

**Delegated Decisions by Deputy Leader of the
Council with Responsibility for Climate
Change, Environment & Future Generations
Thursday, 14 November 2024**

ADDENDA

5. Dark Skies - Street Lighting Illumination Proposals (Pages 1 - 4)

Reflecting updates in Annex 1 and Annex 3.

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ANNEXE 1 - Lighting Profiles

Route Type	Treatment	Profile ID	20:00	20:30	21:00	21:30	22:00	22:30	23:00	23:30	00:00	00:30	01:00	01:30	02:00	02:30	03:00	03:30	04:00	04:30	05:00	05:30	06:00	06:30	07:00	
Residential	PNL + Dimming*	1	100	100	100	100	50	50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100
Traffic			100	100	100	100	100	100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	100	100
Residential	Dimming only*	2a	100	100	100	100	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	50	100	100	100
Traffic		2b	100	100	100	100	100	100	100	100	75	75	75	75	75	75	75	75	75	75	75	75	75	75	100	100
All	N/A	3	Not Included in this Phase																							
All	N/A	4	Not affected by this initiative																							

*Nb: Dimming of lights is already in place and operates as per the profiles set out in this chart. There is no proposed change to existing levels of dimming.

Nb: Dusk and Dawn times will vary throughout the year

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ANNEXE 3 – PNL Risk Based Exclusion Criteria

Tailoring

To provide an identifiably consistent regime across the county, the operational hours of lights will not be uniquely or individually tailored. Instead, the different lighting scenarios detailed in this document will be applied at the Council's discretion to best align with the environment in each given locality.

Exemptions

In the following circumstances, the County Council may exempt some existing lights from part night lighting;

Excl ID	Scenario	Profile ID	Description of features present
1	Subways / Underpasses	4	A grade separated route for non-motorised traffic.
2	Road-Rail Crossings	2a, 2b	Where the OCC highway / PRow network has an at grade interface (crossing) with a rail line, regardless of the operator of that line.
3	Traffic Calming	2a, 2b	A vertical feature in the vehicle running lane to slow or impede traffic. E.g. Speed humps, rising bollards, etc. May extend to horizontal traffic calming at OCC discretion such as build outs, chicanes, centre refuges etc where lighting already exists.
4	Significant road narrowing / intrusions projecting into the carriageway	2a, 2b	Where the road narrows suddenly, unexpectedly, or to a degree that it requires the driver to take some form of evasive or precautionary action. Examples may include narrow bridges (over or under).
5	Controlled crossing points	2a, 2b	Formally controlled crossing point e.g. Zebra, Pelican, Puffin, Toucan etc.
6	Town centres supporting a night-time economy	3	Extents to be determined on case-by-case basis by OCC. Qualifying criteria likely to include; <ul style="list-style-type: none"> ○ Multiple licensed properties staying open beyond 11pm. ○ May have operational taxi ranks / bus services.
7	Junctions with Highways England operated road network	2a, 2b	To include A34, M40, etc
8	Steps / Stairs / Gates	2a, 2b	Direct lighting of steps / stairs / gates and similar obstacles
9	Waterside paths	2a, 2b	Paths alongside exposed water (canals, rivers, etc)

10	Alleyways	2a, 2b	Paths divorced from the carriageway. Likely to be closely bordered with vertical features such as fencing or walls. Would include the entrance / exit points to the paths.
11	Local Authority / Police CCTV / ANPR	2a, 2b	CCTV for the purpose of public safety / crime detection & prevention etc. Does not include private CCTV networks (e.g. on shops / industrial estates etc). May not apply where OCC is advised that the camera technology is capable of satisfactory operation in dark environments.
12	Designated Junctions / Links	2a, 2b	Significant, complex junctions as designated by OCC. Likely to be predominately rural areas with at least one adjoining road with a speed limit of 50mph or more, or where merging traffic may present an increased risk (e.g. a large roundabout circulatory). Would also include junctions featuring a STOP line. May include specific points along a route remote from junctions.
13	Known RTC locations	2a, 2b	Where there is a recorded, notable, and relevant increase, or pattern of traffic collisions resulting in personal injury during the affected hours of darkness. i.e. a clear trend over 5+years, and excluding instances influenced by external factors such as drug/alcohol driver impairment.
14	Locations requested by the Police in support of crime reduction / detection	2a, 2b	Where for operational policing purposes (i.e. to reduce crime / prevent an increase in crime), the de-illumination of street lighting could have a substantively detrimental impact. Where de-illumination of street lighting is reportedly having an adverse impact on the more subjective 'fear of crime', this too will be considered on a case-by-case basis.