

Aberdeenshire Council

Integrated Impact Assessment

Capital Plan

| | |
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| Assessment ID | IIA-001919 |
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1. Overview

This document has been generated from information entered into the Integrated Impact Assessment system.

The Council has, for many years, delivered a comprehensive Capital Plan which underpins the Council Plan and Strategic Priorities to undertake investment to ensure that the assets the Council holds support Service delivery, provide value for money and are efficient and sustainable.

Local authorities are required by regulation to have regard to the Prudential Code when carrying out their duties under Part 7 of the Local Government in Scotland Act 2003. The Prudential Code was revised by CIPFA in 2017. A key element of the revised code is that local authorities should have a long-term capital strategy in place that sets out the long-term context in which capital and revenue decisions are made.

As with other Public Sector Bodies there are restrictions on public sector finance, there is a need to ensure that the Capital Plan remains fully funded throughout its lifetime and that it is both affordable and sustainable. There is a significant element of the Capital Plan funded by borrowing which is a correlation to the Council's revenue budget. It is therefore, critical that the Council's Capital Investment and Revenue impact form an important part of the Council's medium and long term financial plan, therefore a borrowing cap of 8.5% over the life of the Capital Plan has been set.

During screening 10 of 10 questions indicated that detailed assessments were required, the screening questions and their answers are listed in the next section. This led to 5 out of 5 detailed impact assessments being completed. The assessments required are:

- Childrens' Rights and Wellbeing
- Equalities and Fairer Scotland Duty
- Health Inequalities
- Sustainability and Climate Change
- Town Centres First

In total there are 0 positive impacts as part of this activity. There are 46 negative impacts, of these negative impacts, 16 have been mitigated and 31 cannot be mitigated satisfactorily. The impact on 3 groups is not known, information is provided in the detailed sections of this document.

A detailed action plan with 1 points has been provided.

This assessment has been approved by allan.whyte@aberdeenshire.gov.uk.

The remainder of this document sets out the details of all completed impact assessments.

2. Screening

| | |
|---|-----|
| Could your activity / proposal / policy cause an impact in one (or more) of the identified town centres? | Yes |
| Would this activity / proposal / policy have consequences for the health and wellbeing of the population in the affected communities? | Yes |
| Does the activity / proposal / policy have the potential to affect greenhouse gas emissions (CO2e) in the Council or community and / or the procurement, use or disposal of physical resources? | Yes |
| Does the activity / proposal / policy have the potential to affect the resilience to extreme weather events and/or a changing climate of Aberdeenshire Council or community? | Yes |
| Does the activity / proposal / policy have the potential to affect the environment, wildlife or biodiversity? | Yes |
| Does the activity / proposal / policy have an impact on people and / or groups with protected characteristics? | Yes |
| Is this activity / proposal / policy of strategic importance for the council? | Yes |
| Does this activity / proposal / policy impact on inequality of outcome? | Yes |
| Does this activity / proposal / policy have an impact on children / young people's rights? | Yes |
| Does this activity / proposal / policy have an impact on children / young people's wellbeing? | Yes |

3. Impact Assessments

| | |
|-------------------------------------|---|
| Children's Rights and Wellbeing | Only Some Negative Impacts Can Be Mitigated |
| Climate Change and Sustainability | No Negative Impacts Can Be Mitigated |
| Equalities and Fairer Scotland Duty | Only Some Negative Impacts Can Be Mitigated |
| Health Inequalities | Only Some Negative Impacts Can Be Mitigated |
| Town Centre's First | Only Some Negative Impacts Can Be Mitigated |

4. Childrens' Rights and Wellbeing Impact Assessment

4.1. Wellbeing Indicators

| Indicator | Positive | Neutral | Negative | Unknown |
|-----------|---|---------|----------|---------|
| Safe | | | | Yes |
| | <p>Will find out by: Aging Council buildings, depots, plants, and other infrastructure with less than adequate capital investment has led to a backloged capital investment of £120m across the Council estate. Matters that give rise to immediate Health and Safety issues are dealt with as a matter or priority however with limited budgets buildings may be without heating, not be wind and water tight and as a result may have to close temporarily or otherwise. Mitigation measures will be put in place dependant on the nature of the failure. Ensuring safety is paramount.</p> <p>Budget is required to make reasonable enhancements to schools for disabled access. The level of work required varies from case to case.</p> <p>Exact impacts of failures and requests for requirements to adapt schools for accessibility reasons will not be known until they occur. Statutory compliance will continue to be maintained.</p> <p>The co-benefits of investing in our Council buildings, depots, plants, and other infrastructure relate to the health and wellbeing of our staff and people of Aberdeenshire.</p> | | | |
| Healthy | | Yes | | |
| Achieving | | Yes | | |
| Nurtured | | Yes | | |
| Active | | | | Yes |

