

Impact Assessment

Overview

Benefits of impact assessments

This will provide stakeholders with a better understanding of the following:

* tangible and intangible consequences of the impacts
* how the impacts link to functional recovery areas
* modifying recovery efforts to support the dynamic nature of disaster recovery and the changing recovery needs of the community
* matching impacts to recovery activities
* potential cascading impacts that may follow
* priority issues, shortfalls and potential efficiencies

|  |  |
| --- | --- |
| **Assessment as at [date]:** |  |
| **Report Run:** |  |
| **Drafter’s name:** |  |

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| --- |
| **Human and Social / Education** |

|  | **Affected (location, people, facilities)** | **Metrics** | **Current Assessment** | **Consequence** | **Linkages** | **Cascading** **Impact** |
| --- | --- | --- | --- | --- | --- | --- |
|  |  |  |  |  |  | **Yes** | **No** |
| **Education and extracurricular** |
| **Attendance of students** |  | * Number of students attending in person at school (% attending school vs % learning at home)
* Number (%) of school events cancelled
* Number (%) of sporting events cancelled
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Teaching services**  |  | * Number (or percentage) of teachers providing in person or online teaching
* Number of hours teaching provided online compared with in person
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Teaching facilities**  |  | * Number of teaching facilities closed (physically even if providing online teaching)
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Revenue and costs** |  | * Loss of revenue/Increasing cost
* Number of students enrolled pre COVID-19 vs number of students enrolled post COVID-19 (include international)
* Revenue trends indicating loss or gain
* New versus cancelled enrolments
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Quality of education** |  | * Additional supports required for disadvantaged students (eg, access to technology, internet, devices, etc)
* Impacts on year 12 ATAR students
* Cost of care givers providing home schooling
* Changes in student performance in standardised test results, eg, NAPLAN, ATAR results

**Metrics**To be developed during the recovery period – report anecdotally as qualitative case studies where applicable |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Community groups and services** |
| **Service clubs** |  | * Number of meetings cancelled
* Impact on fund raising – less or more income
* Operational status per club – closed, partially operational or fully operational
* Impact of reduced social connections
* Income loss (%)
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Service organisat-ions*** Australian Red Cross
* Uniting Care Queensland
* Churches
* Other
 |  | * Increase or decrease in demand for services
* Employee impacts – loss, increase etc
* Volunteer impacts – loss, increase etc
* Revenue – shops etc – increase/decrease
* Status of operations – fully operational, partially operational, closed
* Comment on shifting models of services – ie virtual or over the phone rather than face to face
* Comment on particular community groups and organisations who are mobilising to support people
* Inability to fundraise
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Community centres (places)** |  | * Increase or decrease in demand for services
* Employee impacts – loss, increase etc
* Volunteer impacts – loss, increase etc
* Revenue – shops etc – increase, decrease
* Status of operations – fully operational, partially operational, closed
* Comment on shifting models of services – ie virtual or over the phone rather than face to face
* Comment on particular community groups and organisations who are mobilising to support people
* Inability to fundraise
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Community groups and networks** |  | * Increase or decrease in demand for services
* Employee impacts – loss, increase etc
* Volunteer impacts – loss, increase etc
* Revenue – shops etc – increase, decrease
* Status of operations – fully operational, partially operational, closed
* Comment on shifting models of services – ie virtual or over the phone rather than face to face
* Comment on particular community groups and organisations who are mobilising to support people
* Inability to fundraise
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Sporting clubs** |  | * Percentage of sporting clubs fully operational /partially operational /closed
* Attendance/participation of members

