

South Ayrshire Council

**Report by Director - Place
to Leadership Panel
of 15 February 2022**

**Subject: Ayrshire Growth Deal Aerospace and Space
Programme - Update**

1. Purpose

1.1 The purpose of this report is to provide an update on the South Ayrshire Council portfolio of projects (Aerospace and Space) within the Ayrshire Growth Deal (AGD).

2. Recommendation

2.1 It is recommended that the Panel:

2.1.1 notes the development of the Aerospace and Space projects within the Ayrshire Growth Deal and next steps in the development of the programme;

2.1.2 notes the financial plan and impact on the Council until full business cases are approved;

2.1.3 notes the preferred delivery approach for the Prestwick Commercial Build project; and

2.1.4 requests that an update be provided to the Leadership Panel in 6 months.

3. Background

3.1 The AGD Aerospace and Space portfolio of projects will deliver the transformational change required to enable the Prestwick Aerospace and Space Cluster and its business base to continue to lead for the UK and Scotland on the world stage as aerospace and space enter a new industrial life cycle. The aerospace & space programme is a portfolio of four interconnected investment interventions that will enable Prestwick and Ayrshire to exploit the identified growth opportunity, resulting in a step change in the economy at a local and national level.

3.2 These projects are:

- *Spaceport* Infrastructure which will provide secure Spaceport facilities through aerodrome expansion at Prestwick.

- The *Aerospace and Space Innovation Centre (ASIC)* which will help businesses to develop and apply new technologies and processes leading to them being more productive.
- *Prestwick Commercial Space (Commercial Build)* which will create up to 54,404m² of high quality, secure, landside and airside commercial, office and hangar space to meet projected future growth, built to Factory of the Future standards.
- *Roads Infrastructure* which will provide service road infrastructure supporting the Spaceport, direct freight, workforce connectivity and to connect the Aerospace-space parks.

3.3 [Appendix 1](#) provides an overview of each of these interventions including the financial commitments of all parties and the SAC spend to date.

3.4 These interventions are designed to complement and amplify one another with the benefits for Ayrshire increased by cluster building and the opportunities the combined projects create as a cohesive programme.

3.5 Outline Business Cases were submitted for three of these projects (*Spaceport, Aerospace and Space Innovation Centre (ASIC)* and *Commercial Build*) in 2021 and we are awaiting approval from the UK and Scottish Governments. This is expected in February 2022. This would enable SAC to progress to the Full Business Case stage for these which is currently scheduled to be completed during 2022 with final approval being sought from the Ayrshire Economic Joint Committee.

3.6 The £29 million Commercial Build strand within the Aerospace and Space programme is crucial and fundamental in delivering economic growth and transformation. Following the impact of the COVID-19 the development strategy has evolved to enable the Commercial Build project to meet the needs of the current market environment by ensuring a flexibility of approach; the ability to respond quickly to market needs; a move from speculative build to focussing on near-term opportunities and a change in the financial model to accommodate a reduction in available capital within businesses and a need for the new costs businesses face to be revenue based. The project has the potential to create up to 54,404m² (NIA) of new industrial, office and hangarage space utilising a flexible, pro-active delivery strategy that maximises the economic impact and value for money from public investment.

3.7 The Roads Infrastructure Outline Business Case has been discussed in detail with Transport Scotland and will be submitted in April 2022.

3.8 The Project Team work closely with Council Communications staff to appropriately publicise progress on the AGD projects and includes close liaison with the SAC Corporate Communications Team, external agencies and third-party representatives to organise news releases and events. A notable communications success concerned the signing of the Memorandum of Understanding between SAC, launch partner Astraius and Glasgow Prestwick Airport in September 2021, which received a large amount of positive press coverage.

3.9 Digital project is a pan Ayrshire project and aims to ensure that Ayrshire has the digital infrastructure, skills and ambition that is crucial to future growth and participation in the economy. In order to deliver on this objective, it is important that international connectivity is improved. The project team works in close collaboration with Scottish Future Trust and is on dialogue with a number of cable operators. The

development of the Outline Business Case is taking longer than initially planned. This is due to a number of challenges that require solutions. These challenges stem from technical issues, commercial issues and financial issues. The team have engaged with Government and a briefing has been provided to the AEJC. It is anticipated the feasible solutions will be developed over the next three months.

