

## **Street Lighting and Illuminated Assets Policy**

1. Oxfordshire County Council, as the Highway Authority, is responsible for the provision and maintenance of electrical assets on the road network throughout Oxfordshire excluding motorways and trunk roads.
2. Under the Highway Act 1980, the Council has the power but not the duty to provide street lighting.
3. The new policy statements within this document aim to support an approach whereby street lighting infrastructure is only provided when justified, and only switched on when needed. In particular, the right type of lighting is provided in the right way at the right times.
4. An evidenced risk-based approach will be adopted to consider the importance of personal safety alongside Environmental and active travel considerations in respect of energy consumption and importantly dark skies.
5. The term “street lighting” encompasses all mains powered illuminated assets on the adopted highway including streetlights, illuminated signs, bollards, and other street furniture that requires an electrical supply. Where it is difficult to access an electricity mains service or alternative sustainable power sources, should be considered as an alternative based on whole life costings.

### **Policy: SLP1**

Oxfordshire County Council will reduce the council’s impact on climate change and the environment, as per our Procedure for Electrical Highway Assets and Oxfordshire County Council’s Energy Strategy and Carbon Management Plan, through the use of optimised lighting systems.

<https://www.oxfordshire.gov.uk/residents/environment-and-planning/energy-and-climate-change/what-we-are-doing>

### **Policy: SLP2**

Oxfordshire County Council will provide or ensure provision of adequate and appropriate levels of lighting to ensure safe passage to all users of the highway network. This will include dimming of equipment during low traffic periods and enables the reduction in running hours due to the instant switch on of LED equipment. Dynamic (real-time demand/usage) control of the lighting can also be implemented and retrofitted where required. We will review and, where appropriate, de-illuminate or provide off-grid solutions for signage where possible and practical.

### **Policy: SLP3**

The policy considers the impact of light pollution on nature and dark skies in assessing where lighting should be added or reduced across the transport network. When new lighting is deemed to be necessary on grounds of public safety, dimming and reduction in burning hours should be used to preserve the night sky and mitigate environmental impacts.

[Biodiversity and planning | Oxfordshire County Council](#)

<https://theilp.org.uk/new-resource-towards-a-dark-sky-standard/>

### **Policy: SLP4**

Oxfordshire County Council will consult with local environmental groups, local members and other organisations when considering any changes to the deployment of street lighting to ensure that any impact on to those groups is understood and mitigated and incorporated/considered within the design and specification of the equipment. This also includes the social impact assessment which needs to be considered for all highway users.

### **Policy: SLP5**

Oxfordshire County Council will ensure the safety of **all** highway users is maintained by taking an evidence-based approach to the provision of street lighting and electrical assets, as per our Procedure for Illuminated Assets and the Highway Safety Inspection Policy. The County Council will regularly review and enhance these documents. Which includes the nine priorities, the environmental, energy and carbon reduction targets.

[Climate action in Oxfordshire | Oxfordshire County Council](#)

6. Oxfordshire County Council have embraced the need to reduce the energy consumption of the street lighting assets located within the County and are currently undertaking a programme to update all streetlights to LED (Light Emitting Diode) light sources. This programme will reduce the energy consumption and carbon emissions from street lighting by 70%. The County Council will constantly review new and emerging technologies to ensure that the most technically and economically advantageous systems of lighting are used.
7. For **new developments** it is **ONLY** when a clear safety need has been identified that lighting will be a part of the mitigation measures. Any installations going in not meeting the expectations of the council will not be adopted for public maintenance.
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9. Where a need has been clearly identified which demonstrates that lighting is required Oxfordshire County Council maintains electrical assets only in specific locations, determined on a risk based approach. and. Examples of such locations and needs may include, but are not limited to:
- on major road junction and at roundabouts as part of a suite of potential safety measures to reduce the risk of night-time accidents.
  - in partnership schemes with town, parish, district councils and the Police in areas where there is a fear of crime such that it is deemed necessary and where funding for the installation and ongoing maintenance is available.
  - In residential areas where roads and footpaths are adopted by the county council ONLY where a key safety need has been identified that the provision of lighting will address that cannot be otherwise achieved.
  - New lighting will only be provided in unlit highway areas only if it is deemed necessary for safety and has been the subject of an appropriate consultation or a road safety audit evaluation.
10. Oxfordshire County Council does **not** provide and/or maintain electrical assets:
- In private areas such as residents' garages, public car parks, or roads that have not yet been, or are not going to be, adopted as highway maintainable at the public expense.
  - If a parish council has decided to continue maintaining their own lights or has a policy of no street lighting (unless required on safety grounds).
  - Associated with new lighting on definitive footpaths, footpaths with permitted rights, bridleways, and towpaths.