| Indicator | Positive | Neutral | Negative | Unknown |
|-------------|---|---------|----------|---------|
| | <p>Will find out by: Aging Council buildings, depots, plants, and other infrastructure with less than adequate capital investment has led to a backloged capital investment of £120m across the Council estate. Matters that give rise to immediate Health and Safety issues are dealt with as a matter or priority however with limited budgets buildings may be without heating, not be wind and water tight and as a result may have to close temporarily or otherwise.</p> <p>Exact impacts of failures will not be known until they occur. Statutory compliance will continue to be maintained.</p> <p>The co-benefits of investing in our Council buildings, depots, plants, and other infrastructure relate to the health and wellbeing of our staff and people of Aberdeenshire.</p> | | | |
| Respected | | Yes | | |
| Responsible | | Yes | | |
| Included | | | | Yes |
| | <p>Will find out by: Matters that give rise to immediate Health and Safety issues are dealt with as a matter or priority however with limited budgets buildings may be without heating, not be wind and water tight and as a result may have to close temporarily or otherwise.</p> <p>Budget is required to make reasonable enhancements to schools for disabled access. The level of work required varies from case to case.</p> <p>Exact impacts of failures and requests for requirements to adapt schools for accessibility reasons will not be known until they occur. Statutory compliance will continue to be maintained.</p> <p>The co-benefits of investing in our Council buildings, depots, plants, and other infrastructure relate to the health and wellbeing of our staff and people of Aberdeenshire.</p> | | | |

4.2. Evidence

| Type | Source | It says? | It Means? |
|------|--------|----------|-----------|
|------|--------|----------|-----------|

| Type | Source | It says? | It Means? |
|---------------|-------------------|--|---|
| Internal Data | Condition Surveys | Property & FM have been carrying out a programme of condition surveys across the Councils operational estate. Based on current data, the expected backlogged maintenance (capital investment) is likely to exceed £120m. | To stand still, an investment of £120m in the Council's operational estate is required to bring it up to standard. The value increases year on year as plant ages and weathers. |

4.3. Accounting for the Views of Children and Young People

N/A

4.4. Promoting the Wellbeing of Children and Young People

Available budget will be prioritised to items which give rise to Health and Safety matters. Where budget is not available, buildings will likely need to close on a short to long term basis. Interim measures will be put in place to ensure service delivery.

4.5. Upholding Children and Young People's Rights

N/A

4.6. Overall Outcome

Only Some Negative Impacts Can Be Mitigated.

Available budget will be prioritised but it is acknowledged that the level of budget available does not cover requirements. Statutory maintenance will continue to be maintained through Revenue budgets. The Service will work with Client Services to prioritise buildings with long term futures and on a risk basis.

The Service's are working within the budget available.

5. Equalities and Fairer Scotland Duty Impact Assessment

5.1. Protected Groups

| Indicator | Positive | Neutral | Negative | Unknown |
|-------------------------------|----------|---------|----------|---------|
| Age (Younger) | | | Yes | |
| Age (Older) | | | Yes | |
| Disability | | | Yes | |
| Race | | Yes | | |
| Religion or Belief | | Yes | | |
| Sex | | | Yes | |
| Pregnancy and Maternity | | Yes | | |
| Sexual Orientation | | Yes | | |
| Gender Reassignment | | Yes | | |
| Marriage or Civil Partnership | | Yes | | |

5.2. Socio-economic Groups

| Indicator | Positive | Neutral | Negative | Unknown |
|--------------------------|----------|---------|----------|---------|
| Low income | | Yes | | |
| Low wealth | | Yes | | |
| Material deprivation | | Yes | | |
| Area deprivation | | | Yes | |
| Socioeconomic background | | Yes | | |

