



OXFORDSHIRE COUNTY COUNCIL

Procedure for Street Lighting and Illuminated Assets

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Introduction

This Procedure links directly to the Street Lighting and Illuminated Assets Policy. It has been developed in accordance with the principles relating to road Street lighting and electrical installations set out within the [UK Roads Liaison Group Documents Well Managed Highway Infrastructure - A Code of Practice](#)

It serves as a guide to Oxfordshire's approach to maintaining its street lighting and illuminated assets to deliver the aims and objectives set forth in the Street Lighting and Illuminated Assets Policy. Additionally, it aligns with the overarching Highways Infrastructure Asset Management Policy, Strategy, and Plan, as per [2022-2027 Highway Infrastructure Asset Maintenance Approach | Oxfordshire County Council](#).

This document supports the delivery of Oxfordshire's the following priorities contained within [Our strategic plan 2023 - 2025 | Oxfordshire County Council](#):

1. Put action to address the climate emergency at the heart of our work.
3. Prioritise the health and wellbeing of residents.
5. Invest in an inclusive, integrated and sustainable transport network.
6. Preserve and improve access to nature and green spaces.
9. Work with local businesses and partners for environmental, economic and social benefit.

These priorities are integral to enhancing the county's transport infrastructure, ensuring safety, sustainability, and connectivity for all residents.

Objectives

The procedure encompasses the Oxfordshire County Council corporate vision and objectives and is also informed by the Local Transport Plan, the Highway Asset Management Plan and the Carbon Reduction Plan.

Its principal objectives are to:

- provide direction for an integrated approach to the development and maintenance of the County Council's Street Lighting and Illuminated Assets
- ensure the safety of highway users is maintained by taking a risk-based approach to the provision of street lighting and electrical assets
- protect and enhance the night-time environment;
- consider the whole life cost of new Street Lighting and Illuminated assets
- reuse and recycle redundant equipment where feasible
- reduce the council's overall energy consumption and carbon footprint
- reduce the council's impact on climate change, whilst delivering the benefits of appropriate street lighting
- reduce the use of illuminated signs/bollards where legislation allows and where safe to do so and reduce street clutter wherever possible by sharing of support structures
- provide flexibility to encourage and facilitate innovation and the introduction of new technologies.
- consider part-night street lighting schemes if requested by local parish and town councils, following the part-night lighting Implementation framework as detailed within Annex C.

Outcomes

An effective street lighting service can contribute significantly to the following outcomes:

- reducing night time traffic road safety incidents
- improved energy and carbon management
- contributing to biodiversity net gain and improved public health
- reducing street crime and perception of crime
- promoting sustainable transport (public transport, cycling and walking)
- facilitating social inclusion by providing freedom to use streets after dark
- supporting the 24-hour leisure economy, promoting economic development
- providing safe access to educational facilities, supporting life-long learning
- assisting emergency services to identify locations and shorten response times

Scope

This Street Lighting and Illuminated Assets Procedure has been developed to provide a framework for the effective and efficient management of street lighting in line with Oxfordshire County Council's corporate vision. The procedure covers electrical assets and street lighting throughout the county of Oxfordshire. It outlines the requirements for the installation and maintenance of all types of Street Lighting and Illuminated assets that are in the ownership or are maintained by Oxfordshire County Council.

There is no statutory requirement on local authorities in the United Kingdom to provide public lighting, however where it is already provided we have a duty to maintain it.

The county council provides and/or maintains street lighting and illuminated assets:

- on major roads and at roundabouts* as a safety measure to prevent night-time road safety incidents
- in partnership schemes with town, parish, district councils and the Police in areas where there is a perception 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 (except in villages where the parish council has a "no lighting policy**")
- New lighting will only be provided in unlit highway areas if it is deemed necessary, affordable and sustainable and has been the subject of an appropriate consultation

The County Council does **not** provide and/or maintain street lighting and illuminated 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**
- associated with new lighting on definitive footpaths, footpaths with permitted rights, bridleways, and towpaths, or on lengths of highway between town or village settlements.

