 'responses suggest other changes:

- **Residents and Local Industry/Supermarkets Consultation:** Consult with local industry and supermarkets and retailers and includes direct contact with all affected residents. The framework should clarify how residents' views will be considered.
- **Decision-Making Process:** Make the decision-making process more democratic and accountable, involving more stakeholders.
- **Implementation Framework:** Adjust the implementation framework to be reversible and include a feedback loop after implementation.
- **Lighting Times Alternatives to Timed Switch Off:** Modify the proposed times for turning off lights, considering seasonal variations and specific events, and consider lighting alternatives to the 'timed switch off' method.
- **Clearer Statements:** Clearer statements on exemptions and how they will be defined at the local level.
- **Public Safety Considerations:** Consider the impact on public safety, especially for vulnerable groups and women.
- **Biodiversity Considerations:** Effects on biodiversity need to be considered alongside cost savings and human convenience factors.

4.8. Is there anything else you would like to tell us about the proposal?

Question 23 was a purely qualitative response question: **Is there anything else you would like to tell us about the proposed draft implementation framework for introducing part-night lighting in areas in Oxfordshire?**

It provided the opportunity for respondents to feedback any other further feedback or thoughts that they had not already had a chance to share previously. Question 23 also provided an opportunity to analyse and cross reference responses via protected characteristics. The responses summarised below where firstly summarised to capture all responses but then cross referenced across a range of protected characteristics.

4.8.1. Summary of all responses to Q.23:

The combined responses reflect a wide range of mixed opinions and reactions on the proposal for part-night lighting in Oxfordshire. Overall, the responses highlight a need

for a balanced approach that addresses both safety concerns and environmental benefits. Any decision on part-night lighting needs to consider that are the very diverse opinions which reflect the many different needs of our communities:

- **Safety Concerns:** Many respondents are worried about the potential increase in crime and the safety of vulnerable groups, such as women, the elderly, and those with disabilities.
- **Environmental and Financial Benefits:** Some respondents support the proposal due to its potential to reduce energy consumption, lower carbon emissions, and save money. They believe that less lighting will benefit wildlife and reduce light pollution.
- **Mixed Reactions:** There are mixed feelings about the proposal. While some people welcome the idea for its environmental benefits, others are strongly opposed due to safety concerns. Some suggest a compromise, such as dimming lights instead of turning them off completely or using motion sensors.
- **Impact on Quality of Life:** Several respondents mention that reduced lighting could negatively impact their quality of life, making them feel less safe and potentially limiting their activities at night. This is particularly concerning for those who work late shifts or rely on public transport.
- **Consultation and Implementation:** Many respondents emphasise the importance of thorough consultation with local communities before implementing the proposal. They want to ensure that the decision-making process is transparent and considers the views of all residents.
- **Specific Suggestions:** Some respondents offer specific suggestions, such as turning off every other streetlight, using motion-activated lights, or implementing the proposal in phases to monitor its impact.

4.8.2. A summary of responses from female respondents:

There are very varied responses from female respondents, but the in the main, feedback is very much centred on safety concerns. The responses highlight the need for a balanced approach that addresses safety but also balances environmental considerations.

- **Safety Concerns:** Many female respondents are worried that part-night lighting will make the streets less safe for women. They fear an increase in crime due to their lack of visibility at night, which puts them at risk. Some suggest that increased police presence or other safety measures should be considered if street lighting is reduced.
- **Impact on Quality of Life:** There is a significant concern that part-night lighting will negatively affect the quality of life for female residents, potentially leading to behaviour change situations where women completely avoid going out at night, impacting social activities and the night-time economy.
- **Environmental Benefits:** Many respondents appreciate the positive impact on wildlife and the reduction of light pollution. They believe that less lighting will help local wildlife thrive and allow people to enjoy darker skies and see the stars more clearly. Some female respondents mention that while reduced lighting could benefit wildlife and reduce light pollution, there is also a concern that the proposed changes are more focused on saving money rather than genuinely considering the environmental benefits.
- **Energy and Cost Savings:** Several responses highlight the financial benefits of reducing street lighting. They mention that it will save taxpayers money, reduce

energy consumption, and lower the carbon footprint, which is seen as a responsible and necessary step.

- Improved Sleep Quality: Some respondents support part-night lighting because they believe it will improve sleep quality. They mention that less artificial light at night will create a better environment for sleeping, which can have positive effects on health and well-being.

4.8.3. A summary of responses from male respondents:

Overall, the male responses reflect a mix of safety concerns, scepticism about the environmental and cost benefits, and dissatisfaction with the consultation process, with suggestions for alternative solutions.

- Safety Concerns: Many male respondents are worried that part night lighting will increase crime and make the environment more dangerous, especially for those who need to use public transport late at night or early in the morning. Male respondents state streetlights are essential for public safety and that part-night lighting could lead to more antisocial behaviour and/ or accidents.
- Environmental and Cost Considerations: While some male respondents acknowledge the environmental benefits of reducing light pollution and saving energy, they are sceptical about the actual impact. They argue that the savings in emissions and costs are minimal compared to the potential risks to public safety. There is also a concern that part-night lighting is driven more by cost-cutting measures than genuine environmental concerns.
- Public Consultation and Implementation: There is a strong sentiment that the local council is not adequately considering the views and needs of residents. Respondents feel that decisions are being made without proper consultation and that the council is not transparent about the reasons behind the part-night lighting initiative. They emphasize the need for a more flexible and locally tailored approach, rather than implementing a one-size-fits-all policy.
- Alternative Solutions: Some respondents suggest alternative solutions such as motion-sensor lights or dimming options that can offer energy savings while maintaining necessary visibility for safety. They believe that these smart alternatives could balance the need for safety with environmental and cost considerations.

4.8.4. A summary of responses from respondents aged under 16 / 16 - 24:

- Safety Concerns: Many 16 - 24-year-old respondents are worried about the safety of vulnerable groups such as women, students, and young people if street lighting is reduced at night. They emphasize that streetlights help prevent crime, accidents, and emergencies, and that their absence would make people feel unsafe, especially in areas like parks and campuses.
- Impact on Daily Activities: There is a concern that reducing street lighting would negatively impact daily activities. For example, students may feel unsafe walking through dark areas, which could prevent them from engaging in simple activities, especially during the winter when it gets dark early.
- Environmental and Wildlife Impacts and Energy Conservation: Some respondents are aware of the impacts of artificial light at night (ALAN) on local wildlife and support motions to reduce these impacts. However, they suggest that a more balanced approach, such as using streetlights with covers to prevent light from traveling upwards, would be safer while still addressing environmental concerns. They support for need for reducing energy

consumption. This is reflected in the suggestion to implement streetlights with covers/funnels over the top to prevent light traveling upwards, which would still provide necessary street-level light while conserving energy.

- Consultation and Public Opinion: Some respondents believe that the final decision on part-night lighting should be based on public consultation. They emphasize that if the consultation shows that most people do not want it, that it should be the final say in the matter. This indicates support for a democratic approach to decision-making regarding street lighting policies.

4.8.5. A summary of responses from working age respondents; 25 - 34 / 35 - 44 / 45 - 54 / 55 – 64:

- Safety and Security: Many 25 - 64-year-old (Working Age) respondents are worried that reducing or turning off street lighting will increase crime rates and make people feel unsafe, especially women. They believe that adequate lighting is essential for public safety and crime prevention.
- Impact on Vulnerable Groups: There is a significant concern about the negative impact on vulnerable populations, such as the elderly, and people with disabilities. Respondents fear that these groups will feel more insecure and be at greater risk when walking or travelling at night.
- Environmental and Wildlife Considerations: Some respondents support the idea of reducing street lighting due to the positive environmental impact, such as reducing energy consumption and light pollution, which benefits wildlife and the natural environment. However, they also emphasize the need to balance these benefits with safety concerns.
- Public Opinion and Trust: There is a general distrust towards the council's decision-making process, with many feeling that their opinions are not being considered. Some believe that the proposal is primarily a cost-cutting measure rather than an environmental initiative.
- Alternative Solutions: such as using motion-sensor lighting, dimming lights or implementing a pilot scheme to assess the impact before making permanent changes.

