

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

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| **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** | |  | | | | | |

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| **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 revenue  Impact on business operations  Impact – 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 revenue  Impact on business operations  Impact – 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** | |  | | | | | |

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| **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** | |  | | | | | |

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| **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** | |  | | | | | |

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| --- |
| **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** | |  | | | | | |