5.3. Negative Impacts and Mitigations

| Impact Area | Details and Mitigation |
|-------------|--|
| Age (Older) | <p>Condition of footways and residential streets will deteriorate. As footway condition deteriorates the risk of using the footway will increase. When associated with the potential for a deterioration in the quality of urban street lighting this is likely to have an impact on overall safety of this group</p> <p>Can be mitigated Yes</p> <p>Mitigation The Service currently employs a prioritisation approach based on a risk based approach. This approach will continue to be deployed to minimise impacts. The impact is based on current scope and standard of service.</p> <p>Timescale</p> |

| Impact Area | Details and Mitigation |
|---------------|--|
| Age (Older) | <p>The condition of street lighting will deteriorate with more outages likely. When associated with the potential for a deterioration in the quality of urban footways this is likely to have an impact on overall safety of this group</p> <p>Can be mitigated Yes</p> <p>Mitigation The Service currently employs a prioritisation approach based on a risk based approach. This approach will continue to be deployed to minimise impacts. The impact is based on current scope and standard of service.</p> <p>Timescale</p> |
| Age (Older) | <p>The reduced investment in public transport infrastructure will impact on the number and standard of locations which older people will have to access bus services</p> <p>Can be mitigated Yes</p> <p>Mitigation The Service currently employs a prioritisation approach based on a risk based approach. This approach will continue to be deployed to minimise impacts. The impact is based on current scope and standard of service.</p> <p>Timescale</p> |
| Age (Older) | <p>Disability: Reduction of funding will impact on our ability to maintain and improve Care Home accommodation where most residents are older.</p> <p>Can be mitigated Yes</p> <p>Mitigation The Service currently employs a prioritisation approach based on a risk based approach. This approach will continue to be deployed to minimise impacts. The impact is based on current scope and standard of service.</p> <p>Timescale</p> |
| Age (Younger) | <p>Condition of footways and residential streets will deteriorate. As footway condition deteriorates the risk of using the footway will increase. When associated with the potential for a deterioration in the quality of urban street lighting this is likely to have an impact on overall safety of this group</p> <p>Can be mitigated Yes</p> <p>Mitigation The Service currently employs a prioritisation approach based on a risk based approach. This approach will continue to be deployed to minimise impacts. The impact is based on current scope and standard of service.</p> <p>Timescale</p> |

| Impact Area | Details and Mitigation |
|---------------|--|
| Age (Younger) | <p>The condition of street lighting will deteriorate with more outages likely. When associated with the potential for a deterioration in the quality of urban footways this is likely to have an impact on overall safety of this group</p> <p>Can be mitigated Yes</p> <p>Mitigation The Service currently employs a prioritisation approach based on a risk based approach. This approach will continue to be deployed to minimise impacts. The impact is based on current scope and standard of service.</p> <p>Timescale</p> |
| Age (Younger) | <p>The reduced investment in public transport infrastructure will impact on the number and standard of locations which people under 22 will have to access bus services</p> <p>Can be mitigated Yes</p> <p>Mitigation The Service currently employs a prioritisation approach based on a risk based approach. This approach will continue to be deployed to minimise impacts. The impact is based on current scope and standard of service.</p> <p>Timescale</p> |
| Disability | <p>The condition of street lighting will deteriorate with more outages likely. When associated with the potential for a deterioration in the quality of urban footways this is likely to have an impact on overall safety of this group</p> <p>Can be mitigated Yes</p> <p>Mitigation The Service currently employs a prioritisation approach based on a risk based approach. This approach will continue to be deployed to minimise impacts. The impact is based on current scope and standard of service.</p> <p>Timescale</p> |
| Disability | <p>Condition of footways and residential streets will deteriorate. As footway condition deteriorates the risk of using the footway will increase. When associated with the potential for a deterioration in the quality of urban street lighting this is likely to have an impact on overall safety of this group</p> <p>Can be mitigated Yes</p> <p>Mitigation The Service currently employs a prioritisation approach based on a risk based approach. This approach will continue to be deployed to minimise impacts. The impact is based on current scope and standard of service.</p> <p>Timescale</p> |