** Lighting of rural roundabouts will be kept to a minimum and if possible, other traffic management measures should be considered as a possible alternative to the use of street lighting.*

*** The 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.*

Procedure Detail

This document is structured to firstly look at the policy context for street lighting in the county. It then considers the overall approach to street lighting depending upon the character of different parts of the county. Where street lighting is appropriate, the document then considers the standards to be applied.

This procedure sets out the guidance and standards for all new lighting installations, conversions, upgrades, refurbishments and asset management. All street lighting and illuminated installations should ensure that energy consumption is kept to a minimum to meet the relevant lighting classification and electrical safety in accordance with the Electrical Safety at Work Act.

The design for new street lighting and illuminated installations must be checked and approved by Oxfordshire County Council for the Authority to adopt the maintenance liability.

The overall lighting requirements for a specific area will be refined to take account of an area's unique character and needs in terms of vehicular/ pedestrian activity, location of local amenities, etc. within the lighting design brief.

Specifically, lighting will be designed in accordance with the following lighting design standards:

- BS 5489-1:2020
- BS EN 13201:2015
- BS7671 - 2018
- CEN/TR 13201-1:2014
- PGL23
- PGL02

The standard of lighting in the British Standard categorises the roads based on usage and environmental ecological factors.

The use of adaptive street lighting or part-night lighting shall be encouraged on new developments and new installations in rural areas where it is considered acceptable and safe to do so.

Non-standard street lighting equipment will only be permitted in certain designated conservation areas and in special zones where the lighting forms part of a co-ordinated streetscape project.

Illumination of signs and bollards will be kept to the minimum in accordance with statutory requirements. The use of reflective diamond grade bollards and sign plates is preferred.

Wherever safe and appropriate to do so and subject to consultation with the county council's Street Lighting team, sign plates that are a maximum of 600mm² shall be mounted on existing highway street furniture to minimise street clutter.

The general requirements of the relevant British and European standards will be expected to be met in accordance with Oxfordshire County Council Lighting Standards (Annex A), based upon the road hierarchy.

The LED lanterns will be considered on a case by case basis by exception, as a rule; new or replacement LED units shall be a white light source of neutral or warm white colour

temperature, although consideration of alternative light sources (particularly for the purposes of floodlighting) will be given where required.

There may be situations in popular locations used heavily at night where tourist/visitor needs would suggest a higher level of illumination is needed. These locations are expected to be relatively few and will require special consideration and consultation on a case by case basis.

For particularly sensitive locations it may be advisable to arrange for trial installations to demonstrate the effectiveness of the lighting and its impact on surrounding areas.

In determining levels of illumination, lighting positions and styles, the design brief will consider pedestrian and vehicular uses/needs in relation to the following:

- areas of activity - theatres, shops, school entrances, bus stops, libraries, highways, paths, etc. and areas of highway safety conflict (junctions, etc.)
- listed buildings and the historic qualities of the area
- building heights
- street features - crossing points, sitting areas, tree planting, pinch-points, materials/colours etc.
- existing lighting - positions, styles, heights, lux levels, lighting type, lighting from shops, floodlights, etc. In assessing appropriate levels of illumination, the existing and ambient lighting (e.g. from shops, floodlighting schemes, etc.) may only be considered in special instances. This is because the continued operation of ambient or privately-owned lighting sources cannot be guaranteed for the life of the scheme.
- ground form levels (important to people with disabilities), hazards and so on
- local knowledge, incidence of vandalism, road safety incident black spots etc.
- **any part-night lighting schemes requested by parishes or town councils**

The floodlighting of landmarks and historic buildings shall be discouraged unless designed as part of an area strategy or masterplan but as a minimum, should seek to minimise pollution of the night sky.

The design and installation of special or temporary lighting shall comply with the BS 5489-1:2020 and BS EN 13032. The standard of temporary Lighting Units shall conform to the Lighting Standards within this series.

Any developer or other provider shall ensure that any temporary lighting provided does not cause glare to traffic using the highway or give annoyance to any occupants in surrounding properties.

Lighting Provision

It should not be assumed that street lighting will automatically be provided at every location. The provision of lighting will only be supported where there is a justified need, considering factors in accordance with the relevant standards outlined in this procedure and the Street Lighting and Illuminated Assets Policy.