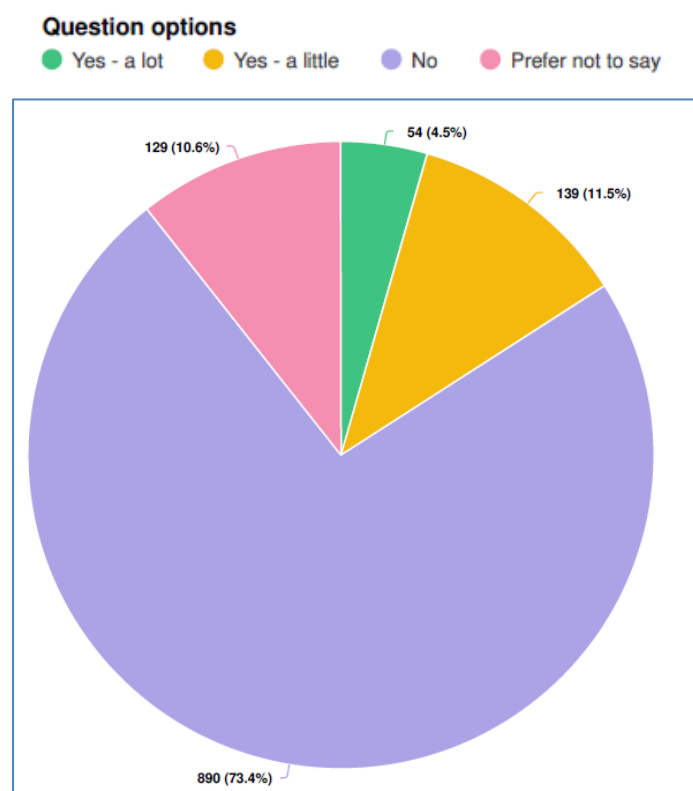
4.8.6. A summary of responses from respondents aged; 65 - 74 / 75 - 84 / 85 or over:

- Safety Concerns: Many 65 - 85 (Older) respondents are worried that reducing or turning off street lighting will compromise public safety. They fear an increase in crime particularly affecting more vulnerable groups and those with mobility or eyesight issues. There are also concerns about the safety of children and grandchildren travelling at night.
- Environmental and Financial Considerations: While some respondents acknowledge the financial and environmental benefits of reducing street lighting, they feel these are outweighed by safety concerns. Others support the initiative for its potential to reduce light pollution and benefit wildlife.
- Implementation and Communication: There is a call for better communication and education about part-night lighting. Respondents suggest that the public should be well-informed about the changes and their potential impact. They also recommend that any implementation should be flexible and consider local circumstances, such as areas with high night-time activity or poor road conditions.

4.9 Impacts for those with a long-term illness, health problem or disability.

The consultation provided an opportunity to find out how part-night lighting could potentially affect any residents whose day-to-day activities are impacted by a long-term illness, health problem or disability. When the quantitative responses from Question 31, Are your day-to-day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months? were cross referenced with the qualitative responses from question 23. Is there anything else you would like to tell us about the proposed draft implementation framework for introducing part-night lighting in areas in Oxfordshire? it is possible to analyse and understand how part-lighting could impact those with a long-term illness, health problem or disability.

4.9.1. Q31. Are your day-to-day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months?



Responses	No.	%
Yes – a lot	54	4.5%
Yes – a little	139	11.5%
No	890	73.4%
Prefer not to say	129	10.6%
Total	1212	100%

4.9.2. A summary of 'Yes - A lot' responses, was cross referenced with responses to question 23. Is there anything else you would like to tell us about the proposed draft implementation framework for introducing part-night lighting in areas in Oxfordshire?

Overall, the 'Yes - A lot' responses highlight a mix of safety concerns, distrust in the council's decision-making process, and the need to consider human impacts.

- **Safety Concerns:** Many respondents are worried about the potential increase in crime and the safety of pedestrians, especially women and children. They would feel vulnerable walking at night without streetlighting and believe that the lack of lighting will create unsafe conditions, leading to more accidents.

- Public disapproval and distrust: There is a strong sentiment that the part-night lighting proposal will be being pushed through, despite public disapproval. Respondents feel that their opinions will be ignored and that the council is not taking their safety seriously. Some believe that the consultation process is being introduced because the council wants to press ahead with an already rejected policy.
- Impact on Daily Life versus environmental concerns: Some respondents are concerned about the potential negative impact on their daily lives, such as difficulty in navigating poorly lit areas and the potential for more road traffic accidents. Others mention the importance of street lighting for their personal safety and freedom, especially those who cannot drive for medical reasons. There are also concerns about the balance with environmental requirements, with some suggesting alternatives like motion sensor lights to balance safety and energy savings.

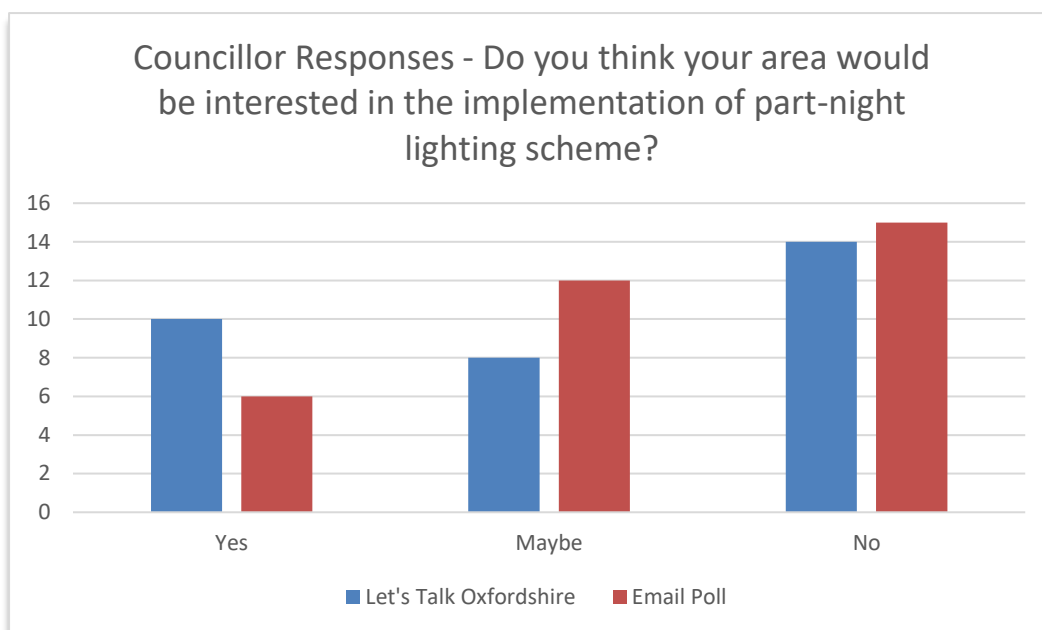
4.9.3. A summary of 'Yes - A little' responses, cross referenced with responses to question 23. Is there anything else you would like to tell us about the proposed draft implementation framework for introducing part-night lighting in areas in Oxfordshire?

Overall, the responses reflect the strong opposition noted in the responses above, with a focus on safety, quality of life, and the need for a more inclusive and transparent decision-making processes.

- The concerns raised highlight the need for a balanced approach that considers both safety and environmental benefits while ensuring that the voices of all community members are heard.
- Safety and Security: Many respondents believe that reduced street lighting could lead to more accidents, falls, and make areas unsafe at night. They are worried about the potential increase in crime and the overall safety of vulnerable groups.
- Impact on Quality of Life: Respondents feel that turning off or reducing street lighting will negatively affect their daily lives, making it difficult to walk or travel at night, leading to a sense of fear and insecurity.
- Consultation and Decision-Making Process: Several respondents are critical of the consultation process, feeling that their concerns are not being adequately considered. They believe that the decision to reduce street lighting is driven by cost-cutting measures rather than genuine environmental or safety concerns, and they want more transparent and inclusive decision-making.

4.10. Parish and Town Councils and Councillor feedback

The consultation provided an opportunity to gather feedback from Parish and Town councillors regarding their potential level of interest for implementing part-night lighting schemes within their areas. 65 responded, with their level of interested indicated below:



Alongside the responses received above, there 10 feedback emails received from councils, with a range of different support levels for part-night lighting within their areas.

5. Conclusion

5.1. Main areas of support

There is 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.

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.

5.2. Main areas of opposition and concern

The main areas of opposition and concern have come through via the qualitative responses to 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. One respondent 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.

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.

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.

The proposed timings may also need to be reviewed for each 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.

5.3 Levels of Communication and engagement with stakeholders

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.

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.

5.4 Next Steps

The areas where there have been requests to review, amend or update the proposed implementation framework will be investigated and changes made as required.

The feedback received from the consultation will be used to inform and update part-night lighting's Climate Impact Assessment (CIA), and Equality Impact Assessment (EIA) as well as updating the streeting lighting policy as required.

This consultation report will be submitted to Cabinet as part of the Part-night Lighting discussions and decision-making process.

ANNEX A - Consultation Survey Questions

1) I am responding to this survey as (quantitative)	
An Oxfordshire resident	
A member of the public living outside of Oxfordshire	
A business	
A representative of a group or organisation	
A parish, town, district, or county Councillor	
Other (please specify)	
2) Please give the name of the business you represent (qualitative)	
3) Please give the name of the group/organisation you represent (qualitative)	
4) Please give your name and the parish or town/ward or division you represent (qualitative)	
5) Do you think that your area would be interested in the implementation of part-night lighting schemes?	
Yes	Councillor Only Questions
Maybe	
No	
I don't know	
6) Please tell us why you chose that answer (qualitative)	
7) After reading the draft framework and frequently asked questions, what is your overall view of part-night lighting in Oxfordshire? (quantitative)	
Completely positive	
Mostly positive	
Neither positive nor negative	
Mostly negative	
Completely negative	
8) 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? (quantitative)	
Yes	
No	
I don't know	
9) Please tell us why you chose that answer (qualitative)	
10) Do you think that these are the right timings for rural and urban locations? (quantitative)	
Right timings for both rural and urban areas	
Right timings for rural areas, but wrong timings for urban areas	
Wrong timings for rural areas, but right timings for urban areas	
Wrong timings for both rural and urban areas	
I don't know	
11) Please tell us why you gave that answer (qualitative)	
12) Please tell us why you gave that answer, including what timings you think would be right for urban areas (qualitative)	
13) Please tell us why you gave that answer, including what timings you think would be right for rural areas (qualitative)	
14) Please tell us why you gave that answer, including what timings you think would be right for rural and urban areas (qualitative)	
15) Please tell us why you gave that answer	
16) How often do you currently travel (including walking, wheeling or cycling) between the hours of 11:30PM and 5:30AM? (quantitative)	