| Impact Area | Details and Mitigation |
|--------------------------------|--|
| <p>Disability</p> | <p>Budget availability to carry out reasonable adjustments to allow disabled pupils to attend school.</p> <p>Can be mitigated Yes</p> <p>Mitigation The Service currently employs a prioritisation approach based on a risk based approach. This approach will continue to be deployed to minimise impacts. The impact is based on current scope and standard of service.</p> <p>Timescale</p> |
| <p>Disability</p> | <p>Reduction of funding will impact on our ability to maintain and improve accommodation used by people who have a disability. This includes Care Homes and other residential accommodation, Day Services and respite facilities.</p> <p>Can be mitigated Yes</p> <p>Mitigation The Service currently employs a prioritisation approach based on a risk based approach. This approach will continue to be deployed to minimise impacts. The impact is based on current scope and standard of service.</p> <p>Timescale</p> |
| <p>Sex</p> | <p>The removal of funding to allow the frontline depot programme to progress will have a detrimental impact on the working conditions of the predominantly male workforces in the Waste and Landscape Services teams across Aberdeenshire</p> <p>Can be mitigated Yes</p> <p>Mitigation The Service currently employs a prioritisation approach based on a risk based approach. This approach will continue to be deployed to minimise impacts. The impact is based on current scope and standard of service.</p> <p>Timescale</p> |
| <p>Area deprivation</p> | <p>The reduction in funding to secure and deliver burial ground capacity will restrict the choices available to families for internment and is likely to require additional and longer trips for those making visits.</p> <p>Can be mitigated Yes</p> <p>Mitigation The Service currently employs a prioritisation approach based on a risk based approach. This approach will continue to be deployed to minimise impacts. The impact is based on current scope and standard of service.</p> <p>Timescale</p> |

5.4. Evidence

| Type | Source | It says? | It Means? |
|----------------|--|---|---|
| External Data | Equality Finder | Roads and footways important to accessibility needs of Young, Elderly and those with mobility disabilities | Deterioration in road, footway and lighting condition will have a disproportionately negative impact on these groups |
| Other Evidence | Work by The Confederation of Passenger Transport, CIHT, Leeds University, Glasgow University, Stirling University, Napier University | In summary work by the above bodies (and many others) all show the link between the shift to passenger transport as a mode of transport and the coverage and quality of the infrastructure that supports those services. This is particularly the case for the younger and older parts of our population along with those without access to private car alternatives. | A continued reliance on access to private cars for large parts of our population to be able to access employment, education, health and leisure services. |

5.5. Engagement with affected groups

N/A

5.6. Ensuring engagement with protected groups

N/A

5.7. Evidence of engagement

N/A

5.8. Overall Outcome

Only Some Negative Impacts Can Be Mitigated.

See section 5.3

The Service will work within available budgets and will continue to prioritise base on risk

5.9. Improving Relations

Options to be considered dependant on the impact

5.10. Opportunities of Equality

N/A

6. Health Inequalities Impact Assessment

6.1. Health Behaviours

| Indicator | Positive | Neutral | Negative | Unknown |
|--------------------------------|----------|---------|----------|---------|
| Healthy eating | | Yes | | |
| Exercise and physical activity | | | Yes | |
| Substance use – tobacco | | Yes | | |
| Substance use – alcohol | | Yes | | |
| Substance use – drugs | | Yes | | |
| Mental health | | Yes | | |

6.2. Negative Impacts and Mitigations

| Impact Area | Details and Mitigation |
|--------------------------------|---|
| Exercise and physical activity | <p>The reduced investment in active travel and access projects will reduce the opportunity for people to exercise and make trips by walking and cycling.</p> <p>Can be mitigated Yes</p> <p>Mitigation Other active travel and wider activity opportunities are available across Aberdeenshire. Members of the Public may have to change activity plans to suit.</p> <p>Timescale</p> |

6.3. Evidence

| Type | Source | It says? | It Means? |
|----------------|---|--|--|
| Other Evidence | Work by Public Health Scotland, Sustrans, Living Streets, cycling Scotland and Transport Scotland on the health benefits of creating active travel infrastructure | It links the ability to access active travel infrastructure to tackling the impacts of a sedantry lifestyle, a reduction in the prevalence of conditions such as obesity, anxiety, high blood pressure and a reduction in the number of people then requiring medical interventions. | There is a positive cost-benefit to the wider public sector position of delivering and maintaining active travel infrastructure. |

6.4. Overall Outcome

Only Some Negative Impacts Can Be Mitigated.

The reduced investment in active travel and access projects will reduce the opportunity for people to exercise and make trips by walking and cycling

The Service is working within the budget available and will continue to assess risk.