Furthermore, the requirement for street lighting will vary at different times of the night and in some cases, it is appropriate to adapt lighting levels to the need at different times. In rural areas it is sometimes appropriate or customary to switch lighting off after a certain time. There is no benefit in lighting an area where it is not needed as it adds to the county's carbon footprint and costs money. **Part-night lighting schemes will be considered on a scheme-by-scheme basis when requested by a parish or town council and implemented following the part-night implementation framework detailed in Annex C.**

The provision of lighting should:

- increase the safety of all users of the highway, especially vulnerable road user groups such as pedestrians, cyclists, children, elderly or disabled people
- assist in the strategic aim of reducing night-time road safety incidents
- enhance the night-time environment
- consider the requirements of conservation areas or areas of outstanding natural beauty
- reduce perception of crime and increase personal security as part of a crime reduction strategy
- deter anti-social behaviour and criminal activity and support for CCTV/ANPR cameras
- be unobtrusive by day and night
- consider the need to minimise energy consumption and carbon footprints
- be designed using appropriate lighting levels and lighting equipment, that has been approved by the County Council for adoption
- follow the part-night lighting implementation framework if required

Where Should Lighting be Provided

The requirement for lighting varies depending on a number of factors, including whether the lighting is located in an urban or a rural area.

The ILP Guidance Notes for the Reduction of Obtrusive Lighting: 2021 provides a system of zoning as follows:

Table 1 – Environmental Zones			
Zone	Surrounding	Lighting Environment	Examples
E0	Protected	Dark	UNESCO Starlight Reserves, IDA Dark Sky Parks
E1	Natural	Intrinsically dark	National Parks, Areas of Outstanding Natural Beauty etc
E2	Rural	Low brightness district	Village or relatively dark outer suburban locations
E3	Suburban	Medium brightness district	Small town centres or suburban locations
E4	Urban	High brightness district	Town/city centres with high levels of night-time activity

Oxfordshire does not have any Zone E0's within its borders, for a detailed descriptor of the zones which apply to the county refer to Annex B.

Service Standards

Oxfordshire County Council has produced this procedure for street lighting and associated street lighting apparatus under the responsibility of the council to produce standards of service to which the council is fully committed to adhere to. The standards set in this document are set to a level in which it is expected that developers and other third parties should meet.

This section of the procedure sets out standards for inspections and maintenance of street lighting equipment.

Finally, this section of the procedure sets out how the council expects its contractors to implement this procedure in providing street lighting assets in the county.

Response times for electrical assets

Respond to dangerous faults (Emergencies)	Within Three hours of notification i.e. column or sign post hit, service cable or wires exposed, door off/missing, lantern, bowl or canopy hanging, missing face plates etc.
To repair key street lights, traffic signs & bollards	Within three hours or twenty-four hours at busy junctions, or where groups of street lights or belisha beacons are not operational (subject to availability of supply).
Repairs to faulty highway electrical equipment following identification.	Being repaired within 7 working days subject to availability of supply
Detection of faults that are not working during the night, picked up from a night time patrol or a Central Management System	Being repaired within 7 working days
Routine maintenance (i.e. service to apparatus with replacement of all lamps through cyclical maintenance)	This will be carried out every 3 years until the luminaires have been replaced with a LED solution or something similar. These LED lanterns will then be cleaned every 6 years in line with the electrical testing regime, therefore reducing the number of visits to site.
Statutory requirements electrical testing (Electricity at Work Regulations, Act 1989)	Every 6 years
Visual Checking of Assets (Non-Routine)	Undertake visual structural inspections every time the asset is visited during a fault. i.e. checking for corrosion. (In accordance with Technical Report 22 Managing a Vital Asset: Lighting supports)
Structural testing (Routine)	Undertake structural testing every year to the assets that have been identified as at risk from corrosion, through age profiling, reports from the public and the routine maintenance operation.