- 3.10 The AGD Community Wealth Building Full Business Case was approved by the AEJC and is now operational. The project is led by North Ayrshire Council and recruitment of core personnel has been completed. Full details of impact and activity will be provided in future reports to the Council.

4. Proposals

- 4.1 Members are asked to note progress that has been made since the last report to leadership Panel on 25 May 2021. Notable highlights would include:

- During the last quarter of 2021, the project team completed the development of three Outline Business Cases (OBCs) which have been submitted to Government for approval. These business cases have been developed in the context of Covid-19 and changes to the external environment. [Appendix 1](#) provides a summary of the investment proposal for each of the projects.
- Stage 1 feasibility for the spaceport infrastructure was successfully completed and provided reassurance to proceed to the next stage.
- Glasgow Prestwick Airport (GPA) confirmed its commitment to establishing a spaceport by signing a Memorandum of Understanding (MoU) between GPA, South Ayrshire Council and UK based, commercially operated horizontal launch company Astraius. The MoU commits the partners into a collaborative agreement to develop horizontal launch capability at Prestwick from 2023.
- During this period the Scottish Government has confirmed that GPA will remain within public ownership.
- There is evidence of consolidation, increased confidence within aerospace and ongoing growth of the space sector all of which are reflected in advanced near term commercial space projects, equating to 21,840 m², this requires urgent public sector intervention and adequate resource allocation if they are to be delivered for Ayrshire.
- Public consultation is underway for the Spaceport Infrastructure and Roads Infrastructure projects.
- The Annual conversation with Scottish and UK Governments on the AGD took place on 28 January 2022 and provided an opportunity to demonstrate the strength of the partnership approach.

- 4.2 Members are asked to note the next steps in the AGD process which will include:

- A transition from development to delivery stage as OBC's are approved and Full Business Cases are completed.
- Members should note the Ayrshire Growth Deal Governance sets out that the Ayrshire Economic Joint Committee is additionally responsible for approving Full Business Cases.

- The PMO advice is that all FBC's should be sufficiently robust; including a robust business case that reflects Government and AGD advice/guidance. This also includes for example ensuring that contracts are in place and relevant consents have been acquired. This requirement could result in approval delays and jeopardise economic growth potential. Proposals for mitigating action will be presented to a future Leadership Panel.

4.3 The Ayrshire Growth Deal is an outstanding opportunity to transform the South Ayrshire local economy but requires South Ayrshire Council leadership. Delivery will have a financial impact on the Council. Scottish Government have confirmed that project development costs are eligible for growth deal funding, however these costs can only be reclaimed from the programme once approval of the FBCs has been secured. The total development cost since signing the Heads of Terms in March 2019 amount to £2.1 million. It is forecast that a further £1.1m is required to complete the Full Business Cases for approval which is within the approved budget position for 2022/23. Members should be aware that in line with the Ayrshire Growth Deal governance, proceeding is at risk until approval of the Full Business Cases has been achieved.

4.4 Also for noting - In order to realise the full potential of the Commercial Build project, South Ayrshire Council could use its borrowing powers to create an income generating portfolio of modern, quality commercial space, details of which will be modelled in the Full Business Case and subject to a future Leadership Panel report. This approach dramatically increases the impact of the project, raising the expected outputs from around 18,729m² (NIA) to 54,404m² (NIA) and aims to reduce the commercial viability gap which currently constrains growth and development.

5. Legal and Procurement Implications

5.1 Land acquisition will require legal support. If there is no capacity within the Legal team, then legal services will be procured through the Edinburgh City Council Legal Framework ref CT2692.

5.2 The procurement route-map will encompass acquisition and management of:

- Land;
- Buildings;
- Occupiers; and
- Professional and Technical support.

5.3 Contract strategies will be prepared for each of these pillars of development following the procurement strategy template as appropriate. The procurement and contract strategies will be interlinked through the project programme. All procurement will comply with South Ayrshire Council's Governance: Financial Regulations October 2020, Standing Orders Relating to Contracts July 2021 and Procurement Journey.

6. Financial Implications

6.1 Spend to date by project is shown in [Appendix 1](#). Further expenditure of approximately £1.1m is required to develop the projects to Full Business Case. These costs remain at risk to the Council and can only be reclaimed from the AGD programme once approval of the FBCs has been secured.

