

Aberdeenshire Council

Integrated Impact Assessment

Capital Plan 2025/26 to 2029/30

Assessment ID	IIA-002711
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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 the assets the Council holds are aligned to the Council's strategic priorities, 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 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.

Financial constraints mean the capital plan is aligned to an affordable level, rather than being fully aligned to Council priorities.

During screening 11 of 11 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 42 negative impacts, of these negative impacts, 21 have been mitigated and 23 cannot be mitigated satisfactorily. The impact on 4 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
Does the activity / proposal / policy relate to budget proposals?	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 and other infrastructure with less than adequate capital investment has led to a backlogged capital investment of £120m across the Council estate. A lack of funding for planned preventative maintenance could result in increased incidents of building failures, which may include failures with Health and Safety implications. 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 watertight and as a result may have to close temporarily or otherwise. Exact impacts of failures will not be known until they occur, and mitigation measures will be put in place dependant on the nature of the failure. Statutory compliance will continue to be maintained and ensuring safety is paramount.</p>			
Healthy		Yes		
Achieving				Yes
	<p>Will find out by: Lack of timely investment in the suitability of the learning estate may have an impact on learning environments and learning experiences for children and young people with a related impact on attainment and achievement, including delivery of courses and qualifications. Ongoing monitoring of the suitability of the learning estate will identify potential impacts for specific pupil cohorts.</p>			
Nurtured		Yes		
Active				Yes

Indicator	Positive	Neutral	Negative	Unknown
	Will find out by: The co-benefits of investing in our Council buildings and other infrastructure relate to the health and wellbeing of the children and young people of Aberdeenshire. For example, investment levels in infrastructure such as play parks may result in a deterioration of said infrastructure once the Scot Gov funding stops, impacting on children and young people's opportunities for active play. Deferred investment in the maintenance and replacement of sports grounds/playing surfaces could limit opportunities for active participation for children and young people in sports and leisure activities. Monitoring of children and young people's active participation in play, sports and leisure will identify any impacts of specific cohorts			
Respected		Yes		
Responsible		Yes		
Included				Yes
	Will find out by: Budget is required to make reasonable adjustments to schools for disabled access. The level of work required varies from case to case. 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.			

4.2. Rights Indicators

UNCRC Indicators upheld by this activity / proposal / policy	Article 23 - Children with disabilities Article 29 - Goals of education Article 31 - Leisure, play and culture
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4.3. Evidence

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.

Type	Source	It says?	It Means?
Internal Data	Suitability core facts and assessment	The suitability core facts and assessment provide detailed information on the suitability of school spaces for the delivery of the curriculum and learning/teaching. Currently, there are a number of 'low B' suitability assessments, which will deteriorate over time. It should be noted that works relating to 'capacity' are taking priority over works related to 'suitability'	There is a need to prioritise any investment in the suitability of our learning estate.

4.4. Accounting for the Views of Children and Young People

N/A

4.5. Promoting the Wellbeing of Children and Young People

Available budget will be prioritised to items which give rise to Health and Safety issues. 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.