Key Stakeholder list:

- Local residents / businesses
- OCC Councillors
- Parish, Town & District Councils and Councillors
- Thames Valley Police and Community Safety Teams
- Vulnerable and highly impacted stakeholder groups
- The Council's Street Lighting Contractor
- Other Stakeholder Groups as required.

Reference:

- Street Lighting and Illuminated Assets Policy (TBC)
- [2022-2027 Highway Infrastructure Asset Maintenance Approach | Oxfordshire County Council](#)

- [Highway Safety Inspection Policy](#)
- Highways Safety Inspection Procedure
- [Tree policy for Oxfordshire | Oxfordshire County Council](#)
- [Highway Infrastructure Asset Management Strategy](#)
- [Highway Infrastructure Asset Management Plan](#)
- [UK Roads Liaison Group Documents *Well Managed Highway Infrastructure - A Code of Practice*](#)

Related standards:

- ***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***

Implementation Schedule: October 2025

Review Date: October 2027

Annex A - Oxfordshire Lighting Standards

Road Hierarchy	BS 5489 & EN13201 Category	Column Height	Type of Lamp	Colour Temp	Dimming Regime
Distributor (Type 1) Road (Width 7.3)	M3/M4/M5	10/12	LED	3000K	75% light output 00:00am to 06:00am
Distributor (Type 2) Road (Width 6.75)	M3/M4/M5	8/10	LED	3000K	75% light output 00:00am to 06:00am
Major Access (Type 3) Road (Width 6.0m)	P2 & P3	6/8	LED	3000K	50% light output 10:00pm to 06:00am
Major Access (Type 3) Road (Width 5.5)	P4	6	LED	3000K	50% light output 10:00pm to 06:00am
Minor Access (Types 4) road (Width 4.8)	P4 & C5	5/6	LED	3000K	50% light output 10:00pm to 06:00am
Minor Access (Types 4) road (Width 4.6)	P5 & C5	5/6	LED	3000K	50% light output 10:00pm to 06:00am
Access Way (Type 6) (Width 4.1m)	P5	5	LED	3000K	50% light output 10:00pm to 06:00am
Cycle Ways (Width 3.0)	P4/P5	5/6	LED	3000K	50% light output 10:00pm to 06:00am
Roundabouts	C3 – C4	6/8/10	LED	3000K	75% light output 00:00am to 06:00am
Conflict Areas Lighting Class	C3 – C5	6/8/10	LED	3000K	75% light output 00:00am to 06:00am

Annex B – Environmental Zones

Zone E1 - National Parks, Areas of Outstanding Natural Beauty, Sites of Special Scientific Importance and Other Dark Areas

Roads in “Areas of Outstanding Natural Beauty” (AONB), are defined as all roads within designated AONB boundaries, but excludes those roads within designated urban areas.

There are special areas in the countryside where environmental considerations will carry greater weight. These are defined by local planning authorities under the following general headings:

- Special Protection Areas
- Special Areas of Conservation
- Environmentally Sensitive Area
- Areas of Outstanding Natural Beauty
- Sites of Special Scientific Interest
- Including areas for protected species

Oxfordshire has three Areas of Outstanding Natural Beauty:

- North Wessex Downs AONB to the south of the county
- The Cotswolds AONB to the west of the county
- Chiltern Hills AONB to the south and east of the county

The general presumption is that street lighting should not be provided in Zone E1 areas unless the county council, or the local lighting authority, can demonstrate an overriding road safety issue which cannot be overcome by other means.

Road safety benefits arising from the installation of lighting may be assessed by the ratio of daytime accidents to the anticipated reduction in night time road safety incidents.

Although roundabouts and other major junctions within Zone E1 are sites that often identify a need for lighting, assessments should still be made to confirm the justification, having regard to the above.

Where existing street lighting has been installed in Zone E1 a safety audit shall be completed, followed by consultation with key local stakeholders. Where possible, such equipment will either be de-illuminated or removed.

Zone E2 - Areas of Low District Brightness (Rural Areas Outside Zone E1)

Roads in rural areas are defined as those outside major towns but include villages and small towns within the county. In assessing lighting requirements in small rural communities, the county council will consider the requirements and suggestions of the local lighting authority as to the need and standard of lighting. The county council, as the Highway Lighting Authority, will need to agree any proposals put forward. The general presumption is that street lighting should not be provided in Zone E2 areas unless the county council, or the local lighting authority, deem it to be in the best interest of the local community from either a road safety or a personal security point of view.