**Impact on sporting clubs due to:*** Revenue reduction
* Changes to staffing
* Changed capacity to fund raise
* Inability to offer services
* Ability to offer different services
* Loss of employees/volunteers / stand down of employees/volunteers
* Income loss (%)
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Animal welfare / manage-ment / pounds / RSPCA** |  | * Increase or decrease in demand for services
* Employee impacts – loss, increase etc
* Volunteer impacts – loss, increase etc
* Revenue – shops etc – increase, decrease
* Status of operations – fully operational, partially operational, closed
* Comment on shifting models of services – ie virtual or over the phone rather than face to face
* Comment on particular community groups and organisations who are mobilising to support people
* Inability to fundraise
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Health services** |
| **Health Services*** Hospitals
* Doctors
* Dental
* AMSs
* Medical Centres
* Allied health services
* Pharmacies
 |  | * Increase in demand by patients
* Cancellation of surgeries
* Cancellation of screening procedures (eg, breast screen)
* Demand for PPE and distribution of PPE
* Status of operations – fully operational, partially operational, closed
* Cost of staffing – increase or decrease
* Cost of additional safety precautions – increase or decrease
* Cost of implementing teleconsulting
* Increase / decrease in tele
* Cost of isolating individuals
* Cost of accommodation of health workers
* Changes to demand for laboratory testing
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Nursing homes / aged care facilities** |  | * Increased need for extra staff
* Cost of implementing additional safety precautions
* Current status of wellbeing of residents
* Activity levels of residents
* Increased costs for digital connectivity
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Government services** |
| **Govern-ment services** |  | * Increase or decrease in demand by service users
* Cancellation of appointments or service
* Demand and use of PPE
* Status of operations – fully operational, partially operational, closed
* Change in mode of delivery ie, staff working from home
* Cost of staffing – increase or decrease
* Cost of additional safety precautions – increase or decrease
* Cost of implementing teleconsulting
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Arts** |
| **Cost to the arts** |  | * Impacts to employees / performers
* Loss of revenue
* Loss of forward bookings
* Loss of cultural exposure
* Loss of associated revenue
* Status of arts operations – fully operational, partially operational, closed
* Cancellation of exhibits, performances
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Current Assessment** |  |
| **Future Assessment****3,6 and 9 months** |  |

|  |
| --- |
| **Economic** |

|  | **Affected (location, people, facilities)** | **Metrics** | **Current Assessment** | **Consequence** | **Linkages** | **Cascading** **Impact** |
| --- | --- | --- | --- | --- | --- | --- |
|  |  |  |  |  |  | **Yes** | **No** |
| **Primary producers** |
| **Agriculture** |  | * Status of agricultural operations – fully operational, partially operational, closed
* Increased or reduced revenue as %
* % of stock destroyed
* % of wastage
* Changes to demand/ supply for product
* Inability to support demand
* Inability to harvest cost-effectively
* Loss of supply chains (pre-arranged purchases and ability to access stock)
* Access to new supply chains
* Inability to pay bills
* Inability to offer add-ons (farm stays, tasting, tours)
* Inability to manage excess stock
* Inability to take a wage
* Cost of employee loss and potential retraining
* Issues around sourcing labour, with travelling backpackers required to quarantine for 2 weeks when entering a new area
* Cost of requirement for ‘social distancing’ in packing sheds
* Changes to demand/ supply for product
* Inability to support demand
* Loss of supply chains (pre-arranged purchases and ability to access stock)
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Aquaculture** |  | * As above
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Viticulture** |  | * As above
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Parks and recreation** |
| **National parks** |  | * Status of park operations – fully operational, partially operational, closed
* Cost to close
* Cost of additional PPE/signage etc
* Cost of compliance checks
* Reduced income from park fees
* Cost of reopening when safe to do so
* Cost of reimbursement to tourism operators
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Mining** |
| **Mine (coal, natural gas, precious metals)** |  | * Status of agricultural operations – fully operational, partially operational, closed
* Increased or reduced revenue as %
* % of stock destroyed
* % of wastage
* Changes to demand/ supply for product
* Inability to support demand
* Loss of supply chains (pre-arranged purchases and ability to access stock)
* Access to new supply chains
* Inability to pay bills
* Inability to offer add-ons (farm stays, tasting, tours)
* Inability to manage excess stock
* Cost of employee loss and potential retraining
* Issues around sourcing labour, affects for FIFO
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Business** |
| **Small Business**Impact – loss or gain of revenueImpact on business operationsImpact – closure of businesses |  | * Change in revenue by $ or %
* Comment on ability to pay creditors and fixed costs

**Business operations*** Change to operating functionality
* What entrepreneurial opportunities have arisen out of the COVID-19 scenario, if any
* Number of staff unemployed / stood down
* Number of staff retained through economic supports (job keeper)
* Number of staff on forced leave (eg, annual leave, long service leave, etc)
* Number of staff retrained and cost of retraining
* Qualitative case study evidence – businesses who have had to change services or charge less (or more) to clients
* What is the cost of supply chain issues?