Part-Night Lighting Consultation Report -v3

Daily
Multiple days per week, but less than daily
Once a week
Less than once a week
Never
17) Would the introduction of part night lighting at the proposed 'standard' times affect how you travel? As a reminder, the proposed 'standard' times are: Between 11:30 pm and 05:30 am in rural locations Between midnight and 05:30 am in urban locations (quantitative)
Yes
No
I don't know
18) Please tell us how and why part-night lighting would affect how you travel (qualitative)
19) 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. (quantitative)
Yes
Partly
No
I don't know
20) Please tell us who you think should be able to request part-night lighting in an area? (qualitative)
21) 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? (quantitative)
Yes
No
I don't know
22) Please tell us more (qualitative)
23) Is there anything else you would like to tell us about the proposed draft implementation framework for introducing part-night lighting in areas in Oxfordshire?
24) What is your postcode? Please provide the first four or five digits of your postcode (but not the letters at the end). e.g. OX1 1 or OX14 5.
25) What is your age? (quantitative)
Under 16
16 - 24
25 - 34
35 - 44
45 - 54
55 - 64
65 - 74
75 - 84
85 or over
Prefer not to say
26) What is your sex? (quantitative)
Female
Male
Prefer not to say
I use another term (please state here)

Part-Night Lighting Consultation Report -v3

27) Is the gender you identify with the same as your sex registered at birth? (quantitative)
Yes
No
Prefer not to say
28) What is your sexual orientation? (quantitative)
Straight/Heterosexual
Bisexual
Gay or Lesbian
Prefer not to say
Other sexual orientation (please state here)
29) What is your ethnic group or background? (quantitative)
Asian or Asian British (Indian, Pakistani, Bangladeshi or any other Asian background)
Black or Black British (Caribbean, African, or any other Black background)
Chinese
Mixed or multiple ethnic groups (White and Black Caribbean, White and Black African, White and Asian, and any other mixed background)
White (British, Irish, or any other white background)
Prefer not to say
Other ethnic group or background (please state here)
30) What is your current religion, if any? (quantitative)
Buddhist
Christian (including Church of England, Catholic, Protestant and all other Christian denominations)
Hindu
Jewish
Muslim
Sikh
No religion
Prefer not to say
Any other religion (please state here)
31) Are your day-to-day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months? (quantitative)
Yes - a lot
Yes - a little
No
Prefer not to say

ANNEX B – Survey Data



Image 1. Volume of page views and consultation visitors Monday 9 June to Sunday 6 July

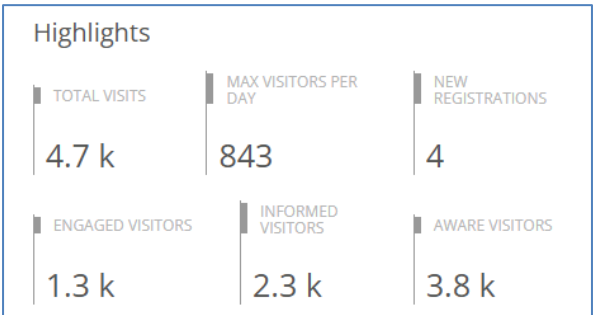
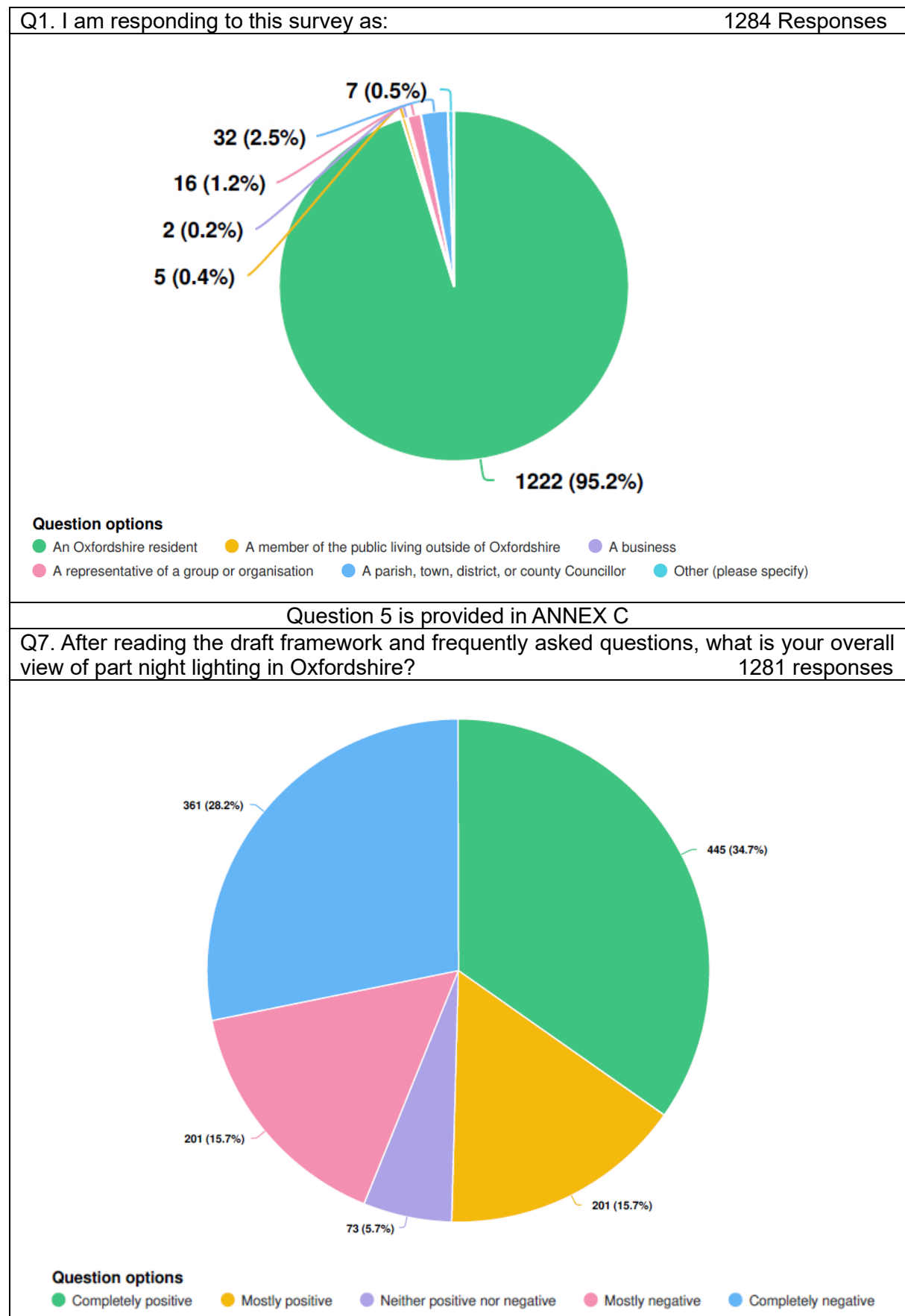
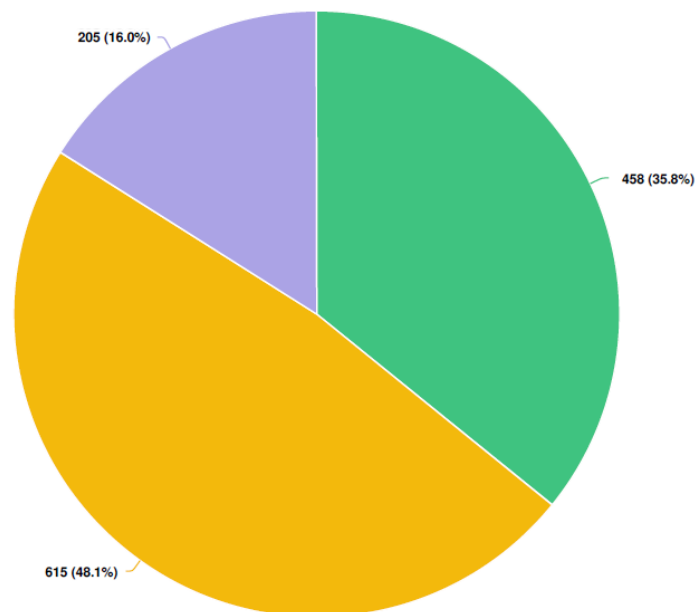


Image 2. Total page views and Engaged visitors Monday 9 June to Sunday 6 July



Q8. 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?

1278 responses

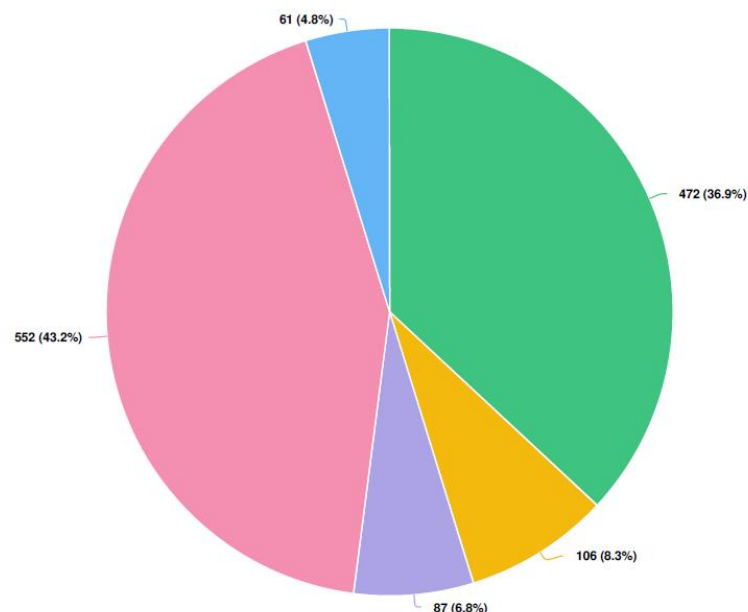


Question options

Yes No I don't know

Q10. Do you think that these are the right timings for rural and urban locations?

