

Supporting Information and Impact Assessment

Service / Policy:	Community & Customer Services
Executive Lead:	Cllr Robert Excell
Director / Assistant Director:	Fran Hughes

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Section 1: Background Information	
1.	<p>What is the proposal / issue?</p> <p>In 2010 street lighting accounted for 16% of the energy consumption of Torbay, since then energy schemes such as part night lighting, Solar power and use of LED equipment has reduced the consumption by approximately 30% over the past 5 years, even though the street lighting assets have increased by around 2.5% in that time due to new developments and capital schemes.</p> <p>In 2014/15 SALIX funding was secured to convert lanterns on main roads to LED. The project consisted of replacing 1573 older lanterns to LED and upgrading newer lanterns to white light both of which dim down after midnight.</p> <p>To further reduce the energy consumption and carbon emissions within Highways Street Lighting, it has been proposed extend the scheme into residential areas by converting those lanterns using the greatest energy to LED, thus reducing Torbay Council's energy costs in the future.</p>
2.	<p>What is the current situation?</p> <p>Torbay Council's Community and Customer Services are responsible for 16,926 units of which 14,700 are street lights, 11,738 within residential areas and 2,962 on main roads. The current energy costs for the 2015/16 financial year amount to approximately £560,000.</p> <p>The use of LED equipment have come to the forefront in the street lighting industry. Advances in LED technology, developments in lantern design, and the reduced cost of these lanterns has meant the use of LED lanterns have become a viable alternative in lighting the highway and are considerably more energy efficient.</p>
3.	<p>What options have been considered?</p> <p>Three 'invest to save' proposals have been offered for consideration in Appendix 2 and Appendix 5 which show comparative figures for the use of interest free Salix funding and Prudential Borrowing over a longer repayment term.</p> <p>By funding the schemes from Prudential Borrowing there would be a requirement to pay interest at 4.5%, however the payback period could be increased to 10 years giving actual revenue saving from 2017/18 as shown in Appendix 1. However the financial burden period would be increased.</p>

4.	<p>How does this proposal support the ambitions and principles of the Corporate Plan 2015-19?</p> <p>Under attractive and Safe place to live, work and visit, the white light that LED lanterns emit will provide a safer environment for those using the highway as it increases perception not only for pedestrian but for drivers. This proposal has the potential to reduce the fear of crime both on the highway and inside properties as people will be able to clearly see any disturbances outside.</p> <p>White light is more effective in the use of CCTV and security cameras.</p> <p>The provision of all night lighting will encourage greater use of the highway and allow road users who use the highway during the existing part night switch off to feel safer.</p> <p>Under using reducing resources to best effect replacing complete lanterns with a reliable light source will increase efficiency, reduce outages, and make savings on maintenance.</p> <p>The proposals will also reduce Torbay's contribution towards national carbon emissions targets.</p>
5.	<p>Who will be affected by this proposal and who do you need to consult with?</p> <p>All stakeholders, residents and visitors to Torbay will be affected by the proposals. The use of white light and all night lighting have the potential to reduce the fear of crime and encourage people to use the highway in the hours of darkness. Emergency services will be able to carry out their duties more effectively.</p>
6.	<p>How will you propose to consult?</p> <p>Whilst no formal consultation is required, if approval is given, an article will be inserted in the Herald Express highlighting the scheme and asking for comments.</p>

Section 2: Implications and Impact Assessment	
7.	<p>What are the financial and legal implications?</p> <p>The financial implication is the payback of the loan over the repayment period.</p> <p>As the standard of lighting will improve and the lighting will become there are no legal implications.</p>
8.	<p>What are the risks?</p> <p>The risk is that the actual savings shown in the business case do not meet the requirements to pay back the loan.</p> <p>Although the trend is for energy rates to increase there is a very small possibility that energy rates may fall.</p>

<p>9.</p>	<p>Public Services Value (Social Value) Act 2012</p> <p>The predicted value of the proposal will mean that the provision of the materials will have to be advertised through the OJEU process. There is a possibility that their installation can be incorporated within the street lighting maintenance contract, however it may be considered to put this work out to competitive tendering also.</p>
<p>10.</p>	<p>What evidence / data / research have you gathered in relation to this proposal?</p> <p>The figures used to calculate energy saving comes from recognised sources within the street lighting industry. The proposed lighting levels and diming regimes have been chosen through results from site trials and consultation with leading lantern manufacturers.</p>
<p>11.</p>	<p>What are key findings from the consultation you have carried out?</p> <p>No consultation has been carried out with stakeholders; however informal discussions with residents, police and community groups during the course of the Service Delivery have provided a positive feedback to the proposals.</p> <p>The proposals relating to the materials to be used and lighting levels to be adopted will not only have considerable cost and environmental savings, but will conform to recommended lighting levels on the highway.</p>
<p>12.</p>	<p>Amendments to Proposal / Mitigating Actions</p> <p>No mitigating actions required.</p>

Equality Impacts

13	Identify the potential positive and negative impacts on specific groups			
		Positive Impact	Negative Impact & Mitigating Actions	Neutral Impact
	Older or younger people	Increased lighting levels using a white light source has the potential to reduce the fear of crime by people being more aware of what is around them and recognition of other road users		
	People with caring Responsibilities	Impact as above. In addition all night lighting will assist carers to visit their clients at night in a safer environment.		
	People with a disability	Increased lighting levels using a white light source has the potential to reduce the fear of crime by people being more aware of what is around them and recognition of other road users.		
	Women or men	Increased lighting levels using a white light source has the potential to reduce the fear of crime by people being more aware of what is around them and recognition of other road users		
	People who are black or from a minority ethnic background (BME) <i>(Please note Gypsies / Roma are within this community)</i>	Increased lighting levels using a white light source has the potential to reduce the fear of crime by people being more aware of what is around them and recognition of other road users		
	Religion or belief (including lack of belief)	No differential impact		

People who are lesbian, gay or bisexual	Increased lighting levels using a white light source has the potential to reduce the fear of crime by people being more aware of what is around them and recognition of other road users		
People who are transgendered	Increased lighting levels using a white light source has the potential to reduce the fear of crime by people being more aware of what is around them and recognition of other road users		
People who are in a marriage or civil partnership	Increased lighting levels using a white light source has the potential to reduce the fear of crime by people being more aware of what is around them and recognition of other road users		
Women who are pregnant / on maternity leave	Increased lighting levels using a white light source has the potential to reduce the fear of crime by people being more aware of what is around them and recognition of other road users		
Socio-economic impacts (Including impact on child poverty issues and deprivation)	No differential impact		

	Public Health impacts (How will your proposal impact on the general health of the population of Torbay)	The streets at night will potentially seem a safer environment reducing fear of crime.		
14	Cumulative Impacts – Council wide (proposed changes elsewhere which might worsen the impacts identified above)	No cumulative Impacts		
15	Cumulative Impacts – Other public services (proposed changes elsewhere which might worsen the impacts identified above)	No Cumulative Impacts		