

## Initial Integrated Impact Assessment Form

<b>Section 1 - The Policy</b>	
<b>Policy title</b>	BUDGET SAVINGS PROPOSALS 2024/25 – StreetLighting
<b>Implementation date</b>	April 2024
<p><b>Please provide an overview of the policy including the key aims and expected outcomes:</b></p> <p>This proposal aims to consider reducing energy costs by switching rural streetlights off at 10pm rather than 11pm.</p>	
<p><b>Detail the budget implication relating to the policy:</b></p> <p>This proposal aims to reduce costs by £2,500 per annum.</p>	
<p><b>What will change as a result of this policy?</b></p> <p>Streetlights in all rural areas currently switching off at 11pm will be switched off at 10pm.</p>	
<p><b>Indicate which groups of people will be, or potentially could be, impacted upon by the implementation of this policy?</b></p> <p>None identified.</p>	
<b>Responsible Persons</b>	
Department / Section	Assets and Infrastructure
Lead Officer	Civil Engineering Manager
IIA Team Members	Chief Officer, Civil Engineering Manager, Streetlighting Technician
Responsible Head of Service	Chief Officer
<b>Section 2 - Evidence</b>	
<p><b>What data and information has been reviewed as part of the policy development process?</b></p> <p>Accountancy review Communications on current lighting policy. Evening bus timetables.</p>	
<p><b>Detail what consultation has taken place as part of the policy development process?</b></p> <p>None.</p>	



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**What does the information collected and the outcome of any consultation indicate regarding potential impacts of the policy?**

Opinions can vary on the provision of streetlighting from total removal to 100% provision during the hours of darkness. Opinions of community Councils could be used to advise on local provision. If proceeding with this initiative, PR should be undertaken to advise the public of the change in time.

**Are there any gaps in knowledge? If further evidence or consultation required as part of the policy development process please detail:**

No data in the incidence of vandalism or accidents directly linked to the lack of lighting has been collated.

### Section 3 - Initial Integrated Impact Assessment

Impact Overview	Yes	No
Is the policy strategic?	<b>x</b>	
Will individuals have access to, or be denied access to a service or function as a result of the policy or the changes being proposed to services or functions?		<b>x</b>
Will the implementation of the policy, or the changes to the policy, result in individuals being employed, a change in staffing levels, or a change in terms and conditions, employer or location, either directly or indirectly?		<b>x</b>
Is there a change in the size of a budget?		<b>x</b>
Will a service be withdrawn, changed or expanded?		<b>x</b>
Will the policy have consequences for or affect people?	<b>x</b>	
Does the policy have the potential to have an impact on equality even when this only affects a relatively small number of people?		<b>x</b>
Does the policy have the potential to have an impact on the economy and the delivery of economic outcomes?		<b>x</b>
Is the policy likely to have a significant environmental impact?		<b>x</b>

**Comments**

- The Budget Strategy is strategic with an aim of saving £1.7million in 2024-25. Switching off lights at 10pm will generate approximately £2.5k towards this target.
- Members of the public out and about after 10pm would have to make personal arrangements for walking and being seen in the hours of darkness.



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<b>Section 3 – - Initial Integrated Impact Assessment Continued</b>			
<b>Which groups of people will be, or potentially could be, impacted upon by the implementation of this policy?</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>
age		<b>x</b>	
disability		<b>x</b>	
sex		<b>x</b>	
gender reassignment		<b>x</b>	
marriage and civil partnership		<b>x</b>	
pregnancy and maternity		<b>x</b>	
race		<b>x</b>	
religion or belief		<b>x</b>	
sexual orientation		<b>x</b>	
<b>Do you have evidence or reason to believe that this policy will or may impact on socio-economic inequalities?</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>
Socio-economic Disadvantage		<b>x</b>	
Low Income/Income Poverty		<b>x</b>	
Low and/or no wealth		<b>x</b>	
Material Deprivation		<b>x</b>	
Area Deprivation		<b>x</b>	Provision is made within the policy for dealing with areas where potential vandalism and harbour infrastructure may be concerns.
Socioeconomic Background		<b>x</b>	
<b>Do you have evidence or reason to believe that this policy will or may affect individuals Human Rights?</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>
Human Rights		<b>x</b>	
<b>Do you have evidence or reason to believe that this policy will have wider impacts as outlined below?</b>	<b>Yes</b>	<b>No</b>	<b>Comments</b>
Health and Wellbeing		<b>x</b>	
Economic and Social Sustainability		<b>x</b>	
Environmental Sustainability, Climate Change and Energy Management		<b>x</b>	
The Gaelic Language		<b>x</b>	
Island Proofing		<b>x</b>	



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Is there the potential for cumulative impact?		<b>x</b>	
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### Section 4 - Decision

Based on the initial Integrated Impact Assessment is a full IIA required?

Yes

Full IIA Lead Officer: \_\_\_\_\_

Estimated completion date: \_\_\_\_\_

No

If an IIA is deemed not to be required please detail the decision rational below:

This does not require a full IIA as this is a marginal impact to an existing policy.

### Section 5 - Lead Officer and authorising Director

Lead Officer (print name)	Colin MacIver
Designation	Civil Engineering Manager
Date	February 2024
Print name of Head of Service or Director responsible for the policy	Calum Mackenzie
Date	February 2024

