



**Oxfordshire County Council**  
**Equalities Impact Assessment**  
Street Lighting & Illuminated Assets Policy  
**17 August 2022**

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## Section 1: Summary details

<b>Directorate and Service Area</b>	Environment & Place
<b>What is being assessed</b> (e.g. name of policy, procedure, project, service or proposed service change).	Street Lighting & Illuminated Assets Policy
<b>Is this a new or existing function or policy?</b>	Revised policy
<b>Summary of assessment</b> Briefly summarise the policy or proposed service change. Summarise possible impacts. Does the proposal bias, discriminate or unfairly disadvantage individuals or groups within the community?  (following completion of the assessment).	<p>The existing policy was considered, to be out of date and no longer reflects the aspirations of the current administration in terms of carbon savings and a more sustainable approach to all we do.</p> <p>To accommodate several key changes there is a requirement for a revised Street Lighting and Illuminated Assets policy and development of a new procedure to support its implementation.</p> <p>The proposal will be a major change and departure from standards to the surrounding environment by some groups due to the change in light temperature (colour). There has been a significant amount of research from both sides of the argument on a national basis. The authority has assessed this information and has followed the stance taken by Public Health England.</p>
<b>Completed By</b>	Tim Shickle (Group Manager (Traffic & Road Safety))
<b>Authorised By</b>	Sean Rooney (Head of Highway Maintenance)
<b>Date of Assessment</b>	17.08.22

## Section 2: Detail of proposal

<p><b>Context / Background</b></p> <p>Briefly summarise the background to the policy or proposed service change, including reasons for any changes from previous versions.</p>	<p>Oxfordshire County Council aim to reduce their overall energy consumption and carbon emissions. The new cabinet members for Climate &amp; Change are promoting as part of the climate contribution. The Street Lighting has an impact on the environment through the consumption of the electricity. Therefore, it is important to assess the consumption of energy to show the potential benefits of the proposed new policy by a risk assessment on a site-by-site basis to demonstrate if lighting is required. Plus working towards the goal/committed to becoming carbon neutral by 2030.</p> <p>To ensure that the authority can reduce its carbon footprint, a LED &amp; column replacement project affecting all of Oxfordshire County Council existing standard streetlights by replacing/installing new LED lanterns incorporating the modern Light Emitting Diodes (LEDs), has already been initiated. The replacement will be over 2-3 years and will see a 55% reduction in electricity consumption after the installation phase, for those luminaires that have been replaced.</p>
<p><b>Proposals</b></p> <p>Explain the detail of the proposals, including why this has been decided as the best course of action.</p>	<p>The highway network provides a wide variety of habitats for plants and animals, and it is our legal duty under the Natural Environment and Rural Communities Act 2006 to protect this environment when carrying out works on the infrastructure. The lighting is to be designed to provide a balance between maintaining a safe network for highway users, improving the visual amenity of the street scene, and protecting the local habitants.</p> <p>There are a few nature designations, landmarks and conservation areas and lighting have a potential impact on these areas. There is also a range of protected species that occur in the area, of particular concern for lighting are bats. To ensure that the correct considerations and mitigations are made we must ensure closer working partnerships with the planning and ecology officers. Particular attention to the planning and ecology officers must ensure that have survey's before and after new developments have been constructed to show the biodiversity and the environment impact has not changed. The plan is not to install any lighting and demonstrate if street lighting is required it will be on a case-by-case basis dependent on the impact on the environment and risk assessment.</p>

