

## Initial Integrated Impact Assessment Form

<b>Section 1 - The Policy</b>	
<b>Policy title</b>	BUDGET SAVINGS PROPOSALS 2023/24 – Pier Dues
<b>Implementation date</b>	April 2024
<p><b>Please provide an overview of the policy including the key aims and expected outcomes:</b></p> <p>This proposal aims to consider increasing income generation through the raising of pier dues. It proposes additional income generation of £5k but highlights the expectations of improved facilities at piers that may not be affordable.</p>	
<p><b>Detail the budget implication relating to the policy:</b></p> <p>This proposal aims to increase income by £5,000 per annum.</p>	
<p><b>What will change as a result of this policy?</b></p> <p>All users of pier facilities will pay an additional 12.5% on pier dues, which is based on utilisation of Comhairle facilities. The 12.5% consists of 10.5% Retail Price Index (RPI), which accounts for increased costs, and a further 2% to generate additional income as required by the budget setting process.</p>	
<p><b>Indicate which groups of people will be, or potentially could be, impacted upon by the implementation of this policy?</b></p> <p>None identified.</p>	
<b>Responsible Persons</b>	
Department / Section	Assets and Infrastructure
Lead Officer	Harbour Master
IIA Team Members	Chief Officer, Harbour Master
Responsible Head of Service	Chief Officer
<b>Section 2 - Evidence</b>	
<p><b>What data and information has been reviewed as part of the policy development process?</b></p> <p>Accountancy review Levels of pier dues at other local authorities</p>	
<p><b>Detail what consultation has taken place as part of the policy development process?</b></p> <p>None, although unofficially there is an acceptance that if services at piers are to be maintained or improved that there would be a requirement to raise pier dues.</p>	



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

There may be a requirement for the users of the facilities to recover the costs through increasing the prices of catch or services (boat trips).

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

Levels of pier dues are relatively low, however the annual requirement to increase costs may have more of an impact on leisure users rather than large commercial users. There are other factors that could influence the economic position of pier users to which the additional 2% increase is a smaller contributory factor (market prices, tourist numbers, inflation, etc.)

### Section 3 - Initial Integrated Impact Assessment

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

**Comments**

- The Budget Strategy is strategic with an aim of saving £1.7million in 2024-25. An additional increase of 2% over RPI will generate approximately £5k towards this target.



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



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

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

Yes

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

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

No

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

This does not require a full IIA as the level of increase over and above RPI is unlikely to alter the commercial economy significantly.

### Section 5 - Lead Officer and authorising Director

Lead Officer (print name)	Kenneth Morrison
Designation	Harbour Master
Date	February 2024
Print name of Head of Service or Director responsible for the policy	Calum Mackenzie
Date	February 2024