7. Human Resources Implications

7.1 Not applicable.

8. Risk

8.1 *Risk Implications of Adopting the Recommendations*

8.1.1 The cost of developing the projects remains a risk to the Council until Full Business Case approval has been secured

8.2 *Risk Implications of Rejecting the Recommendations*

8.2.1 The risks associated with rejecting the recommendations would mean that the Ayrshire Growth Deal projects cannot be progressed to Full Business Case. Sunk cost will be lost and the strategic objectives of the Aerospace and Space programme will not be delivered. Failure to meet these objectives would inhibit future growth of the cluster.

9. Equalities

9.1 The proposals in this report have been assessed through the Equality Impact Assessment Scoping process. There are no significant potential positive or negative equality impacts of agreeing the recommendations and therefore an Equalities Impact Assessment is not required. A copy of the Equalities Scoping Assessment is attached as [Appendix 2](#).

10. Sustainable Development Implications

10.1 ***Considering Strategic Environmental Assessment (SEA)*** - This report does not propose or seek approval for a plan, policy, programme or strategy or document otherwise described which could be considered to constitute a plan, programme, policy or strategy.

11. Options Appraisal

11.1 An options appraisal has not been carried out in relation to the subject matter of this report. It should be noted though that options appraisals were carried out for each project using HM Treasury's Green Book, Five Case Model. The recommended approach for each project was demonstrated to deliver the best value for public money and the highest cost / benefit ratio.

12. Link to Council Plan

12.1 The matters referred to in this report contribute to Commitment 4 of the Council Plan: South Ayrshire Works/ Make the most of the local economy.

13. Results of Consultation

13.1 There has been no public consultation on the contents of this report

13.2 Consultation has taken place with Councillor Chris Cullen Portfolio Holder for Economy and Culture, and the contents of this report reflect any feedback provided.

14. Next Steps for Decision Tracking Purposes

- 14.1 If the recommendations above are approved by Members, the Director – Place will ensure that all necessary steps are taken to ensure full implementation of the decision within the following timescales, with the completion status reported to the Leadership Panel in the ‘Council and Leadership Panel Decision Log’ at each of its meetings until such time as the decision is fully implemented:

<i>Implementation</i>	<i>Due date</i>	<i>Managed by</i>
Provide a further update to the Leadership Panel in 6 months	August 2022	Service Lead – Economy and Regeneration
Ensure development of Full Business Cases once the projects OBCs have final Scottish and UK Government approval	November 2022	Director – Place

Background Papers **Report to Leadership Panel of 25 May 2021 – [Ayrshire Growth Deal \(AGD\) - Portfolio Governance](#)**

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Date: 8 February 2022

AGD investment proposals overview

The AGD investment proposal comprises four projects. A summary of the funding sources and split between the projects is noted in the table below:

Aerospace and Space Programme	UK Government	Scottish Government	South Ayrshire Council	Total	Current Spend to date
Spaceport Infrastructure	£18m	£5m		£23m	1,410,403
ASIC	£4m	£1m	£6m	£11m	214,066
Commercial Build	£10m	£12m	£7m	£29m	213,704
Road Infrastructure		£12m	£5m	£17m	279,465
Total:	£32m	£30m	£18m	£80m	2,117,638

Project 1: Spaceport Infrastructure

This business case seeks approval to invest the £23m required for essential infrastructure to establish technically feasible and financially viable space launch services from Glasgow Prestwick Airport (GPA). The Prestwick Spaceport Project will be delivered through the Ayrshire Growth Deal (AGD) in partnership with a Launch Service Operator (LSO) and Launch Service Providers (LSP) to deliver a Spaceport facility capable of supporting multiple LSP's to launch small satellite payloads (<800Kg) into orbit from Prestwick Spaceport.