**Businesses closure*** Percentage of businesses partially operational vs fully operational
* Number closed
* Permanently / temporarily
* Average cost of closure
* Cost of stock loss (if perishable)
* Cost of employee loss and potential retraining
* Cost of implementing additional safety precautions
* Reduced/changed clientele
* Cost and benefits of re-purposing the business (if required)
* Other impacts eg store fronts closed
* Cost of closing store fronts
* Cost of online presence – has turnover increased/decreased?
* What is the cost of having the store front closed?
* What is the cost of online presence if applicable – has this increased?
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Big Business**Impact – loss or gain of revenueImpact on business operationsImpact – closure of businesses |  | **Business closure*** Number of businesses closed by sector
* Number of businesses moving to online presence
* Number of businesses increasing revenue
* Number of businesses reporting a change to clientele (eg, reduced international demand)
* If business has closed – is this permanently or temporarily?
* What was cost of closure?
* What was cost of stock loss (if perishable)?
* What was cost of employee loss? Number of employees stood down
* Has there been a cost of implementing additional safety precautions?
* Cost of supply chain issues/challenges
* Cost of store front closed
* Cost of online presence if applicable – has this increased?
* What % of your business is fully operational?
* Have you had to re purpose your business? What is the cost of this?
* What entrepreneurial opportunities have arisen out of the COVID-19 scenario if any?

**Loss or Gain of Revenue*** Increase or decrease in revenue by $ or %
* Changed ability to pay creditors and fixed costs (and flow on effects
* Costs of:
	+ Stock loss
	+ Employee retraining/on-boarding
	+ Implementing additional safety precautions
	+ Moving to online presence
	+ Impact of social distancing (eg, increased security)
	+ Other direct costs

**Business Operations*** Have you had to reduce services or charge less (or more) to clients?
* How many employees were retained through economic supports eg job keeper grants
* Have you had to retrain staff and what was cost of retraining?
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Tourism** |
| **Accomodat-ion / campsites** |  | * Status of operations – fully operational, partially operational, closed
* Ability to offer repurpose services eg, takeaways
* Staff losses or impacts
* Number of individuals impacted eg, stuck in camp sites
* Opportunities arising – repair and maintenance
* Cost of cancellations
* Cost of maintaining equipment
* Loss of revenue due to reduced business
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Transport providers** |  | * Status of operations – fully operational, partially operational, closed
* Ability to offer repurpose services eg, takeaways
* Staff losses or impacts
* Number of individuals impacted eg, stuck in camp sites
* Opportunities arising – repair and maintenance
* Cost of cancellations
* Cos of maintaining equipment
* Loss of revenue due to reduced business
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Tourist attractions*** Experiences
* Tours
* Theme parks
 |  | * Status of operations – fully operational, partially operational, closed
* Ability to offer repurpose services eg, takeaways
* Staff losses or impacts
* Number of individuals impacted eg, stuck in camp sites
* Opportunities arising – repair and maintenance
* Cost of cancellations
* Cost of maintaining equipment
* Loss of revenue due to reduced business
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Restaurants** |  | * Status of operations – fully operational, partially operational, closed
* Ability to offer repurpose services eg, takeaways
* Staff losses or impacts
* Number of individuals impacted eg, stuck in camp sites
* Opportunities arising – repair and maintenance
* Cost of cancellations
* Cos of maintaining equipment
* Loss of revenue due to reduced business
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Current Assessment** |  |
| **Future Assessment****3,6 and 9 months** |  |