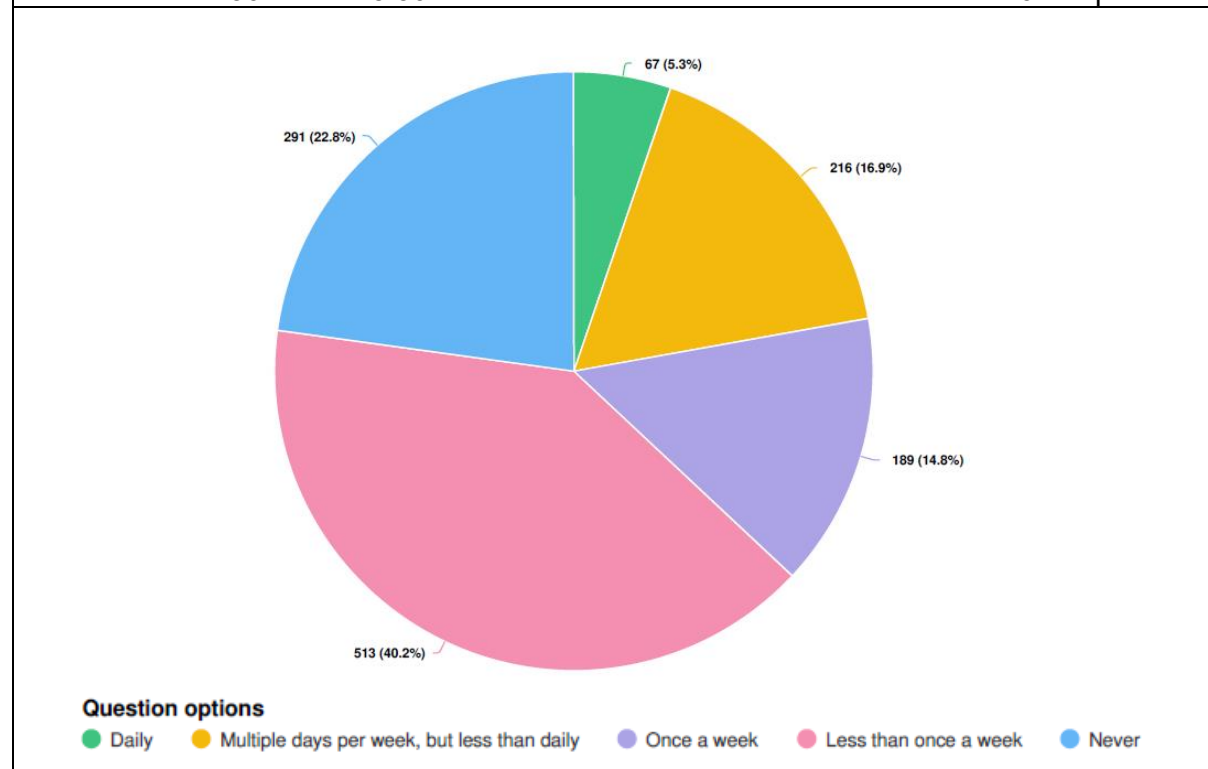
1278 Responses



Question options

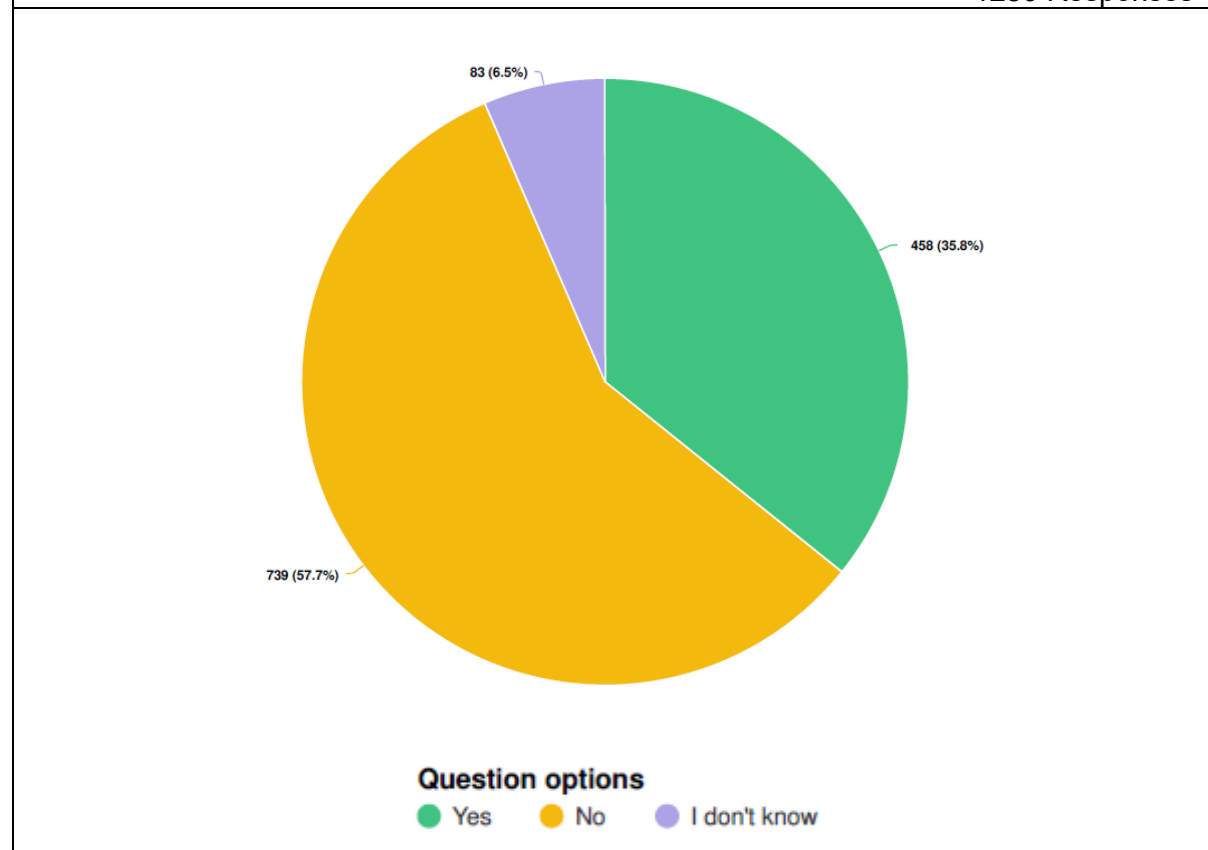
Right timings for both rural and urban areas Right timings for rural areas, but wrong timings for urban areas Wrong timings for rural areas, but right timings for urban areas Wrong timings for both rural and urban areas I don't know

Q16. How often do you currently travel (including walking, wheeling or cycling) between the hours of 11.30PM and 5.30AM? 1276 Responses



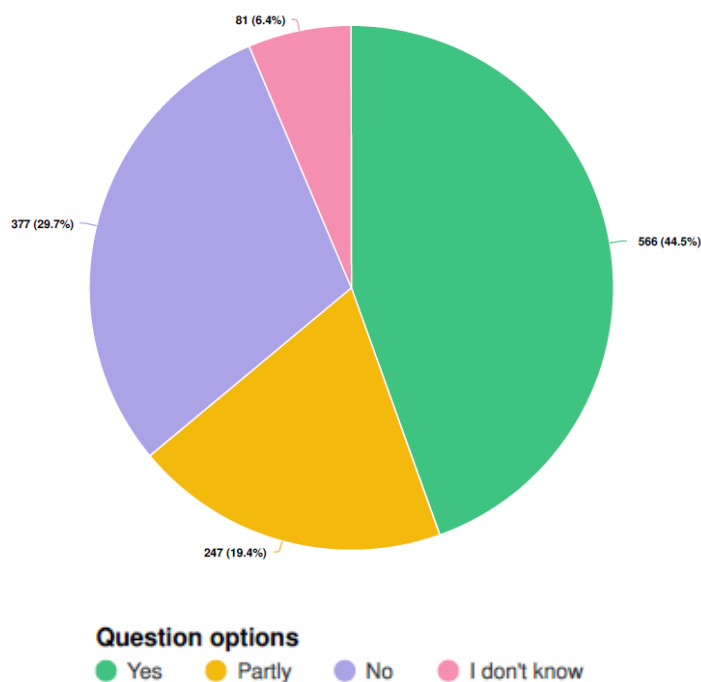
Q17. Would the introduction of part night lighting at the proposed 'standard' times affect how you travel? As a reminder, the proposed 'standard' times are: Between 11:30 pm and 05:30 am in rural locations Between midnight and 05:30 am in urban locations

1280 Responses

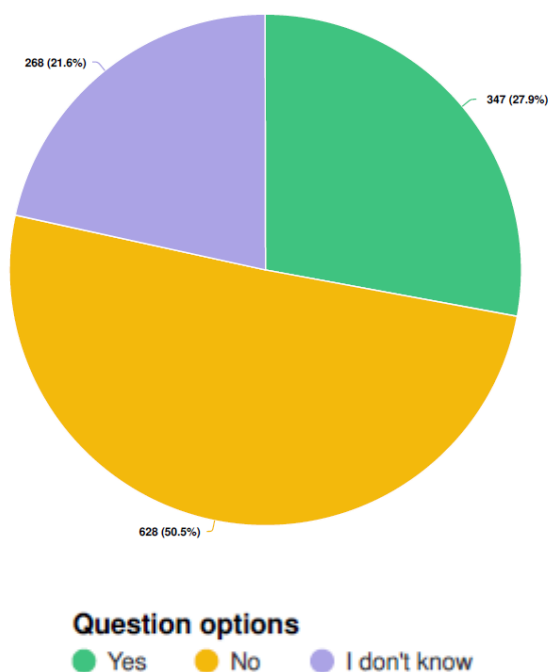


Q19. The draft framework says that part-night lighting would only be considered in areas where it is requested by the town and parish councils, or local governance authorities, and supported by the area's Oxfordshire County Councillor. Do you think that these are the right people to be able to request part-night lighting? Please remember that a local public consultation would also take place before any part-night lighting scheme was introduced.