The infrastructure components of the programme will comprise the following:

<ul style="list-style-type: none"> • Payload Processing Facility 	<ul style="list-style-type: none"> • Launch System Integration Facility 	<ul style="list-style-type: none"> • Payload Integration Facility
<ul style="list-style-type: none"> • Apron and taxi-works 	<ul style="list-style-type: none"> • Launch and Mission control facilities 	<ul style="list-style-type: none"> • Access roads
<ul style="list-style-type: none"> • Fuel storage 	<ul style="list-style-type: none"> • Loading areas 	

The proposed Prestwick Spaceport will deliver a flexible Air-Launch horizontal launch system that:

- Delivers spacecraft into polar, Sun Synchronous Orbit (SSO), geostationary transfer orbit (GTO) and equatorial orbits serving the Earth observation (EO), navigation, and telecommunications markets.
- Provides commercially competitive launch services to governmental and commercial organisations.
- Meets the needs of multiple launch service providers.
- Supports a launch cadence of > 12 launches per year with a mission turnaround time of < two weeks.
- Supports fully licensed LSP, LSO and Range Service provision recognised by UK, EASA & US authorities, and is compliant with the UK-US Technology Safeguards Agreement
- Is Capable of First Operational Launch in Q4 2023

The Scottish Government has identified the space industry as a key priority and committed to growing Scotland's space sector in its Inward Investment Plan released in 2020. Space is one of nine sectors that the Scottish Government has identified as having opportunities for Scotland to become an inward investment destination of choice. The establishment of the spaceport at Prestwick will provide the catalyst to lead the consolidation and growth of the commercial space cluster in Scotland, the UK and return greater economic benefit than anywhere else in the UK. The defining quality which differentiates Prestwick from other horizontal launch sites is the strength and depth of the aerospace industry which surrounds the Spaceport.

Project 2: Aerospace and Space Innovation Centre (ASIC)

The business case seeks approval to invest £11 million for creating an Aerospace and Space Technology Application Centre, a technology application centre targeted at meeting the needs of Space and Aerospace firms through the creation of a new 4,390m² facility in Prestwick, Scotland.

The facility will build on a set of project activities, covering productivity improvement, technician skills development, augmented reality (AR), virtual reality (VR) and extended reality (XR) adoption and supply chain development. The investment complements existing innovation ecosystem support measures by addressing a clearly identified gap where firms need assistance to identify the technologies that will be relevant for them and how these can be adopted efficiently and effectively by them. Following COVID-19, this is especially true of the Prestwick Aerospace cluster with firms specialising in Maintenance, Repair and Overhaul (MRO) and those specialising in certain aircraft and component types – there has been a substantial restructuring in global airline fleets which has resulted in older aircraft being retired in bulk. Newer aircraft use different (lighter) materials, components, and engine designs. Prestwick must adapt quickly if current investment and employment levels are to be protected - ASIC will enable firms to adapt.

ASIC will be essential to ensure that the activities comprising Scotland's significant Aerospace cluster are protected and that firms in the supply chain are assisted to avail of opportunities arising from Scotland's emergent Space sector. The existing innovation support ecosystem does not address these areas in a dedicated way that meets the unique needs of these firms. ASIC will not displace existing provision – instead, it will provide an “application channel” that enables Space and Aerospace firms to access relevant technologies and processes developed elsewhere and to apply them effectively within their businesses. These applications will boost firms' productivity, enhance their competitiveness, and increase the value-add of the technical roles based within their Scottish operations.

Critically, the Aerospace sector in Scotland (centred at Prestwick) is a truly global activity. Firms in Scotland compete against other “group” companies across the globe for projects and resources. COVID-19 has driven substantial change within the airline industry with operators being ruthless in terminating lease contracts on older, thirstier aircraft. Newer aircraft require different competencies and ASIC is essential to support firms stay ahead of the competition.

The Space sector is embryonic and ASIC is critical to develop lower cost solutions for satellite producers and to support the development of Scottish supply chains to the sector

Building great careers

ASIC facilitates the introduction of a significantly new provision of vocational training that is delivered in a novel way – firms have confirmed that this is badly needed. This capability would complement those of existing Further Education providers (specifically Ayrshire College) and would open markets for commercial skills development locally.

The Prestwick business cluster comprises high value employers. Pre-COVID, Aerospace and Space were growth sectors globally and are projected to recover once air travel resumes. They provide varied, long term career pathways for skilled technicians, engineers and manufacturing personnel, thereby contributing to inclusive growth. Space and Aerospace have truly global supply chains – attempting to compete on labour cost alone is not viable, there is a need to capitalise on the capability and productivity of the workforce in the Aerospace cluster.

ASIC will be a world class Aerospace and Space Training environment aligned to the inclusive growth agenda. It will facilitate partnership opportunities between Ayrshire College and other stakeholders, including Skypath, as well as initiating co-funding opportunities with the Scottish Funding Council (SFC) and Skills Development Scotland (SDS). Given the importance of high-quality skills to the long-term competitiveness of the Prestwick cluster, ASIC would provide up to 50% of the training facilities free of charge for skills development purposes.

