

# Street Lighting and Illuminated Assets Policy

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## Document Control and Information

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Document Owner's Name	Job Title
Anthony Palman-Brown	Team Leader: Electrical

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**This instruction applies to:**

This policy applies to the maintenance of Oxfordshire County Council's highways streetlighting and illuminated assets.

**For action by:**

As above.

**For information:**

As above.

## Revision History

Version	Date	Author / Reviewer	Notes
1.0	18.10.2022	Anthony Palman-Brown	Draft approved by cabinet
1.1	31.08.2023	Anthony Palman-Brown	Final version published
1.2	24.10.2022	Anthony Palman-Brown	Policy reviewed, minor typos amended and cover sheet added

## Distribution and/or Publication

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## **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 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.
4. This policy encompasses Oxfordshire County Council’s corporate vision, objectives and embraces the 9 priority themes of the Council. The policy is also informed by the Local Transport Connectivity Plan, the Highway Asset Management Plan, the Energy Strategy, and the Carbon Management Plan.
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 our Procedure for Electrical Highway Assets and Oxfordshire County Council’s Energy Strategy and Carbon Management Plan through the use of optimised lighting systems.

[Climate action | Oxfordshire County Council](#)

### **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 a risk-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.

[2022-2027 Highway Infrastructure Asset Maintenance Approach | 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.

## Policy: SLP6

Oxfordshire County Council will use a risk based and evidence approach, based upon data projections and environmental consideration, when advising on the provision of streetlights for major developments and ONLY requiring and adopting lighting when a clear safety need has been identified for which, lighting will be a part of the mitigation.

[https://www.securedbydesign.com/images/PCPI\\_LIGHTING\\_GUIDE\\_web.pdf](https://www.securedbydesign.com/images/PCPI_LIGHTING_GUIDE_web.pdf)

[Lighting Against Crime | Institution of Lighting Professionals \(theilp.org.uk\)](http://theilp.org.uk)

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.
8. Oxfordshire County Council provides and/or maintains electrical assets only where necessary and where a need has been clearly identified which demonstrates that lighting is required. 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.
9. 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 an integrated dynamic lighting solution to encourage and enable active travel across the County.

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

10. The County Council will continually review the LED equipment including dynamic/adaptive lighting systems to ensure that it is the most suitable for each of the different environment types found within the County.
11. 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.
12. 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.
13. 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. This is where the trees be placed in a location to reduce the blocking effect of the tree canopy and reduce future tree pruning and landscaping costs. Therefore, ensuring the 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/Parish Councils which are their own lighting authorities who have specific requirement in their local areas/neighbourhood.

14. Illuminated signs will be removed or de-illuminated, where permitted by the Department for Transport's Traffic Sign Regulations.
15. 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**

Footways and low-level lighting will be considered for promoted routes in rural areas, 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 \(www.police.uk\)](https://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 traffic signs policy.

### **Policy: SLP11**

Park and Ride and transport hubs should be constructed in accordance with relevant guidance for transport related buildings. Existing guidance that 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.
- [HighwaysAssetManagementPolicy.pdf \(oxfordshire.gov.uk\)](#)
- **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 –**

<https://www.oxfordshire.gov.uk/sites/default/files/file/countryside/TreePolicyforOxfordshire2022.pdf>

16. 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.