4.6. Upholding Children and Young People's Rights

N/A

4.7. 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. At present around 22% of footways are functionally or structurally impaired. Approximately £1.7m of annual investment is required to maintain this steady state. Funding lower than that level will see further deterioration. 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 risk based prioritisation 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>There are currently 16,500 columns identified as suitable for replacement due to their structural condition, if this were carried out the cost would be at least £24.7m. Without that level of investment the condition of street lighting will deteriorate with more outages likely. More columns will require to be removed from the network, and funds will not be sufficient to replace them. 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 risk based prioritisation 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 risk based prioritisation 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 risk based prioritisation 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>Condition of footways and residential streets will deteriorate. At present around 22% of footways are functionally or structurally impaired. Approximately £1.7m of annual investment is required to maintain this steady state. Funding lower than that level will see further deterioration. 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 risk based prioritisation 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>There are currently 16,500 columns identified as suitable for replacement due to their structural condition, if this were carried out the cost would be at least £24.7m. Without that level of investment the condition of street lighting will deteriorate with more outages likely. More columns will required to be remove from the network, and funds will not be sufficient to replace them. 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 risk based prioritisation 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 risk based prioritisation 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>Lack of timely investment in the 'suitability' of the learning estate may have an impact on learning environments and learning experiences for children and young people with a related impact on attainment and achievement, including delivery of courses and qualifications. Ongoing monitoring of the suitability of the learning estate will identify potential impacts for specific pupil cohorts.</p> <p>Can be mitigated Yes</p> <p>Mitigation Regular monitoring and reporting of suitability of learning estate.</p> <p>Timescale Ongoing</p>
Age (Younger)	<p>Lack of timely investment in the 'suitability' of the learning estate may have an impact on learning environments and learning experiences for children and young people with a related impact on attainment and achievement, including delivery of courses and qualifications. Ongoing monitoring of the suitability of the learning estate will identify potential impacts for specific pupil cohorts.</p> <p>Can be mitigated Yes</p> <p>Mitigation The Learning Estate Strategy: Movement Towards a Sustainable Learning estate is progressing cluster-by-cluster assessments of the learning estate considering issues such as condition, capacity and suitability. This is being facilitated through engagement with local stakeholders and co-production of solution</p> <p>Timescale 2024 onwards</p>
Disability	<p>There are currently 16,500 columns identified as suitable for replacement due to their structural condition, if this were carried out the cost would be at least £24.7m. Without that level of investment the condition of street lighting will deteriorate with more outages likely. More columns will require to be removed from the network, and funds will not be sufficient to replace them. 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 risk based prioritisation 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>Condition of footways and residential streets will deteriorate. At present around 22% of footways are functionally or structurally impaired. Approximately £1.7m of annual investment is required to maintain this steady state. Funding lower than that level will see further deterioration. 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 risk based prioritisation 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>Reduced budget availability to carry out reasonable adjustments to allow disabled pupils to attend school, could preclude young people attending their local school (with associated extended travel) which could result in legal challenge and reputational risk.</p> <p>Can be mitigated Yes</p> <p>Mitigation The Service currently employs a risk based prioritisation 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>Reduced funding will impact on our ability to maintain and improve accommodation to meet the needs of users 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 risk based prioritisation 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
Area deprivation	<p>The reduction in funding to secure and deliver burial ground capacity will restrict the choices available to families for interment 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 risk based prioritisation 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>
Area deprivation	<p>The bridge maintenance backlog for our top 29 bridges in the prioritised workback is £61m. Insufficient investment in the maintenance and replacement of bridges to address the backlog will have a negative impact on their condition and result in an increased possibility of bridge closures and weight restrictions. This may result in increased travel distances and isolation for affected areas and communities.</p> <p>Can be mitigated Yes</p> <p>Mitigation The Service currently employs a risk based prioritisation 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 On-going.</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 based 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>
Exercise and physical activity	<p>A lack of investment in planned preventative maintenance, in conjunction with the £120m+ backlog maintenance across our estate, will inevitably result in a deterioration to Council buildings and other infrastructure. This will continue to have an on-going negative impact on the condition of our indoor and outdoor sport and leisure facilities, making these less attractive to potential user groups, and increasing the risk of intermittent or permanent unavailability.</p> <p>Can be mitigated Yes</p> <p>Mitigation Statutory compliance will continue to be maintained, while matters which give rise to immediate Health and Safety issues will be dealt with as a priority. The Service will employ a prioritisation approach to minimise impacts, however with limited budgets, buildings/facilities, or parts thereof, may become unavailable for use.</p> <p>Timescale On-going.</p>

Impact Area	Details and Mitigation
Exercise and physical activity	<p>Bridge closures or restrictions may negatively impact the rural road network, which would negatively impact the opportunity for these routes to support exercise and physical activity in isolated rural locations.</p> <p>Can be mitigated Yes</p> <p>Mitigation The Service currently employs a risk based prioritisation 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 On-going</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, while reduced investment in outdoor and indoor sport and leisure facilities will result in depreciation of the quality of these assets, and in turn their desirability to customers.

The Services are working within available budgets and will continue to assess and prioritise risks and needs.