7. Sustainability and Climate Change Impact Assessment

7.1. Emissions and Resources

| Indicator | Positive | Neutral | Negative | Unknown |
|-----------------------------------|----------|---------|----------|---------|
| Consumption of energy | | | Yes | |
| Energy efficiency | | | Yes | |
| Energy source | | | Yes | |
| Low carbon transition | | | Yes | |
| Consumption of physical resources | | | Yes | |
| Waste and circularity | | | Yes | |
| Circular economy transition | | | Yes | |
| Economic and social transition | | | Yes | |

7.2. Biodiversity and Resilience

| Indicator | Positive | Neutral | Negative | Unknown |
|---------------------------|----------|---------|----------|---------|
| Quality of environment | | | Yes | |
| Quantity of environment | | Yes | | |
| Wildlife and biodiversity | | Yes | | |
| Infrastructure resilience | | Yes | | |
| Council resilience | | | Yes | |
| Community resilience | | Yes | | |
| Adaptation | | | Yes | |

7.3. Negative Impacts and Mitigations

| Impact Area | Details and Mitigation |
|-------------|---|
| Adaptation | <p>Investment required to meet Carbon Net Zero targets. Aging plant operates less efficiently leading to increased consumption of energy. Appropriate insulation measures required to ensure buildings retain heat. Investment required to move to an alternative heat source.</p> <p>Can be mitigated No</p> <p>Justification Investment required to meet the Carbon Net Zero target</p> |

| Impact Area | Details and Mitigation |
|----------------------------------|---|
| <p>Council resilience</p> | <p>The overall resilience of the Council will be impacted as the condition of the road network deteriorates. As the deterioration it is likely that more restrictions will be placed on the network. This will impact negatively on Council Services that rely on personnel and goods moving around the Shire.</p> <p>Can be mitigated No</p> <p>Justification The Service currently employs a prioritisation approach based on a risk based approach. This approach will continue to be deployed to minimise impacts, but the approach cannot mitigate the overall impacts</p> |
| <p>Council resilience</p> | <p>Investment required to meet Carbon Net Zero targets. Aging plant operates less efficiently leading to increased consumption of energy. Appropriate insulation measures required to ensure buildings retain heat. Buildings are not weather resilient based on current climate change models.</p> <p>Can be mitigated No</p> <p>Justification Investment required to meet the Carbon Net Zero target</p> |
| <p>Council resilience</p> | <p>Investment in replacement vehicles will be carried out of a longer time horizon. Older vehicles will remain in the fleet. This will increase the maintenance cost for these older vehicles which will flow through into higher charges for service. In addition vehicles will require more regular safety checks and are likely to require more complex repairs, contributing to a reduction in their availability.</p> <p>This will impact on a range of Council services, from Waste Collection, through Road Maintenance, to health and social care services.</p> <p>Can be mitigated No</p> <p>Justification The Fleet Service will continue with an approach that seeks to minimise the impact of older vehicles on critical front line services. However, at the current investment levels the approved Fleet Replacement plan is not achievable. It is not possible to fully mitigate the impact of older vehicles on service delivery.</p> |

| Impact Area | Details and Mitigation |
|------------------------------------|---|
| Quality of environment | <p>Investment required to meet Carbon Net Zero targets. Aging plant operates less efficiently leading to increased consumption of energy. Appropriate insulation measures required to ensure buildings retain heat. Investment required to move to an alternative heat source.</p> <p>Can be mitigated No</p> <p>Justification Investment required to meet the Carbon Net Zero target</p> |
| Consumption of energy | <p>Investment required to meet Carbon Net Zero targets. Aging plant operates less efficiently leading to increased consumption of energy. Appropriate insulation measures required to ensure buildings retain heat.</p> <p>Can be mitigated No</p> <p>Justification Investment required to meet the Carbon Net Zero target</p> |
| Circular economy transition | <p>Investment required to meet Carbon Net Zero targets. Aging plant operates less efficiently leading to increased consumption of energy. Appropriate insulation measures required to ensure buildings retain heat. Investment required to move to an alternative heat source.</p> <p>Can be mitigated No</p> <p>Justification Investment required to meet the Carbon Net Zero target</p> |
| Energy efficiency | <p>Investment required to meet Carbon Net Zero targets. Aging plant operates less efficiently leading to increased consumption of energy. Appropriate insulation measures required to ensure buildings retain heat.</p> <p>Can be mitigated No</p> <p>Justification Investment required to meet the Carbon Net Zero target</p> |
| Energy source | <p>Investment required to meet Carbon Net Zero targets. Aging plant operates less efficiently leading to increased consumption of energy. Appropriate insulation measures required to ensure buildings retain heat. Investment to allow heating to move to a green energy source required.</p> <p>Can be mitigated No</p> <p>Justification Investment required to meet the Carbon Net Zero target</p> |