Where proposals are promoted on the grounds of personal security of highway users, particularly pedestrians, the main factors to be assessed when considering provision of lighting are:

- the volume of pedestrian traffic during lighting-up times

- the proportion of such traffic that falls into the categories considered as vulnerable groups, children, the elderly and people with disabilities
- the potential risks of the site, such as high personal crime areas, particularly in secluded locations, and potentially dangerous locations due to the terrain, (i.e. falls) or other hazards
- areas where antisocial behaviour or repeated acts of vandalism occur.

In applying the above, it should be noted that the powers of the county council as the Highway Authority, do not extend to the provision of lighting solely for the reasons of personal security against crime, although it is reasonable to take this into account when lighting is justified on other grounds or is to be provided by other bodies.

Where lighting is considered necessary, either for road safety or personal security grounds, then full consideration must be given to the environmental impact when designing any proposals.

Outside of Zone E1 areas, such as AONBs, there are other sensitive rural areas where environmental considerations will carry greater weight; e.g. large strategic gaps and parts of the urban fringe. Where a justification to light is identified within such environmentally sensitive areas, installations designed to minimise day time and night time impact, with full horizontal cut-off and minimum lighting levels should be required.

In rural areas alternatives to lighting, such as improved carriageway delineation, use of reflective studs, reflective carriageway surfacing, signing and lining, should all be considered and a holistic approach should be used to develop proposals which best balance safety and environmental considerations. Where illumination, especially of signs and bollards is a requirement, then consideration should be given to the use of solar powered or non-illuminated equipment.

Zone E3 - Areas of Medium District Brightness (Low Crime Urban Locations)

Roads falling into this category include all urban residential local access roads and footpaths (as defined by "Well-managed Highway Infrastructure - A Code of Practice") where reported crimes per 1000 households, are less than, or equal to, the county average.

As a general rule roads in Zone E3 areas shall be lit to the levels originally provided at the time of adoption. For the sake of clarity, replacement columns shall be installed on a 1:4:1 basis, with new columns being positioned at the rear of the footway and on property boundary lines wherever possible.

Zone E4 - Areas of High District Brightness (Major Traffic Routes, High Crime Urban Areas and Town Centres)

Major traffic routes are defined as all A, B and C class roads and contain all strategic routes, main/ secondary distributor and link roads as defined in Well-managed Highway Infrastructure, referred to above.

Generally, all Zone E4 areas will be lit to the British Standard relevant at the time.

Urban Areas falling into this category include all urban residential local access roads and footpaths where reported crimes per 1000 households are greater than the county average.

Sensitive Areas

For the purposes of this "policy Sensitive Areas" are defined as:

- statutorily designated Conservation Areas, Scheduled Ancient Monuments, Listed Buildings and their settings
- non-statutory historic or heritage areas and older urban regeneration areas identified by local planning authorities in the area.

There may be other county council sponsored initiatives which will be the subject of special treatment and funding. These will generally operate within the categories described above but some will have their own requirements.

Always provided that the assessed level of highway safety is achieved, the retention and enhancement of the architecture, historic or landscape character of the area will be taken into consideration when determining lighting requirements.

All areas have a unique character and it is important that, rather than being “standardised” in respect of any works carried out, lighting arrangements are tailored accordingly towards the enhancement of the area.

All proposals and improvements will be the subject of a lighting design brief and, where these comply with the agreed brief, they will be adopted by the county council as Highway Authority, once signed off as the works satisfactory. Where the lighting design falls outside the design brief then the local lighting authority will not take on the maintenance liability of a scheme that has failed in its design or construction, therefore the development would not be adopted.

Lighting improvements should form an integral part of all environmental enhancement schemes.

To identify opportunities and constraints specific to the site under consideration, a master plan or design brief shall be prepared jointly in conjunction with the appropriate officers of the local planning authority. This should consider the views of interested outside bodies (e.g. historic societies) to ensure that the appropriate environmental and lighting design solutions are achieved. This should also be covered under Construction, Design and Management Regulations (CDM) 2015.