**Policy: SLP7**

The County Council will seek to develop and integrated dynamic lighting solution to encourage and enable active travel across the County.

<https://www.oxfordshire.gov.uk/residents/roads-and-transport/active-travel>

11. The County Council will continually review the LED equipment including dynamic lighting systems to ensure that it is the most suitable for each of the different environment types found within the County.
12. Where requested by Parish Councils, and following local consultation, lighting can be converted to operate for part of the night as an alternative to dimming for residential areas.
13. Where street lighting is no longer providing a benefit to users and following a risk assessment of the location, based upon road safety and crime, consultation for the

removal of redundant assets will be undertaken with stakeholders. In relation with the Neighbourhood planning Guide. These stakeholders will include but are not limited to, Local Members, City, Town and Parish Councils, community groups and the Police.

14. Landscape and trees are designed at the pre-application stage of a planning application. Every effort will be made to avoid the street lighting columns in locations where tree canopy might block the light output and would require future tree pruning and landscaping costs. Avoidance of this blocking effect of tree canopy will ensure that maintenance budgets are sustainable.

**Policy: SLP8**

Oxfordshire County Council will respect the wishes of a parish council not to provide street lighting in its village locations unless lighting is warranted on safety grounds, and there are no cost-effective alternatives. However, it should be noted there are a few District/Town & Parish Councils which are their own lighting authorities who have control in their local areas/neighbourhood.

15. Illuminated signs will be removed or de-illuminated, where permitted by the Department for Transport's Traffic Sign Regulations.
16. Where appropriate, signage that cannot be removed or de-illuminated will be considered, following risk assessment for alternative solutions, such as solar power or other off-grid options.

**Policy: SLP9**

Footway and low-level lighting will only be considered for ***promoted routes***, in line with the local Town/Parish/Thames Valley Police safer street requirements.

Any installations going in not meeting the expectations of the council will not be adopted for public maintenance.

[StreetSafe | Police.uk \(www.police.uk\)](http://www.police.uk)

**Policy: SLP10**

Oxfordshire County Council will reduce street clutter wherever possible by the removal of unnecessary and redundant electrical assets and support structures. In accordance with the de-cluttering policy.

**Policy: SLP11**

Park and Ride and transport hubs should be constructed in accordance with relevant guidance for transport related buildings. Existing guidance which already exists is in the form of LG15. Transport Buildings” The Lighting is proposed to be reduced after a period and when large areas of the park & ride are not in use.

### Service Aims:

1. Reduce Oxfordshire County Council's energy bill.
2. Reduce light pollution and the impact on the environment.
3. Reduce the number of electrical assets to reduce street clutter.
4. Reuse and recycle redundant equipment where feasible.
5. Increase the service life of the assets.
6. Adhere to the service standards detailed within the Highway Safety Inspection Policy and the Procedure for Highway Electrical Asset with regards to Inspection and maintenance.
7. Constant evolution to consider emerging technologies with a remit to "push the boundaries and think outside the box" based upon evidence and sustainability.
8. Development of maintenance regimes to support alternative to illumination.
9. Engagement groups as part of the wider conversations in policy development.
10. Embrace the County Council's 9 Priority Themes.

### Reference & Supporting Documents

- Procedure for Illuminated Street Furniture.
  - [Highway Safety Inspection Policy](#)
  - **BS 5489-1:2020** Code of practice for the design of road lighting. Lighting of roads and public amenity areas.
  - **BS EN 13201:2015** Road lighting. Calculation of performance.
  - **BS 7671:2018** Requirements for Electrical Installations. IET Wiring Regulations.
  - **CEN/TR 13201-1:2014** Road lighting. Guidelines on selection of lighting classes.
  - **LG15 Transport Buildings** Design of public areas of railway stations, bus and coach stations, airports, and ferry terminals
  - **County Current Trees Policy** – [TreePolicy.docx \(live.com\)](#)
15. The policy will ensure that the other overarching policies, such as but not limited to, the developing EV charging strategy and the recently adopted Tree policy are considered in the adoption of statements in this policy.

<https://www.oxfordshire.gov.uk/residents/roads-and-transport/connecting-oxfordshire/electric-vehicles>