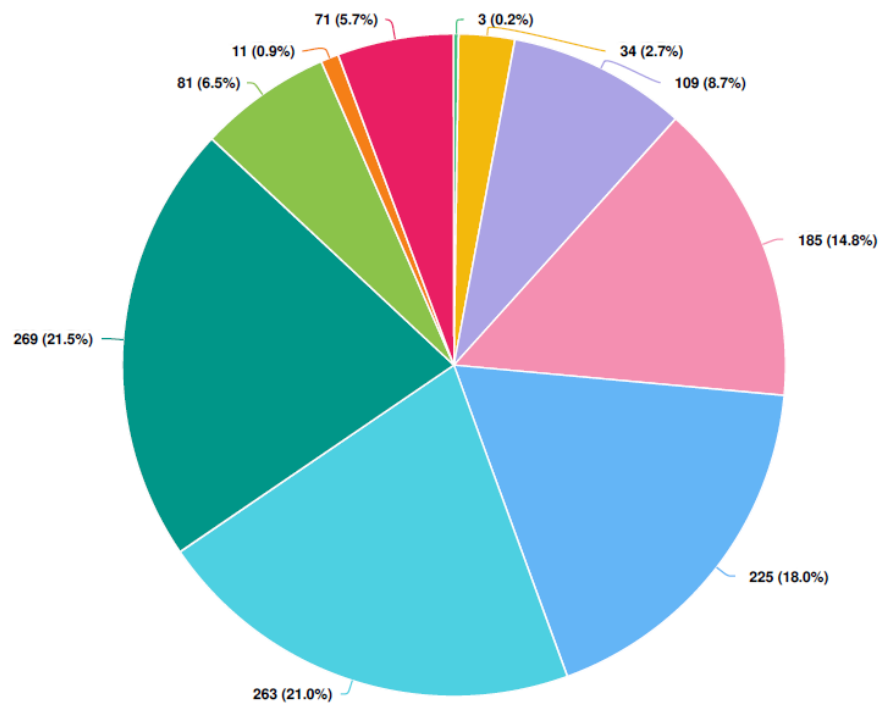
1271 Responses



Q21. 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?



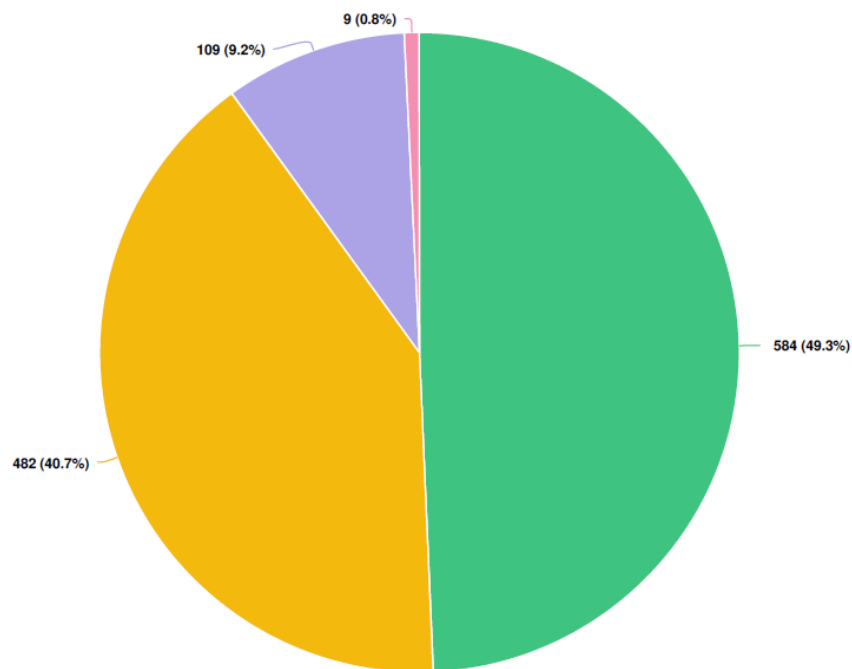
25) What is your age?



Question options

● Under 16
 ● 16 - 24
 ● 25 - 34
 ● 35 - 44
 ● 45 - 54
 ● 55 - 64
 ● 65 - 74
 ● 75 - 84
 ● 85 or over
 ● Prefer not to say

26) What is your sex?

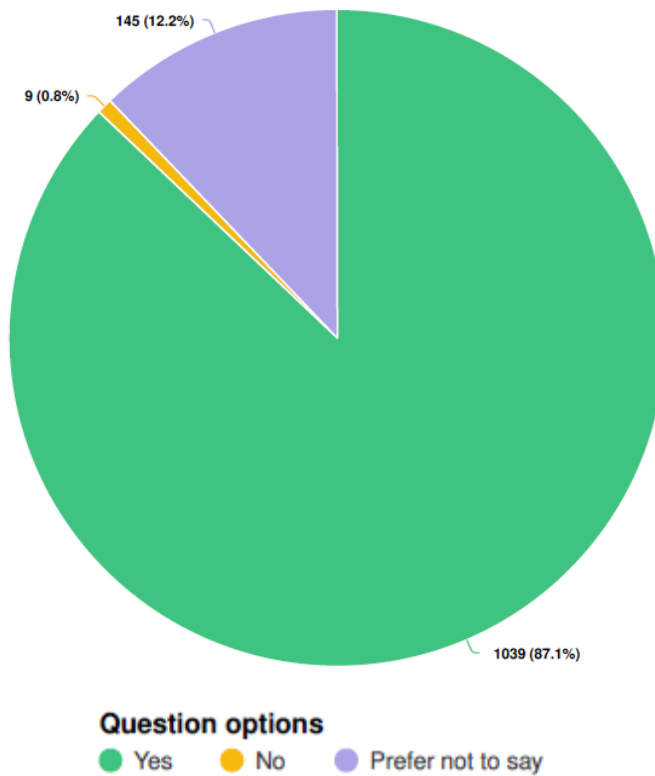


Question options

● Female
 ● Male
 ● Prefer not to say
 ● I use another term (please state here)

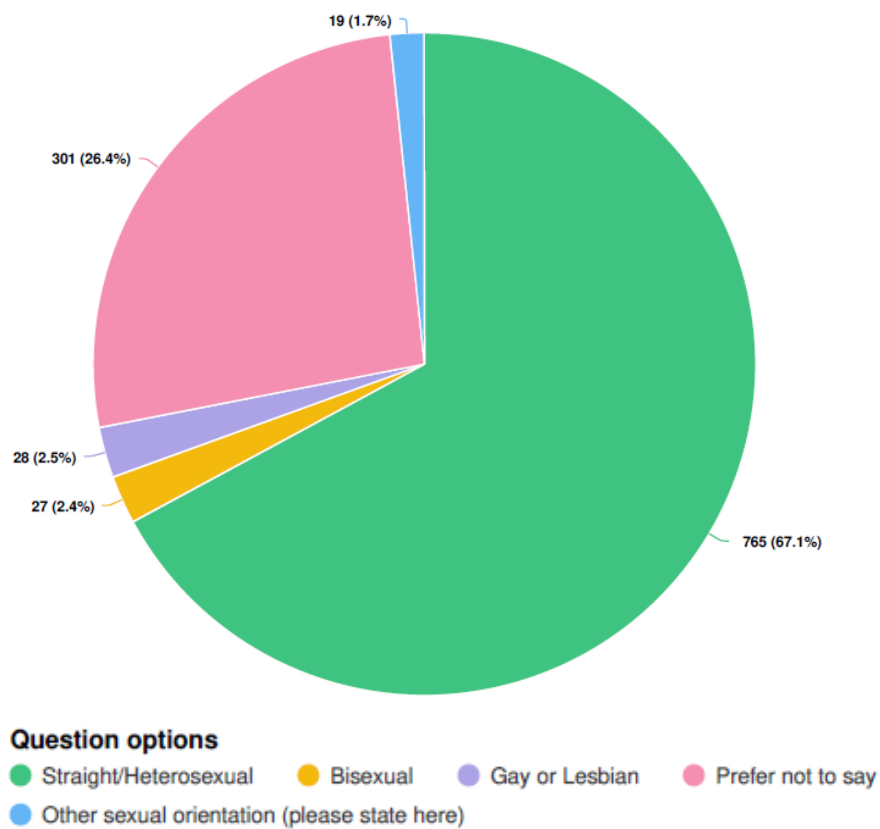
27) Is the gender you identify with the same as your sex registered at birth?