<p><b>Evidence / Intelligence</b></p> <p>List and explain any data, consultation outcomes, research findings, feedback from service users and stakeholders etc, that supports your proposals and can help to inform the judgements you make about potential impact on different individuals, communities or groups and our ability to deliver our climate commitments.</p>	<p>The amended policy has been developed with the Steering Group to reflect a change in approach by the council. The council's long-term objective is to reduce its reliance on energy usage and becoming more sustainable, hence it's a reduction in carbon and looking at alternative solutions to lighting. The new policy of not providing new street lighting as a default will mean that the council will utilise less energy in the future, resulting in significantly reduced cost to the taxpayer. The new policy will also reduce the levels of carbon generated because of the council's reduction in service level and enable lighting requirement on a case-by-case basis, with a suitable risk assessment and to be more reactive to local, environmental and biodiversity needs once the case-by case assessment has been completed.</p>
<p><b>Alternatives considered / rejected</b></p> <p>Summarise any other approaches that have been considered in developing the policy or proposed service change, and the reasons why these were not adopted. This could include reasons why doing nothing is not an option.</p>	<p>The working party objective was to look at the existing Street Lighting and Illuminated Asset Policy and how this would alter the existing environment within the parameters of the action plan for the County's Energy Strategy and Carbon Management. The following options which were considered.</p> <p>The existing street lighting is already programmed to be replaced over the next two years to have low energy LED solution as a major part of the County's energy strategy plan.</p> <p>Total switch off – Not applicable, as the cost would be astronomical as the power supplies and assets would require removing from site after a period. These are also linked to other essential electrical assets.</p> <p>Part night lighting is already an option, provided that the local consultation has been carry and verified as a unanimous agreement by the local, this is carried out at a local level the Parish and Town councils to get all parties on board. However, we have had situations where local wanted the lighting back on after switching off after midnight.</p> <p>Switch on the lighting times – Various switching on and off times were suggested at different locations, these would need to be factory pre-set via programming the electronic drivers at the time of ordered the luminaires. This would also be very difficult to manage without a Central Management System to remotely change and re-programme if necessary.</p>

Dimming/trimming – This is already an existing policy that is already in place, which all new lantern installations are pre-programmed to be dimmed at 10:00pm in residential areas and at mid-night on a traffic route for approximately six hours.

Low level lighting – Bollard lighting was investigated as an option. These are ideal for illuminating a path in a garden, a park or amenity area, as these are usually used as supplementary lighting in an area that is already illuminated by an alternative light source. The bollard lights have both illumination and aesthetic function. These illuminate the floor and nearby areas, which offer a softer light and guiding the way for people. They can decorate landscape and buildings, creating appealing and comfortable atmosphere. Therefore, not a direct replacement for street lighting as these are mainly used for providing clearer visibility for humans and highway vehicular traffic, while bollard lights are mostly act as orientation and guidance with lower illuminance.

The new policy is to support an approach whereby street lighting infrastructure is only provided when justified and firstly considering reduction of our energy bill, reduce light pollution and the impact on the environment and biodiversity.

**Section 3: Impact Assessment - Protected Characteristics**

Protected Characteristic	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
Age	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Change of light colour/perceived change of colour for elderly persons	Improved – The street lighting will be an improvement in the lighting quality in areas of existing lighting with the use of the replacement LED technology. Utilising LED 'white' light will reduce the risk of the elderly not being able to negotiate any hazards on the highway during the hours of darkness. The young will have less perceived fear of crime.  Robust communications to support changes	Anthony Palman-Brown (Principal Officer Electrical - Lighting)	2022-2027



<b>Disability</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Change of lighting may result in some persons getting headaches or being more sensitive to light within their eyes	The authority has reviewed Public Health England's research and does not consider this to be a significant impact. Therefore, utilising LED 'white' light will reduce the risk of the disabled not being able to negotiate any hazards on the highway during the hours of darkness.	Anthony Palman-Brown (Principal Officer Electrical - Lighting)	2022-2027
<b>Gender Reassignment</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Maybe a perceived safety issue at night following the switching off, of lights at certain times in rural areas.	Robust communications with Town and Parish Council's to support changes.	Anthony Palman-Brown (Principal Officer Electrical - Lighting)	2022-2027
<b>Marriage &amp; Civil Partnership</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	None			2022-2027
<b>Pregnancy &amp; Maternity</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	None			2022-2027
<b>Race</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	None			2022-2027