In view of the pressures upon financial resources, the costs of environmentally designed lighting schemes and future maintenance liabilities should be borne in mind. Factors that need to be considered include whole life costings, sustainability issues and serviceability.

The county council will consider the adoption of lighting arrangements/schemes which represent an incremental step or improvement towards the desired standard, provided the full scheme is installed within two years of the first part of commissioning. However, where the lighting provision is too far below the required level established in the design brief then the local lighting authority will **NOT** accept the maintenance responsibilities.

Annex C – Part-Night Lighting Schemes

Part-night lighting is an approach to switching off streetlighting in an area for part of the night. Over half of local authorities have introduced part-night lighting, with the first schemes being introduced in the 1970s. It is intended to be used at night during the hours when the fewest people are using the streets.

Part-night lighting is not the same as ‘Dark Skies’. Dark Skies is a national initiative which aims to conserve night skies, reduce light pollution and increase awareness of the impacts of night light. It encourages responsible outdoor lighting practices and advocates for policies to protect natural night environments.

Part-night lighting is also not for dimming lights, Many of Oxfordshire’s streetlights already use energy efficient lights and dimming technology. As lights have come to the end of their structural life they have been replaced with the newest technology, including LED lights. These new streetlights are already operating more efficiently, saving energy and requiring less maintenance.

Part-night lighting schemes will only be implemented in areas in Oxfordshire where it has been:

- requested by a town and parish council/meeting, or local governance authority
- supported by the area's County Councillor
- is suitable for part-night lighting and not subject to any of the exemptions outlined in the part-night lighting implementation framework
- subject to a public consultation to hear residents' and stakeholders' views
- approved at the council's Delegated Decisions by Cabinet Member for Transport Management meeting.

The part-night lighting six stage implementation framework has been developed to ensure each proposed part-night lighting schemes goes through a review and consultation process:

Step 1
<ul style="list-style-type: none"> • Town or parish councils, or local governance authorities, along with Oxfordshire County Council councillor support, agrees they want to implement a part-night lighting scheme(s) and submits an application to Oxfordshire County Council
Step 2
<ul style="list-style-type: none"> • Oxfordshire County Council reviews the scheme(s) application. • If the application meets suitability and exemption requirements (listed below), then it proceeds to consultation. • <u>Part-night lighting exemptions are:</u> <ul style="list-style-type: none"> - Major road junctions, including roundabouts, slip roads and rail crossings - Where there are traffic calming measures, significant road narrowing or intrusions - Controlled crossing points - Areas supporting a night-time economy - Steps / stairs / gates / obstacles - Waterside paths - Remote alleyways - Subways and underpasses - Where there is Local Authority / police CCTV / ANPR - Areas with high levels of crime or road traffic collisions
Step 3
<ul style="list-style-type: none"> • A Public and Stakeholder consultation is carried out on the scheme(s) application via "Let's Talk Oxfordshire" Let's Talk Oxfordshire
Step 4
<ul style="list-style-type: none"> • Consultation report on the scheme(s) application is submitted to Delegated Decisions by Cabinet Member for Transport Committee
Step 5
<ul style="list-style-type: none"> • The cabinet member for Transport Management reviews all evidence, including resident feedback, and either approves or rejects the application
Step 6
<ul style="list-style-type: none"> • If the scheme(s) application is approved, the scheme is implemented in the requested area

Part-night lighting is not a one size fits all approach. It is implemented in different ways to meet the needs of different urban and rural communities, and there are 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

Some places in Oxfordshire already have part-night lighting and the part-night lighting implementation framework is not about removing part-night lighting where it already exists.

While research has found that there is no significant evidence indicating part-night lighting increases crime rates, or road traffic incidents, we are proposing that locations at high risk of road traffic incidents, or with high levels of crime, be exempt and are not be eligible for part-night lighting schemes. Road traffic incidents and crime levels will also be monitored after a part-night lighting scheme is introduced and changes, including reversal, could be made to the scheme if needed.

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