|  |
| --- |
| **Roads and Transport** |

|  | **Affected (location, people, facilities)** | **Metrics** | **Current Assessment** | **Consequence** | **Linkages** | **Cascading** **Impact** |
| --- | --- | --- | --- | --- | --- | --- |
|  |  |  |  |  |  | **Yes** | **No** |
| **Roads** |  | * Number of highways closed
* Number of state road blocks in place
* Number of local road blocks in place
* Cost of implementing safety precautions / biosecurity
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Airports** |  | * Number of airlines reducing flights (domestic and international)
* Number of airlines reducing staff including pilots, cabin crew and ground crew
* Staff impacts – loss of staff etc
* Number of airports closed
* Number of airports reducing tenancy costs
* % of passenger decreases
* Cost of implementing safety precautions
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Railway lines** |  | * Status of rail services operations – fully operational, partially operational, closed
* Cost to close
* Use of rail by passenger numbers vs previous year
* Staff impacts – loss of staff etc
* Loss of income (%)
* Changes in patronage (% reduction)
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Maritime** |  | * % percentage of ferry services cancelled or reduced
* Cost of implementing safety precautions
* Staff impacts – loss of staff etc
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Public transport** |  | * % of people on public transport
* Cost of implementing safety precautions
* % of operational capacity
* Staff impacts – loss of staff etc
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Current Assessment** |  |
| **Future Assessment****3,6 and 9 months** |  |

|  |
| --- |
| **Public Safety and Security** |

|  | **Affected (location, people, facilities)** | **Metrics** | **Current Assessment** | **Consequence** | **Linkages** | **Cascading** **Impact** |
| --- | --- | --- | --- | --- | --- | --- |
|  |  |  |  |  |  | **Yes** | **No** |
| **Justice services (courts, youth justice)** |
| **Community safety** |  | * Changes in rates of offending noted during emergency declaration
* Changes to community perceptions of safety
* Changes to community perceptions of youth crime
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Community confidence** |  | * Impacts on community confidence resulting from changed mode and intensity of service delivery
* Changes to frequency and nature of media coverage regarding youth crime
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **DYJ visibility of service provision** |  | * Status of Department of Youth Justice (DYJ) service operations – fully operational, operational with modifications, closed
* Costs of supply of PPE to protect young people and staff
* Costs of transport for young people
* Impacts on child related costs
* Number of transports facilitated as a result of usual means not being available (ie driving instead of flights)
* Number of community venues not available for group work
* Number of orders unable to be serviced and requiring variation to enable completion
* Number of restorative justice conference referrals returned and/or on hold due to COVID-19
* Increase or decrease in demand for services (detention centre remands, watch house remands, community based orders) eg:
	+ Average length of remand (including and excluding pre court remand)
	+ Daily average of remanded young people in custody (both including and excluding watch houses)
	+ Average number of days for watch house stays (by watch house location or region)
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Employee** |  | * Number of workers returning a positive COVID-19 test result
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Client** |  | * Number of young people charged in relation to non-compliance with the health directive (likely costs associated with police/court time)
* Number of nights awaiting transport to discrete communities
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Current Assessment** |  |
| **Future Assessment****3,6 and 9 months** |  |

|  |
| --- |
| **Building** |

|  | **Affected (location, people, facilities)** | **Metrics** | **Current Assessment** | **Consequence** | **Linkages** | **Cascading** **Impact** |
| --- | --- | --- | --- | --- | --- | --- |
|  |  |  |  |  |  | **Yes** | **No** |
| **Utilities** |
| **Power** |  | * Increasing costs to deliver service
* Demand trends – increasing vs decreasing
* Revenue impacts – clients ability to pay bills
* Service provision impacts
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Water** |  | * Increasing costs to deliver service
* Demand trends – increasing vs decreasing
* Revenue impacts – clients ability to pay bills
* Service provision impacts
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Telecomm-unications** |  | * Increasing costs to deliver service
* Demand trends – increasing vs decreasing
* Revenue impacts – clients ability to pay bills
* Service provision impacts
 |  |  | Human and Social |[ ] [ ]
|  |  |  |  |  | Building |[ ] [ ]
|  |  |  |  |  | Economic  |[ ] [ ]
|  |  |  |  |  | Education |[ ] [ ]
|  |  |  |  |  | Roads and Transport |[ ] [ ]
|  |  |  |  |  | Public Safety and Security |[ ] [ ]
| **Current Assessment** |  |
| **Future Assessment****3,6 and 9 months** |  |