| Impact Area | Details and Mitigation |
|--|---|
| Economic and social transition | <p>Investment required to meet Carbon Net Zero targets. Aging plant operates less efficiently leading to increased consumption of energy. Appropriate insulation measures required to ensure buildings retain heat. Investment required to move to an alternative heat source.</p> <p>Can be mitigated No</p> <p>Justification Investment required to meet the Carbon Net Zero target</p> |
| Low carbon transition | <p>Reduced investment in Passenger Transport, Active Travel and Environmental projects will reduce our ability to transition to a low carbon set of functions and activities.</p> <p>Can be mitigated No</p> <p>Justification Investment required to meet the Carbon Net Zero target</p> |
| Low carbon transition | <p>Investment required to meet Carbon Net Zero targets. Aging plant operates less efficiently leading to increased consumption of energy. Appropriate insulation measures required to ensure buildings retain heat. Leads to increased carbon usage.</p> <p>Can be mitigated No</p> <p>Justification Investment required to meet the Carbon Net Zero target</p> |
| Consumption of physical resources | <p>Investment required to meet Carbon Net Zero targets. Aging plant operates less efficiently leading to increased consumption of energy. Appropriate insulation measures required to ensure buildings retain heat. Leads to increased carbon usage.</p> <p>Can be mitigated No</p> <p>Justification Investment required to meet the Carbon Net Zero target</p> |
| Waste and circularity | <p>Lack of investment to ensure that the reuse and recycling facilities across Aberdeenshire can process the various streams in line with the code of practice will lead to either not meeting targets under legislation or having to significantly increase revenue costs and carbon footprint through operating from fewer locations. This will limit our ability to access future Zero Waste Scotland funding streams and put at risk our ability to comply with current and future statutory requirements and targets for Recycling, Reuse and Carbon.</p> <p>Can be mitigated No</p> <p>Justification Investment required to meet the Carbon Net Zero target</p> |

| Impact Area | Details and Mitigation |
|-----------------------|--|
| Waste and circularity | <p>Investment required to meet Carbon Net Zero targets. Aging plant operates less efficiently leading to increased consumption of energy. Appropriate insulation measures required to ensure buildings retain heat.</p> <p>Can be mitigated No</p> <p>Justification Investment required to meet the Carbon Net Zero target</p> |

7.4. Evidence

| Type | Source | It says? | It Means? |
|----------------|--|--|--|
| Internal Data | Condition Data | With current investment levels there is already a maintenance backlog and a number of closed bridges and others with restrictions | Reducing investment will lead to further deterioration and increase in maintenance backlog, accompanied by an increase in closures and restrictions. |
| Other Evidence | COP 20-28, Chartered Institute of Waste and Environment Management , Zero Waste Scotland, UK Committee on Climate Change, Circularity Scotland and Scottish Parliamentary Investigations | All of the above and many other sources have identified the health and environment impacts of not moving to a more circular economy. Part of that shift in public and private behaviours is the need to provide supporting infrastructure that enables and supports the shift. | A large part of the duty and responsibility to achieve those changes falls to Local Authorities as the statutory waste collection and disposal bodies. That should then be reflected in strategic investment plans |

7.5. Overall Outcome

No Negative Impacts Can Be Mitigated.

Investment required to make change

Investment required to make change

8. Town Centre's First Impact Assessment

8.1. Local Factors

| Indicator | Positive | Neutral | Negative | Unknown |
|--------------------------------|----------|---------|----------|---------|
| Town centre assets | | | Yes | |
| Footfall | | | Yes | |
| Changes to road layouts | | Yes | | |
| Parking | | Yes | | |
| Infrastructure changes | | | Yes | |
| Aesthetics of the town centre | | | Yes | |
| Tourism | | | Yes | |
| Public safety | | | Yes | |
| Town centre business | | | Yes | |
| Cultural heritage and identity | | Yes | | |
| Social and cultural aspects | | Yes | | |