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 (including bridges) deteriorates. The Scottish Road Maintenance Condition Survey indicates that approximately 23% of the network requires attention. That translates to a maintenance backlog of around £115m. To maintain the network in its current state requires annual investment of around £20.75m. Investment lower than that level will see the network continue to deteriorate. As the deterioration continues, it is likely that more restrictions will be placed on the network. This will impact on 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 risk based prioritisation 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 over a longer time period. 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 plans is not achievable. It is not possible to fully mitigate the impact of older vehicles on service delivery.</p>

Impact Area	Details and Mitigation
<p>Council resilience</p>	<p>Services across Aberdeenshire Council will be unable to operate effectively or operate at all if there are not safe and suitable buildings for them to operate from. Continuing to not adequately invest in essential lifecycle component replacements and health and safety items will lead to mass failures across the estate as our buildings continue to age. Not replacing boilers will lead to heating failures and increased costs to bring in temporary plant. Not carrying out electrical upgrades exposes our buildings to faults and potential fires potentially resulting in loss of building. Not replacing rotten windows and failing roofs will lead to more buildings not being wind and water tight. Schools, Care Homes and other operational buildings will close resulting in disruption to Service and to Members of the Public. Reacting to failures results in increased costs compared to planned, tendered works. Further, the Council may also be exposed to potential compensation claims from staff, building users, and wider public where injury occurs as a direct result of failures relating to condition of the building. This will also result in reputational damage to the Council in addition to financial impacts.</p> <p>Can be mitigated Yes</p> <p>Mitigation Investment required. Prioritisation of works to be agreed by all Services based on impact to service delivery and focused on assets with a long term future.</p> <p>Timescale 1 - 15 years</p>
<p>Quality of environment</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. 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>
<p>Consumption of energy</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.</p> <p>Can be mitigated No</p> <p>Justification Investment required to meet the Carbon Net Zero target</p>

Impact Area	Details and Mitigation
Consumption of energy	<p>Closure and/or restrictions in respect of bridges as a result of reduced investment in maintenance could negatively impact travel distances for general public travel and the delivery of Council Services such as waste collection, which will result in addition, unnecessary energy use.</p> <p>Can be mitigated Yes</p> <p>Mitigation The Service currently employs a risk based prioritisation approach. This approach will continue to be deployed to minimise impacts, although this will not mitigate the overall impact.</p> <p>Timescale On-going.</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>
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>

Impact Area	Details and Mitigation
Low carbon transition	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. Can be mitigated No Justification Investment required to meet the Carbon Net Zero target
Consumption of physical resources	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. Can be mitigated No Justification Investment required to meet the Carbon Net Zero target
Waste and circularity	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. Can be mitigated No Justification Investment required to meet the Carbon Net Zero target

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.