1193 Responses

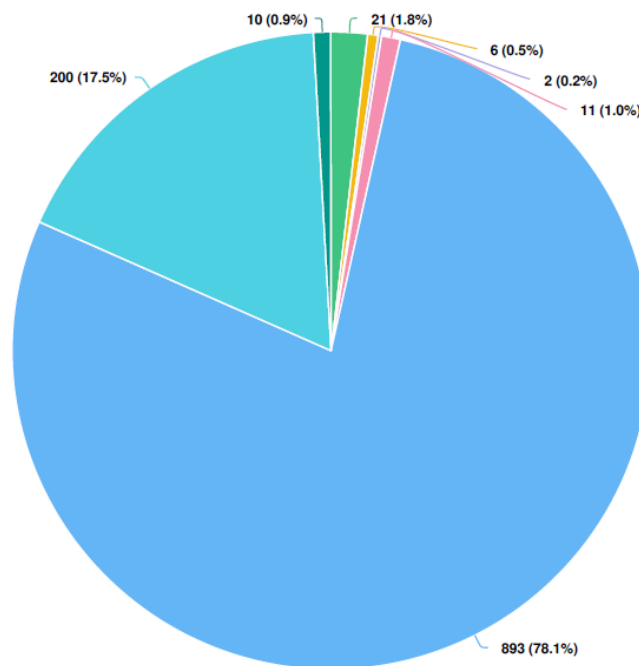


28) What is your sexual orientation?

1140 Responses



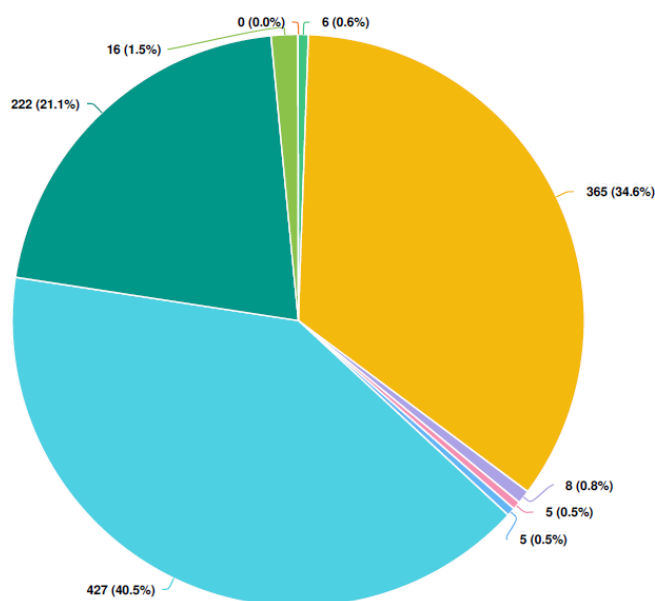
29) What is your ethnic group or background?



Question options

- Asian or Asian British (Indian, Pakistani, Bangladeshi or any other Asian background)
- Black or Black British (Caribbean, African, or any other Black background)
- Chinese
- Mixed or multiple ethnic groups (White and Black Caribbean, White and Black African, White and Asian, and any other mixed background)
- White (British, Irish, or any other white background)
- Prefer not to say
- Other ethnic group or background (please state here)

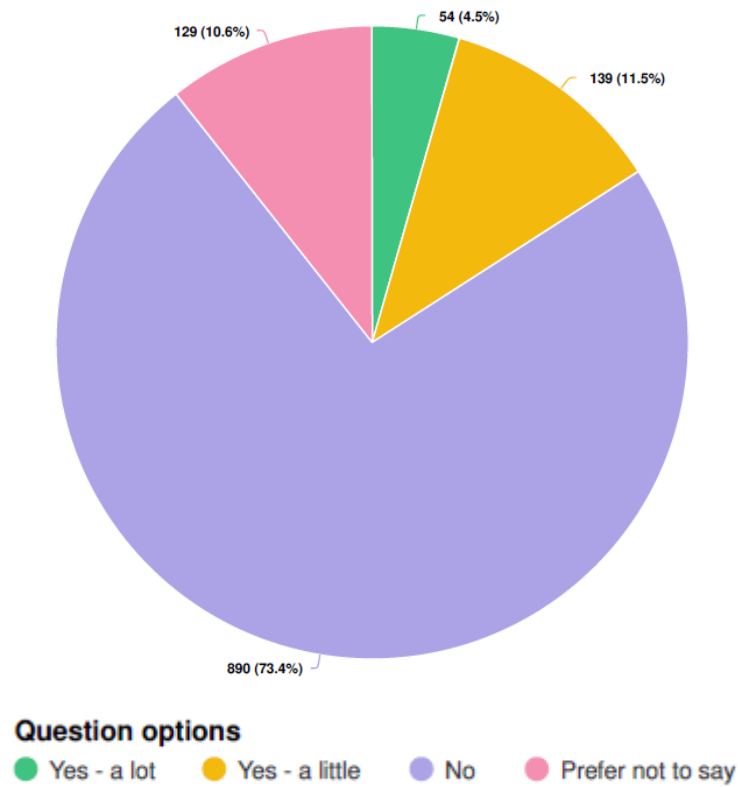
30) What is your current religion, if any?



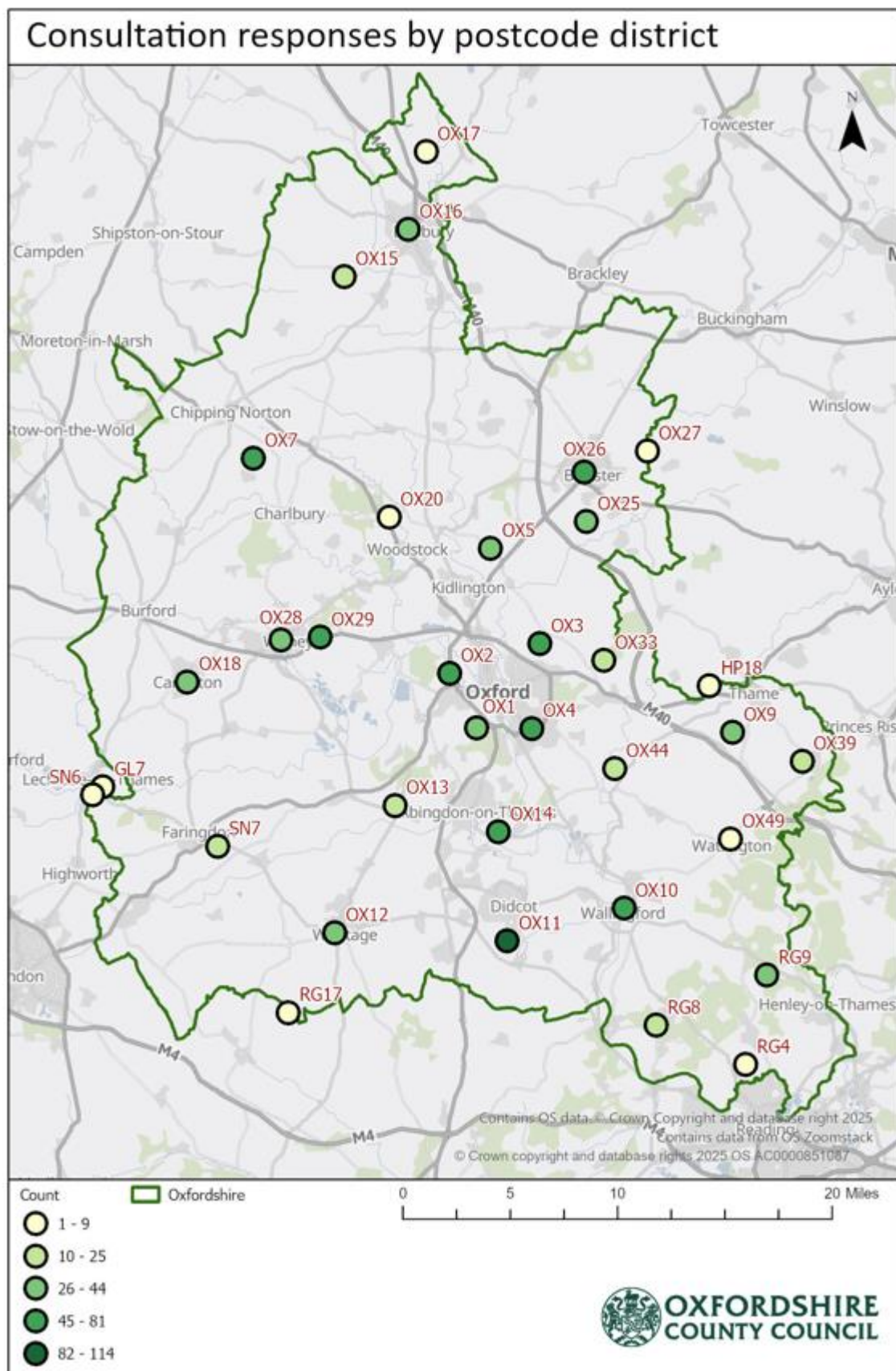
Question options

- Buddhist
- Christian (including Church of England, Catholic, Protestant and all other Christian denominations)
- Hindu
- Jewish
- Muslim
- No religion
- Prefer not to say
- Any other religion (please state here)
- Sikh

Q31. Are your day-to-day activities limited because of a long-term illness, health problem or disability which has lasted, or is expected to last, at least 12 months?