8.2. Negative Impacts and Mitigations

| Impact Area | Details and Mitigation |
|-------------------------------|---|
| Aesthetics of the town centre | <p>Condition of roads, footways and lighting in town centres will deteriorate making them less attractive places to visit</p> <p>Can be mitigated No</p> <p>Justification The Service currently employs a prioritisation approach based on a risk based approach. This approach will continue to be deployed to minimise impacts, but the approach cannot mitigate the overall impacts</p> |
| Footfall | <p>Condition of roads, footways and lighting will deteriorate, albeit slowly, potentially leading to less footfall in town centres as they are less attractive places to visit</p> <p>Can be mitigated No</p> <p>Justification The Service currently employs a prioritisation approach based on a risk based approach. This approach will continue to be deployed to minimise impacts, but the approach cannot mitigate the overall impacts</p> |

| Impact Area | Details and Mitigation |
|--------------------------------------|---|
| <p>Infrastructure changes</p> | <p>Condition of roads, footways and lighting in town centres will deteriorate, albeit slowly, making them less attractive places to visit</p> <p>Can be mitigated No</p> <p>Justification The Service currently employs a prioritisation approach based on a risk based approach. This approach will continue to be deployed to minimise impacts, but the approach cannot mitigate the overall impacts</p> |
| <p>Public safety</p> | <p>Condition of roads, footways and street lighting in towns will deteriorate, albeit slowly. They will be less attractive places to visit. The potential for more street lighting outages may lead to a feeling that town centres are less safe</p> <p>Can be mitigated No</p> <p>Justification The Service currently employs a prioritisation approach based on a risk based approach. This approach will continue to be deployed to minimise impacts, but the approach cannot mitigate the overall impacts</p> |
| <p>Public safety</p> | <p>Condition of roads, footways and street lighting in towns will deteriorate, albeit slowly. They will be less attractive places to visit. The potential for more street lighting outages may lead to a feeling that town centres are less safe</p> <p>Can be mitigated Yes</p> <p>Mitigation Some areas have previously been upgraded to LED lighting which will minimise the impact</p> <p>Timescale</p> |
| <p>Public safety</p> | <p>Condition of footways and residential streets will deteriorate. As footway condition deteriorates the risk of using the footway will increase.</p> <p>Can be mitigated Yes</p> <p>Mitigation The Service currently employs a prioritisation approach based on a risk based approach. This approach will continue to be deployed to minimise impacts, but the approach cannot mitigate the overall impacts</p> <p>Timescale</p> |

| Impact Area | Details and Mitigation |
|------------------------------------|---|
| <p>Town centre assets</p> | <p>Condition of roads, footways and street lighting in town centres will deteriorate, albeit slowly, making them less attractive places to visit</p> <p>Can be mitigated No</p> <p>Justification The Service currently employs a prioritisation approach based on a risk based approach. This approach will continue to be deployed to minimise impacts, but the approach cannot mitigate the overall impacts</p> |
| <p>Town centre assets</p> | <p>Council owned town centre buildings require a level of investment to bring them up to standard. Impacts on the ability to lease Industrial Units and the like.</p> <p>Can be mitigated No</p> <p>Justification The Service currently employs a prioritisation approach based on a risk based approach. This approach will continue to be deployed to minimise impacts. The impact is based on current scope and standard of service.</p> |
| <p>Town centre assets</p> | <p>Upgrades required to town centre assets required to keep them in good condition</p> <p>Can be mitigated No</p> <p>Justification The Service currently employs a prioritisation approach based on a risk based approach. This approach will continue to be deployed to minimise impacts. The impact is based on current scope and standard of service.</p> |
| <p>Town centre business</p> | <p>Condition of roads, footways and street lighting will deteriorate, albeit slowly, making them less attractive places to visit. Less visitor will impact negatively on town centre businesses. Deterioration of the wider road network will lead to more closures and restrictions which may well have an impact on town centre business supply chains</p> <p>Can be mitigated No</p> <p>Justification The Service currently employs a prioritisation approach based on a risk based approach. This approach will continue to be deployed to minimise impacts, but the approach cannot mitigate the overall impacts</p> |