Type	Source	It says?	It Means?
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
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Impact Area	Details and Mitigation
<p>Aesthetics of the town centre</p>	<p>Condition of roads, footways, lighting and bridges will deteriorate, albeit slowly, potentially leading to less footfall in town centres as they are less attractive places to visit.</p> <p>The overall resilience of the Council will be impacted as the condition of the road network deteriorates. The Scottish Road Maintenance Condition Survey indicates that approximately 23% of the network requires attention. That translates to a maintenance backlog of around £115m. To maintain the network in its current state requires annual investment of around £20.75m. Investment lower than that level will see the network continue to deteriorate</p> <p>At present around 22% of footways are functionally or structurally impaired. Approximately £1.7m of annual investment is required to maintain this steady state. Funding lower than that level will see further deterioration</p> <p>There are currently 16,500 columns identified as suitable for replacement due to their structural condition, if this were carried out the cost would be at least £24.7m. Without that level of investment the condition of street lighting will deteriorate with more outages likely. More columns will require to be removed from the network, and funds will not be sufficient to replace them.</p> <p>The bridge maintenance backlog for our top 29 bridges in the prioritised workback is £61m. Insufficient investment in the maintenance and replacement of bridges to address the backlog will have a negative impact on their condition and result in an increased possibility of bridge closures and weight restrictions. This may result in increased travel distances.</p> <p>Can be mitigated No</p> <p>Justification The Service currently employs a risk based prioritisation 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>Footfall</p>	<p>Condition of roads, footways, lighting will deteriorate, albeit slowly, potentially leading to less footfall in town centres as they are less attractive places to visit.</p> <p>The overall resilience of the Council will be impacted as the condition of the road network deteriorates. The Scottish Road Maintenance Condition Survey indicates that approximately 23% of the network requires attention. That translates to a maintenance backlog of around £115m. To maintain the network in its current state requires annual investment of around £20.75m. Investment lower than that level will see the network continue to deteriorate</p> <p>At present around 22% of footways are functionally or structurally impaired. Approximately £1.7m of annual investment is required to maintain this steady state. Funding lower than that level will see further deterioration</p> <p>There are currently 16,500 columns identified as suitable for replacement due to their structural condition, if this were carried out the cost would be at least £24.7m. Without that level of investment the condition of street lighting will deteriorate with more outages likely. More columns will require to be removed from the network, and funds will not be sufficient to replace them.</p> <p>The bridge maintenance backlog for our top 29 bridges in the prioritised workback is £61m. Insufficient investment in the maintenance and replacement of bridges to address the backlog will have a negative impact on their condition and result in an increased possibility of bridge closures and weight restrictions. This may result in increased travel distances.</p> <p>Can be mitigated No</p> <p>Justification The Service currently employs a risk based prioritisation 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, lighting and bridges will deteriorate, albeit slowly, potentially leading to less footfall in town centres as they are less attractive places to visit.</p> <p>The overall resilience of the Council will be impacted as the condition of the road network deteriorates. The Scottish Road Maintenance Condition Survey indicates that approximately 23% of the network requires attention. That translates to a maintenance backlog of around £115m. To maintain the network in its current state requires annual investment of around £20.75m. Investment lower than that level will see the network continue to deteriorate</p> <p>At present around 22% of footways are functionally or structurally impaired. Approximately £1.7m of annual investment is required to maintain this steady state. Funding lower than that level will see further deterioration</p> <p>There are currently 16,500 columns identified as suitable for replacement due to their structural condition, if this were carried out the cost would be at least £24.7m. Without that level of investment the condition of street lighting will deteriorate with more outages likely. More columns will require to be removed from the network, and funds will not be sufficient to replace them.</p> <p>The bridge maintenance backlog for our top 29 bridges in the prioritised workback is £61m. Insufficient investment in the maintenance and replacement of bridges to address the backlog will have a negative impact on their condition and result in an increased possibility of bridge closures and weight restrictions. This may result in increased travel distances.</p> <p>Can be mitigated No</p> <p>Justification The Service currently employs a risk based prioritisation 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
Public safety	<p>Condition of roads, footways, lighting and bridges will deteriorate, albeit slowly, potentially leading to less footfall in town centres as they are less attractive places to visit. Deterioration to the condition of footways and residential streets in particular will increase the risk associated with their use and result in town centres feeling less safe.</p> <p>The overall resilience of the Council will be impacted as the condition of the road network deteriorates. The Scottish Road Maintenance Condition Survey indicates that approximately 23% of the network requires attention. That translates to a maintenance backlog of around £115m. To maintain the network in its current state requires annual investment of around £20.75m. Investment lower than that level will see the network continue to deteriorate</p> <p>At present around 22% of footways are functionally or structurally impaired. Approximately £1.7m of annual investment is required to maintain this steady state. Funding lower than that level will see further deterioration</p> <p>The bridge maintenance backlog for our top 29 bridges in the prioritised workback is £61m. Insufficient investment in the maintenance and replacement of bridges to address the backlog will have a negative impact on their condition and result in an increased possibility of bridge closures and weight restrictions. This may result in increased travel distances</p> <p>Can be mitigated No</p> <p>Justification The Service currently employs a risk based prioritisation approach. This approach will continue to be deployed, but the approach cannot mitigate the overall impact.</p>
Public safety	<p>Condition of lighting to roads and footways will continue to deteriorate, potentially leading to less footfall in town centres as they are less attractive places to visit. This may lead to town centres feeling less safe.</p> <p>There are currently 16,500 columns identified as suitable for replacement due to their structural condition, if this were carried out the cost would be at least £24.7m. Without that level of investment the condition of street lighting will deteriorate with more outages likely. More columns will require to be removed from the network, and funds will not be sufficient to replace them.</p> <p>No mitigation has been entered for this impact.</p>