ANNEX C – Consultation responses by postcode district



ANNEX D – Direct consultation feedback

The following annex contains directly worded feedback from external parties received as part of the Part-Night Lighting Implementation Framework consultation, and as such has not been edited for typographical errors. Personally identifiable data has been redacted where this appears in feedback (indicated by 'Redacted').

The correspondence listed below is a representative sample of feedback received during the consultation period, not an exhaustive list.

RESPONDENT	COMMENTS	OOC / PROJECT TEAM RESPONSES
University of Oxford	Most clubs close at 3.30am some stay open until 4am , no lighting when getting home either Urban or Rural, no lighting for shift workers that set off at 3.30am or 4am or people walking home after finishing nights	Due to the exemptions contained within the part-night lighting framework, Oxford City would not be suitable for part-night lighting
Oxford Student Union	<p>Oxford SU x Brookes Union Statement</p> <p>Oxford Students' Union and Brookes Union are deeply concerned about current media reports that Oxfordshire County Council is planning to reduce street lighting across the county. It is reported that the Council is looking to reduce or switch off areas of street lighting between the hours of 11pm and 6:30am.</p> <p>We know that many students are already concerned about travelling around areas of the city late at night, and this action is likely to increase those concerns. We also recognise that many students live in typically residential areas which are likely to be impacted more. Many of our students also travel to placements at the hospitals, in schools and in the community, and so are travelling either late at night or early in the morning.</p> <p>Students have campaigned for over a decade for increased lighting in South Park, citing safety issues - students already don't feel safe in this city. This decision will have a further detrimental and dangerous impact on the night-time economy across the city if students are even more concerned about travelling late at night.</p> <p>The equality impact assessment cites that this decision is deemed to have 'no impact' on people with protected characteristics, with no detail given as to how they arrived at this conclusion. Despite all of this, the original proposal doesn't include any plans for consultation with students.</p> <p>We welcome the Council's recent announcement that they are deferring the decision until further work has been undertaken. We would welcome consultation from the Council and will be jointly reaching out to understand more about these proposals.</p> <p>If you are concerned about these proposals, you can: Find out who your local councillor is and write to them Attend the cabinet meeting: the deadline to register to speak, either online or in person at County Hall, has been extended until 12.30pm 14th November 2024. To register, email committeesdemocraticservices@oxfordshire.gov.uk</p> <p>- Oxford Students' Union Officer Team - Brookes Union Officer Team</p> <p>Campaign Responses</p> <p>The Oxford SU Environmental Affairs Campaign commented: The Environmental Affairs Campaign, being concerned with the escalating impacts of climate change and damage to fragile ecosystems, notes the importance of reducing unnecessary light pollution as mentioned in the report, which has harmful impacts on pollinators and other local wildlife. However, we are also very concerned that introducing this Street Lighting Illumination Proposal without proper consultation of the safety needs and concerns of the student body could lead to considerable anxiety at the prospect of streetlights</p>	<p>Due to the exemptions contained within the part-night lighting framework, Oxford City would not be suitable for part-night lighting</p>

Part-Night Lighting Consultation Report -v3

	<p>being unlit during hours of the night, and that the safety of citizens is of the highest priority. The Campaign recommends the County Council considers measures such as the use of motion sensors or other tools that incorporate safety concerns while limiting unnecessary lighting where possible. Furthermore, we request more clarity on the potential impact of this proposal on different areas of Oxford to gauge what the impact would be on areas that students rely on at night. We encourage the Council to consider these concerns while recognising the importance of environmental and wildlife concerns mentioned.</p> <p>The Oxford SU Disabled students campaign commented: There is a general consideration for student safety, as a lot of people walk home at night myself included and it's generally a tip to walk in streets that are well lit: this project would stop that and has been proven to impact safety in other locations which have followed this protocol (cf Hampshire). It limits the routes people can take through Oxford when walking at night if they want to remain to well-lit areas and is especially restrictive now that it's winter and many people will be leaving work/evening classes when it's already dark outside.</p> <p>From an access POV, lights and having well-lit areas helps a lot for people with disabilities being able to manage their balance and helps with vision impairment in some cases. Many visually impaired people rely on good lighting and high contrast street markings to identify edges to curbs and crossings. Dimming streetlights may mean this is not possible, potentially making it unsafe or very difficult for visually impaired students to walk independently in Oxford at night, which could be a potential violation of the equality act. A student on committee has shared that they themselves have a very minor vision problem but it's exasperated by the dark.</p> <p>From another access POV, road users, including drivers, cyclists and motorists, are required by law in the highway code to recognise vulnerable road users such as people with mobility issues, wheelchair users and service dog/cane users. In Oxford, many disabled students report being unnoticed by road users when crossing roads and put into vulnerable positions. Therefore, if street lighting was reduced, this problem would be much more likely to get worse, including potential road accidents involving vulnerable disabled pedestrians. As a wheelchair user myself, I have witnessed the dangers which cars and cycles pose in daylight, and due to poor paving having to often drive in the road. This in further darkness is even more dangerous.</p> <p>The Oxford SU Class Act campaign has also expressed concerns over the proposal, stating that "it is concerning for the safety of female* students and the lack of consideration for them when proposing this plan.</p>	
Oxford City Angels	<p>Areas where students are situated should be considered as vulnerable spots as the feedback has been that with some limited transport options, walking home to accommodation is the only option and without adequate lighting this is a risk</p> <p>Urban areas will have populations bigger and hence there may be a need to offer lighting to ensure safety during activities</p>	Due to the exemptions contained within the part-night lighting framework, Oxford City would not be suitable for part-night lighting
Oxford Health NHS	Should not be left to Andrew Gant to decide on his own	Due to the exemptions contained within the part-night lighting framework, Oxford City would not be suitable for part-night lighting
North Parade Residents & Traders Association	Do you have any statistics for darkness-related injuries, to gauge the scale of the negative impact of part-time lighting?	Police crime data, and Safer Streets data would be reviewed in advance of any scheme being implemented to understand what the safety risks are.
Thame Green Living	I think it should be enough for a county-wide consultation if this shows clear support, and then town or parish support. After that, the fewer impediments to implementation the better!	The comments are noted and will be taken into consideration.

Part-Night Lighting Consultation Report -v3

	From an environmental and financial viewpoint we should be doing all we reasonably can to cut down light pollution as much and as soon as practicable.	
Langford village community association	<p>Routes near train stations, bus stops, taxi ranks? Road crossings , remote footpaths. Paths across parks and edged by trees Should all be exempt.</p> <p>Because you don't listen to public view and will probably just implement this anyway despite the majority not wanting change. Oxfordshire councillors do not listen to public feedback.</p> <p>Drop the whole idea</p> <p>We do not want this in Bicester or Langford village.</p>	The comments are noted and will be taken into consideration.
CPRE Oxfordshire	<p>The proposed 'Part Night Lighting Implementation Framework' suggests a range of exemptions. We believe these are too wide ranging and would restrict considerably the areas where streetlights could be turned off. We would urge that these exemptions be reduced or made only advisory.</p> <p>CPRE would like these times to see these times as a minimum, but with flexibility for them to be extended where appropriate and with local support.</p> <p>The proposed 'Part Night Lighting Implementation Framework' suggests a range of exemptions. We believe these are too wide ranging and would restrict considerably the areas where streetlights could be turned off. We would urge that these exemptions be reduced or made only advisory.</p> <p>CPRE Oxfordshire are largely supportive of this proposal but would like to see the exemptions removed, or advisory only in order to give more local flexibility. CPRE have has long campaigned for dark skies and the reduction of nighttime light pollution. Light pollution is very damaging to wildlife - disrupting and killing insects, bats and migrating birds. It can also disrupt your sleep – leading to long-term health problems. Many studies have shown that switching off streetlights late at night does not increase street crime and traffic accidents and, indeed, in some studies these are reduced.</p>	The comments are noted and will be taken into consideration.
Member of the Public	Schools and hospitals should also be exempt as places where very vulnerable people may be trying to walk or cross the road in the dark	The comments are noted and will be taken into consideration.
Member of the Public	It is important to consider the work that has gone on around Violence against Women and Girls, such as the Safer Streets project around night time journey and from Oxford City from more rural areas. Community Safety Partnerships should be sought for their views as well.	Community Safety Partnership are a key part-night lighting stakeholder and are being involved in the part-night lighting discussions. Safer Streets data would be used to analyse the suitability of a scheme.
Member of the Public	Safety at night should be a high priority. Anywhere that someone could be walking at night needs good lighting.	The comments are noted and will be taken into consideration.
Member of the Public	Areas where students are situated should be considered as vulnerable spots as the feedback has been that with some limited transport options, walking home to accommodation is the only option and without adequate lighting this is a risk	The comments are noted and will be taken into consideration.
Member of the Public	The whole idea should be scrapped. This will encourage criminal activity in a time where police presence is limited. CCTV cameras are unreliable. Many of the Oxfordshire towns have growing populations particularly issues with county lines. During the winter months it doesn't feel particularly safe to pop to the local shops after dark with the led lights as it is. It implies you want to impose a curfew without saying so.	The comments are noted and will be taken into consideration.
Member of the Public	Have you considered the night time economy during this project? Many people may not feel safe coming out to pubs and bars that have a license past 11:30/12	Yes, the night time economy implications

