

Aberdeenshire Council

Integrated Impact Assessment

Budget Savings 24-25 Road Maintenance - Absorption of Pressure

Assessment ID	IIA-001954
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Approved By	Alan Wood
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1. Overview

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

Proposed levels of funding across Revenue Rd Maintenance and Capital Resurfacing & Surface Dressing continue a downward trend in real terms. Over the past 7 years the funding per km has dropped by 32% in real terms. A further reduction in funding will be challenging.

That being said the Service is in the process of altering the balance of activity between reactive and planned repairs work. The balance for the coming year will be more towards the safety critical elements, normally associated with reactive repairs such as potholes. This will ensure that the network is safe for all users. Projects associated with long term asset management improvements will be programmed over a longer delivery horizon. While there are risks associated with this approach over the long term, it is deliverable in the short to medium term.

The approach will be to use internal Highways Contractor where ever possible thereby taking advantage of the efficiencies that this can achieve across both budget lines. The Roads and Infrastructure Services is also undertaking a Service Review and the outcome of that will provide opportunities to exploit modern working practices, technologies, materials and plant.

The Service is also adopting a data driven approach to scheme selection and this work will continue. To ensure that impact on the network is minimised the work undertaken has to be effectively and efficiently prioritised across the whole network. This work will continue and the Service Review has this approach as a key fundamental.

The Service had traditionally held a £500k operational reserve to balance the competing demands of road maintenance and winter maintenance with the reserve providing the opportunity to balance workloads. A more risk aware approach will be taken to the use of this Reserve with the starting position being a target of £250k. This will allow additional work to be commissioned but may reduce our ability to respond in years of very mild winters.

The road network, and associated features such as bridges and street lighting, is aging and as such increased levels of investment are required to maintain a steady state position. The static level of funding will not allow the maintenance backlog to be reduced. The approach set out above will provide a focus for the Service to arrest that deterioration as much as possible, Safety of the road users will be the primary consideration and achieving that may see an expansion of the use of temporary restrictions.

During screening 1 of 10 questions indicated that detailed assessments were required, the screening questions and their answers are listed in the next section. This led to 1 out of 5 detailed impact assessments being completed. The assessments required are:

- Sustainability and Climate Change

In total there are 0 positive impacts as part of this activity. There are 18 negative impacts, of these negative impacts, 1 have been mitigated and 17 cannot be mitigated satisfactorily.

A detailed action plan with 1 points has been provided.

This assessment has been approved by alan.wood@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?	No
Would this activity / proposal / policy have consequences for the health and wellbeing of the population in the affected communities?	No
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?	No
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?	No
Does the activity / proposal / policy have an impact on people and / or groups with protected characteristics?	No
Is this activity / proposal / policy of strategic importance for the council?	No
Does this activity / proposal / policy impact on inequality of outcome?	No
Does this activity / proposal / policy have an impact on children / young people's rights?	No
Does this activity / proposal / policy have an impact on children / young people's wellbeing?	No

3. Impact Assessments

Children's Rights and Wellbeing	Not Required
Climate Change and Sustainability	All Negative Impacts Can Be Mitigated
Equalities and Fairer Scotland Duty	Not Required
Health Inequalities	Not Required
Town Centre's First	Not Required

4. Sustainability and Climate Change Impact Assessment

4.1. 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		

4.2. 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		

4.3. Negative Impacts and Mitigations

Impact Area	Details and Mitigation
Infrastructure resilience	<p>The road infrastructure asset is aging and the cost of maintenance of this asset is increasing. The current funding level is not sufficient to address the this backlog. There is therefore potential for the infrastructure to less resilient to extreme events</p> <p>Can be mitigated Yes</p> <p>Mitigation The approach to maintenance of the asset will focus on safety critical elements. This will ensure that the network is safe for the user. The focus on safety may mean that the use of temporary restrictions on the network may increase.</p> <p>Timescale On going from 1 April</p>

4.4. Evidence

Type	Source	It says?	It Means?
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Type	Source	It says?	It Means?
Internal Data	Condition Data	With current investment levels there is a maintenance backlog	Careful management of the works progressed from the available budget will be required to ensure that user safety is prioritised

4.5. Overall Outcome

All Negative Impacts Can Be Mitigated.

The focus on safety critical repairs will mitigate the risk. Overtime the reduction in asset management based enhancement work will see the asset condition continue to deteriorate. However, in the short to medium term this approach will mitigate user risk.

5. Action Plan

Planned Action	Details
Revised Road Maintenance Plan	<p>Lead Officer Tom O'Connor</p> <p>Repeating Activity No</p> <p>Planned Start Monday April 01, 2024</p> <p>Planned Finish Friday May 31, 2024</p> <p>Expected Outcome Revised intervention levels for addressing defects along with revised Performance Indicators</p> <p>Resource Implications Will impact on the other work of Q&R Team leading to delays in that work</p>