Impact Area	Details and Mitigation
<p>Town centre assets</p>	<p>Condition of roads, bridges, footways and street lighting in town centres will deteriorate, albeit slowly, making them less attractive places to visit.</p> <p>At present around 22% of footways are functionally or structurally impaired. Approximately £1.7m of annual investment is required to maintain this steady state. Funding lower than that level will see further deterioration.</p> <p>There are currently 16,500 columns identified as suitable for replacement due to their structural condition, if this were carried out the cost would be at least £24.7m. Without that level of investment the condition of street lighting will deteriorate with more outages likely. More columns will require to be removed from the network, and funds will not be sufficient to replace them</p> <p>Can be mitigated No</p> <p>Justification The Service currently employs a risk based prioritisation 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 investment to restore them up to a good condition standard and upgrade buildings to meet modern requirements. Continued lack of investment and maintenance will impact on the ability to lease Industrial Units and the like.</p> <p>Can be mitigated No</p> <p>Justification The Service currently employs a risk based prioritisation approach. This approach will continue to be deployed to minimise impacts. The impact is based on current scope and standard of service.</p>

Impact Area	Details and Mitigation
<p>Town centre business</p>	<p>Condition of roads, bridges, 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>The overall resilience of the Council will be impacted as the condition of the road network deteriorates. The Scottish Road Maintenance Condition Survey indicates that approximately 23% of the network requires attention. That translates to a maintenance backlog of around £115m. To maintain the network in its current state requires annual investment of around £20.75m. Investment lower than that level will see the network continue to deteriorate</p> <p>At present around 22% of footways are functionally or structurally impaired. Approximately £1.7m of annual investment is required to maintain this steady state. Funding lower than that level will see further deterioration</p> <p>There are currently 16,500 columns identified as suitable for replacement due to their structural condition, if this were carried out the cost would be at least £24.7m. Without that level of investment the condition of street lighting will deteriorate with more outages likely. More columns will require to be removed from the network, and funds will not be sufficient to replace them.</p> <p>The bridge maintenance backlog for our top 29 bridges in the prioritised workback is £61m. Insufficient investment in the maintenance and replacement of bridges to address the backlog will have a negative impact on their condition and result in an increased possibility of bridge closures and weight restrictions. This may result in increased travel distances</p> <p>Can be mitigated No</p> <p>Justification The Service currently employs a risk based prioritisation 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>Tourism</p>	<p>Condition of roads, footways, street lighting and bridges will deteriorate, albeit slowly, potentially leading to less footfall in town centres as they become less attractive places to visit. The increasing risk of road closures and restrictions, as a result of deterioration of the wider road network, may have a further negative impact of the overall tourist offering in affected areas. Less visitors will negatively impact town centre businesses.</p> <p>The overall resilience of the Council will be impacted as the condition of the road network deteriorates. The Scottish Road Maintenance Condition Survey indicates that approximately 23% of the network requires attention. That translates to a maintenance backlog of around £115m. To maintain the network in its current state requires annual investment of around £20.75m. Investment lower than that level will see the network continue to deteriorate</p> <p>At present around 22% of footways are functionally or structurally impaired. Approximately £1.7m of annual investment is required to maintain this steady state. Funding lower than that level will see further deterioration</p> <p>There are currently 16,500 columns identified as suitable for replacement due to their structural condition, if this were carried out the cost would be at least £24.7m. Without that level of investment the condition of street lighting will deteriorate with more outages likely. More columns will require to be removed from the network, and funds will not be sufficient to replace them.</p> <p>The bridge maintenance backlog for our top 29 bridges in the prioritised workback is £61m. Insufficient investment in the maintenance and replacement of bridges to address the backlog will have a negative impact on their condition and result in an increased possibility of bridge closures and weight restrictions. This may result in increased travel distances</p> <p>Can be mitigated No</p> <p>Justification The Service currently employs a risk based prioritisation approach. This approach will continue to be deployed to minimise impacts, but the approach cannot mitigate the overall impacts</p>
<p>Tourism</p>	<p>The lack of a properly 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 our smaller communities. This will then impact on the current and future viability of direct and indirect businesses in the tourism sector.</p> <p>No mitigation has been entered for this impact.</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>