<b>Sex</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Women and young girls tend to be more reticent about going out after dark. The Safer Street initiative has been set up to tackle violence against women and help make the streets safer. This is where a public place is deemed/felt to be or feelings that it is unsafe, because of an environmental issue of abandoned building, poor lighting, or vandalism etc.	Consideration will be given to the improvement of the existing street lighting and new CCTV working in partnership with Thames Valley Police.	Anthony Palman-Brown (Principal Officer Electrical - Lighting	2022-2027
<b>Sexual Orientation</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	None			2022-2027
<b>Religion or Belief</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	None			2022-2027

### Section 3: Impact Assessment - Additional Community Impacts

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
Rural communities	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>				2022-2027
Armed Forces	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>				2022-2027
Carers	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	During the winter months with the earlier timescales which it is dark in the afternoons, the care providers may have problems visiting/locating the properties when the care providers visit the elderly or ill health patients.	Engage this stakeholder group to ensure that their needs are met.	Tim Shickle (Group Manager Traffic & Road Safety)	2022-2027

Additional community impacts	No Impact	Positive	Negative	Description of impact	Any actions or mitigation to reduce negative impacts	Action owner (*Job Title, Organisation)	Timescale and monitoring arrangements
<b>Areas of deprivation</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Less light in certain areas could result in increase in crime rates.	Close work with colleagues in town & parish councils will ensure that this is not an issue. Matters that require escalation will be taken to the police. However, with the use of LED street lighting on the existing Street scene environment improves the landscape of an area which will look safer and friendlier compared to a traditional light source yellow or similar.	Anthony Palman-Brown (Principal Officer Electrical - Lighting)	2022-2027

### Section 3: Impact Assessment - Additional Wider Impacts

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
<b>Staff</b>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	None	<ul style="list-style-type: none"> <li>Ensure that whole service is informed of and encouraged to adopt the updated approach.</li> </ul>	Sean Rooney (Head of Highway Maintenance)	2022-2027
<b>Other Council Services</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The revised street lighting and illuminated asset management approach will benefit the council services by improving access to all parts of the network for all highway users, particularly those uses of the promoted active travel. Those wanting to access the county council's services to help reduce of energy and carbon footprint.	<ul style="list-style-type: none"> <li>Ensure that relevant funding continues to be available facilitate effective management of the street lighting maintenance and energy reduction on the network.</li> </ul>	Sean Rooney (Head of Highway Maintenance)	2022-2027
<b>Providers</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	The revised street lighting asset policy approach benefits the council's providers by improving access to all parts	<ul style="list-style-type: none"> <li>Ensure that funding continues to facilitate effective management of the lighting/electrical</li> </ul>	Sean Rooney (Head of Highway Maintenance)	2022-2027

Additional Wider Impacts	No Impact	Positive	Negative	Description of Impact	Any actions or mitigation to reduce negative impacts	Action owner* (*Job Title, Organisation)	Timescale and monitoring arrangements
				of the service for all highway users.	assets on the network.		
<b>Social Value</b> <sup>1</sup>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<p>The revised Street Lighting &amp; Illuminated Assets approach will deliver a service that is only compliant, but will contribute towards, enables, and facilitates the achievement of the County Council's corporate priorities on being climate neutral, reducing its energy consumption, economic and environmental matters.</p> <p>Public Services (Social Value) Act 2012 does not apply to these documents</p>	<ul style="list-style-type: none"> <li>Review performance of programme delivery alongside the county council's corporate priorities on economic and environmental performance measures.</li> </ul>	Sean Rooney (Head of Highway Maintenance)	2022-2027

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

## Section 4: Review

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

<b>Review Date</b>	17.08.25
<b>Person Responsible for Review</b>	Tim Shickle (Group Manager Traffic & Road Safety)
<b>Authorised By</b>	