Part-Night Lighting Consultation Report -v3

	if they have no street lights to walk home with as they may feel unsafe in doing so. Which will completely tank the night time economy in the towns and villages.	will be considered for each scheme.
Member of the Public	You haven't considered older people and it's a fallacy to turn off lights at 11.30 'after the last bus' when buses return from Oxford into Wantage AFTER this time. So people getting off buses will be in the dark and accidents happen. The pavements for walkers are not always well maintained so are inviting people to be picked up by car or taxi and increase that pollution or alternatively make areas prime crime zones. The turning off time should be later and should be commensurate with the length of time it is actually dark and not be a randomly selected time. Also cannot see actual researched evidence of impact to wildlife. If turning off time was truly in line with 40 mins after last bus arrival on weekdays this would be more acceptable.	The comments are noted and will be taken into consideration.
Member of the Public	Areas leading towards university residences should be on there, the entire city centre should be on there, and anywhere that is a typically used road after the nighttime economy finishes up should be on there	Due to the exemptions contained within the part-night lighting framework, Oxford City would not be suitable for part-night lighting
Member of the Public	I do not think lights should be turned off at night. It already feels very unsafe as a lone female walking at night with the new lower lighting. This would make it a no go area for many if streets were not adequately lit regardless of the time of night. Some have no option due to late night working, and it would make it very unsafe. There are also many incidents of car theft at night in Cowley/Littlemore. This just makes it easier for those who operate on the wrong side of the law.	The comments are noted and will be taken into consideration.
Member of the Public	I think that all emergency services car parks should continue to have street lighting. I for one do not want to be parking at the Horton with a sick child at 2am in complete darkness or making my way back to the car at 5am after spending the night in a and over tired and hyper vigilant. I think that places where vulnerable people are going to spend time over night; hospitals, police stations and fire services car parks should have lighting	The comments are noted and will be taken into consideration.
Member of the Public	<ol style="list-style-type: none"> 1. Traffic calming measures - that would include 20 mph zones. Not needed. Also intrusions would have a keep left or right sign which would be picked up by car headlights so there is no need for these to be included. 2. Steps stairs, no street lights needed but low level low down step lights only. 3. Waterside - should be urban only 4. High levels of crime and road traffic collisions. These should be separated out. They are two different things. Also the latter. Road traffic Collisions, should be defined as collision areas caused by poor visibility, rather than collisions caused by mobile phone use or drunk driving. This needs to be defined as collisions caused by poor visibility only. 5. Final point, please engage with the railways as there is no point having lights after the last train has been. Particularly at rural stations on the Great Western Line which goes into the AONB. <p>Thank you for taking action on Dark Skies, it is a really important factor in human health and sleep patterns, as well as better for nocturnal animals and landscape.</p>	The comments are noted and will be taken into consideration.
Member of the Public	Everywhere should be exempt apart from roads in the middle of nowhere. This scheme should not be given the green light. The council needs to listen to the people - we do not want our lights turned off!	The comments are noted and will be taken into consideration.
Member of the Public	I believe there is a significant increased risk to the public, especially women with lights being switch off/dimmed. I would not feel comfortable having to leave my house at this time if required. I work with victims of abuse including sexual violence and I have significant concerns with these new plans.	The comments are noted and will be taken into consideration.
Member of the Public	Areas with higher numbers of shift workers. Also, lights should stay on on weekends, when young people are out and about late.	The comments are noted and will be taken into consideration.
Member of the Public	Because this scheme fundamentally makes life more dangerous for women. There are already far too many night time assaults on women in Oxfordshire, this is simply a measure that will increase vulnerability.	The comments are noted and will be taken into consideration.
Member of the Public	No apparent allowance for the elderly/disabled citizens, or is the assumption they won't be out and about after the chosen time?;	Each scheme would be reviewed initially

Part-Night Lighting Consultation Report -v3

	No allowance for those doing the right thing and cycling;	to understand its impacts on vulnerable groups before public consultation is carried out on it.
Member of the Public	<p>Wheelchair users and the partially sighted rely upon lighting. Wheelchair users get no tactile feedback on road or pavement surfaces or edges, and the partially sighted can rely upon adequate lighting to make out any detail such as kerb edges and street furniture obstacles including pavement-parked cycles Oxford!!!). To partially light is to punish the disabled.</p> <p>A partial solution might be: Luminous kerb edges Either lighted or luminous street furniture All corners lighted when the luminous markers All drop kerbs lighted Cycle parking and A-boards on pavements prohibited during the hours of darkness of no street lighting In the winter with short days the daylight may be insufficient to 'charge' luminous markers. In such cases the lights should be 'on'.</p>	The comments are noted and will be taken into consideration.
Member of the Public	<p>It doesn't really account for quieter roads which are used by pedestrians to traverse parts of a town at night/in the dark - eg they do not directly relate to night-time economy but workers coming home in the dark may use those routes. To explain, an example is Park Road in Abingdon - it is already very badly lit at night but it is an important route for a lot of people getting off at the main bus stops then heading to homes, developments, etc. west of the town. As a woman, I already find this route precarious during the dark winter afternoons/evenings. Switching the lights off (especially next to a park which already has anti-social issues) would make this journey incredible difficult</p>	The comments are noted and will be taken into consideration.
Member of the Public	<p>Every alleyway should be lit for safety (not just remote ones) All areas currently lit should continue to be lit. If that must change the timings listed are concerning - the stop time is far too early. When less people are around is exactly when the need for lighting is more crucial for safety - if something happens (fall/injury or crime) there is no-one around to help. People need to be able to see surroundings in the distance in order to weigh up and make decisions about their safety ahead of reaching potential hazard/s in order to decide which routes they will take. People working in and using the night-time economy will live outside the area classed as exempt, therefore when they are travelling home their safety will be compromised. People will feel trapped inside their homes during the hours of darkness when there is no lighting.</p>	The comments are noted and will be taken into consideration.
Member of the Public	<p>It may be important to consider days of the week and usage of areas - for example, young people particularly young females walking home from the city on a Friday or Saturday night.</p>	The comments are noted and will be taken into consideration.
Member of the public	<p>Just do it. Not everything has to be consulted on and this is a time and money consuming activity to do something which should save money, improve safety and be beneficial to nature.</p>	The comments are noted and will be taken into consideration.
Member of the public	<p>Concerned that indifference would lead to non implementation, clearly from an environmental standpoint this is absolutely necessary</p>	The comments are noted and will be taken into consideration.
Member of the public	<p>A lot of people have private security now and ring cameras so I don't feel lighting is as needed as before. Save the environment and make skies darker.</p>	The comments are noted and will be taken into consideration.
Member of the public	<p>Excellent idea and looking forward for it to be implemented.</p>	The comments are noted and will be taken into consideration.

Part-Night Lighting Consultation Report -v3

Member of the public	<p>Much better education should be provided regarding the benefits of part-night lighting. Having lived in Dorsey where a dark-skies approach was taken in our village, it shouldn't just be the environmental arguments that are put forward. Dark streets will lower crime - especially burglaries and car theft - as criminal activity will be much more obvious. With most security cameras having night vision, the lack of street lighting simply isn't an issue. The inconsistent nature of most village lighting in Oxfordshire's villages is unsafe as, when walking, you move from areas of strong lighting into complete darkness. The part-night lighting could prevent accidents in the form of slips and trips.</p> <p>The part-night policy should be seen as a three-year transition to dark-skies.</p>	The comments are noted and will be taken into consideration.
Member of the public	This should have already been policy years ago.	The comments are noted and will be taken into consideration.
Member of the public	It would be welcomed by my family. We find some new lights around Abingdon are too bright. Also down the Dunmore Road there appear to be too many. During power cuts we do not miss the lights. We also notice the effect on wildlife, such as birds being active at night. We have been saying that lights should be reduced.	The comments are noted and will be taken into consideration.
Member of the public	We need to be able to see stars, priorities wildlife and virtually everyone carries a phone with a torch on it. Most rural areas feel very safe at night to walk around in and the street lights isn't consistent so we are used to saying torches to supplement. Let us enjoy dark. I hate a street light that shines into my bedroom window on a pavement that serves very few houses and has virtually no nighttime footfall. Most houses also have their own security lighting these days.	The comments are noted and will be taken into consideration.
Member of the public	Very happy to see this. Insect life is collapsing all around us. Very important measure I whole heartedly support. One specific local issue in Bury Knowle park: extremely severe intense lighting at night around the tennis courts. Can be seen from London road. Devastating for all wildlife. Is this why the swallows nesting under the eaves of the library have not (yet) returned this year? These lights seem to have the human/nature balance severely wrong. An egregious example of unnecessary night light with strong adverse impacts	The comments are noted and will be taken into consideration.
Member of the public	My kids have probably never seen the milky way there's too much light pollution.	The comments are noted and will be taken into consideration.
Member of the public	<p>I think this is excellent. It would save money on electricity, reduce the carbon footprint, and is better for both people and wildlife (dark skies).</p> <p>From a safety perspective - I am a woman and feel very safe generally in Oxfordshire. I personally feel safer in unlit areas where I can avoid drawing attention to myself, and pass unnoticed in the dark past anyone who may present an opportunistic threat.</p>	The comments are noted and will be taken into consideration.