| Impact Area | Details and Mitigation |
|----------------|---|
| Tourism | <p>Condition of roads, footways and lighting will deteriorate, albeit slowly, potentially leading to less footfall in town centres as they are less attractive places to visit</p> <p>Can be mitigated No</p> <p>Justification The Service currently employs a prioritisation approach based on a risk based approach. This approach will continue to be deployed to minimise impacts, but the approach cannot mitigate the overall impacts</p> |
| Tourism | <p>Condition of roads, footways and lighting in town centres will deteriorate, albeit slowly, making them less attractive places to visit</p> <p>Can be mitigated No</p> <p>Justification The Service currently employs a prioritisation approach based on a risk based approach. This approach will continue to be deployed to minimise impacts, but the approach cannot mitigate the overall impacts</p> |
| Tourism | <p>Condition of roads, footways and street lighting in towns will deteriorate, albeit slowly. They will be less attractive places to visit. The potential for more street lighting outages may lead to a feeling that town centres are less safe</p> <p>Can be mitigated No</p> <p>Justification The Service currently employs a prioritisation approach based on a risk based approach. This approach will continue to be deployed to minimise impacts, but the approach cannot mitigate the overall impacts</p> |
| Tourism | <p>Condition of roads, footways and street lighting will deteriorate, albeit is slowly, making them less attractive places to visit. Less visitor will impact negatively on town centre businesses. Deterioration of the wider road network will lead to more closures and restrictions which may well have an impact on town centre business supply chains</p> <p>Can be mitigated No</p> <p>Justification No mitigation</p> |
| Tourism | <p>Conditions of roads, footways and street lighting in towns will deteriorate, albeit slowly, making them less attractive places to visit. In addition deterioration in the wider road network will lead to more closures and restrictions and this may well have a negative impact on the overall tourist offering of the area</p> <p>Can be mitigated No</p> <p>Justification No mitigation</p> |

| Impact Area | Details and Mitigation |
|-------------|---|
| Tourism | <p>The lack of properly a maintained and linked core, coastal and inland path network in Aberdeenshire will have negative impacts on the current and future levels of tourism to the area, in particular that linked to outdoor activities in many of smaller communities. This will then impact on the current and future viability of direct and indirect businesses in the tourism sector.</p> <p>Can be mitigated No</p> <p>Justification No mitigation</p> |
| Tourism | <p>Conditions of roads, footways and street lighting in towns will deteriorate, albeit slowly, making them less attractive places to visit. In addition deterioration in the wider road network will lead to more closures and restrictions and this may well have a negative impact on the overall tourist offering of the area</p> <p>Can be mitigated No</p> <p>Justification The Service currently employs a prioritisation approach based on a risk based approach. This approach will continue to be deployed to minimise impacts, but the approach cannot mitigate the overall impacts</p> |
| Tourism | <p>The lack of properly a maintained and linked core, coastal and inland path network in Aberdeenshire will have negative impacts on the current and future levels of tourism to the area, in particular that linked to outdoor activities in many of smaller communities. This will then impact on the current and future viability of direct and indirect businesses in the tourism sector</p> <p>Can be mitigated No</p> <p>Justification No mitigation</p> |

8.3. Evidence

| Type | Source | It says? | It Means? |
|-----------------------|--|--|---|
| Internal Data | Condition Data | With current investment levels there is already a maintenance backlog with a number of closed and restricted bridges | Reduced investment levels will lead to further deterioration across the road network resulting in more closures and restriction |
| External Consultation | Work with Opportunity NE, Aberdeenshire Lord Lieutenants, community groups, Visit Scotland, Visist Aberdeenshire and Sustrna s | There is a demand to visit Aberdeenshire for outdoor activities using a well maintained and linked network of paths. Whilst not expecting the Council to be the sole provider we do have a key role under access related legislation | A move core capital funding will restrict the maintenance of our current network and severely curtail any planned expansion in the coming period. |

8.4. Overall Outcome

Only Some Negative Impacts Can Be Mitigated.

Investment required

Investment required however the Service will work within available budgets and prioritise spend on a risk basis.

9. Action Plan

| Planned Action | Details |
|---|---|
| <p>Review 'needs and wants' across all Services in line with available budget. Highlight areas of risk and where targets will not be met. All services to prioritise projects and seek best value for the Council. Invest in assets with a long term future using a place based approach.</p> | <p>Lead Officer Allan Whyte</p> <p>Repeating Activity Yes</p> <p>Frequency Monthly</p> <p>Duration N/A</p> <p>Expected Outcome Manage the risks associated with budget availability which does not meet the requirements of service delivery. Identify services/projects which will not be delivered as a result.</p> <p>Resource Implications All Budget Holders</p> |