Future aerospace and space economy

The future of the Aerospace and Space sectors is shaped by major global trends – ranging from climate change to data management. This is recognised by both public and private sectors and significant public funding is being invested to ensure Scottish sectors remain competitive by identifying and adapting to these trends. Through becoming a partner in projects exploring key trends and their respective impacts, ASIC can help Aerospace and Space firms to keep abreast of change and to maintain sustainable businesses. ASIC can provide a real-world location with appropriate facilities to help businesses engage in these projects and create diffusion paths into the local economy.

Project 3: Commercial Build

The Outline Business Case for the Prestwick Commercial Space project seeks £29m in funding from Government to pump prime the development of Prestwick's aerospace and space park through the development of high specification industrial, office space and hangarage that

facilitates the growth driven by the AGD Aerospace and Space programme and, through a reinvestment model, eradicates the need for further public sector intervention in commercial development at Prestwick.

This OBC has been updated to reflect market changes as a result of the COVID-19 pandemic and the lessons learned. These strategic changes were necessary to enable the Prestwick Commercial Space project to meet the needs of the current market environment which include:

- Flexibility of approach
- The ability to respond quickly to market needs
- A move from speculative build to focussing on near-term opportunities
- A change in the financial model to accommodate a reduction in available capital within businesses and a need for the new costs they take on to be revenue based

The drivers for change include:

- Existing stock of business and industrial premises in the Prestwick cluster is inadequate for the needs of the aerospace and space sector
- Existing rents / yields in the Prestwick cluster are insufficient to generate new speculative build without public sector support. The cost to build would require a much higher than market rent in order for a developer to be willing to invest. This elevated rent would be unacceptable to the potential tenant as they would be unable to bid competitively for work packages while carrying this cost.
- Pre-COVID, Invest South Ayrshire identified approximately 80,000 m² of potential unfulfilled demand from the aerospace and space sectors. Current opportunities and inward investment enquiries alone are expected to create over 1,000 jobs with a number of earlier stage enquiries developing. Post-COVID there has been a significant upturn in enquires from Space Sector companies.
- The development of industrial and commercial property will further establish the cluster at Prestwick so that it achieves a critical mass, which is expected to catalyse further cluster growth as additional companies recognise the benefits of co-location. As a result, Prestwick will become the hub for the space and aerospace sectors in Scotland.
- COVID-19 has resulted in the acceleration of opportunities pertaining to the decommissioning of aircraft. Currently, development of this significant and strategically aligned market opportunity is constrained by the lack of airside hangarage.
- Evidence of consolidation, increased confidence within aerospace and ongoing growth of the space sector are all reflected in four advanced near-term commercial space projects, equating to 21,840 m², which will require public sector intervention if they are to be delivered.

Given the highly mobile nature of aerospace and space organisations, it is essential that Prestwick meet the unfulfilled demand for space at competitive prices as part of their unique offering. Public sector intervention is required to supply the ongoing demand for floorspace through a more flexible, pro-active delivery mechanism that maximises the economic impact and value for money from public investment.

The multi-national companies located at Prestwick have already found advantage from the £80m commitment that Government has made to Aerospace and Space through the Ayrshire Growth Deal to strengthen their relative positions within their groups, to fend off possible closures and, indeed, to seek new investments as their organisations are globally restructured. The pandemic has highlighted the need for the mechanisms that deliver commercial development to remain flexible in order to adapt quickly to market changes and capture opportunities for growth.

Whilst the above describes the situation as it is today, the Centre for Economic and Business Research forecast the UK aerospace sector could return to pre-pandemic levels of production by

Q1 2023. It is expected that the MRO industry will recover to pre-covid levels quicker than other areas of the sector. Therefore, demand for space is only expected to increase.

This project is vital to capture the economic growth opportunity of the aerospace and space sector.

Project 4: Road Infrastructure

The Prestwick Roads Infrastructure project seeks £17m in funding to create an effective local distributor freight and commuter road network to enable the Prestwick Aerospace and Space Programme.

The UK and Scotland's strategic ambition to be globally recognised for their aerospace and space industries, and world class business environment, integrated to Scotland's transport system is reflected in local and national key strategies.

Prestwick's airport and aerospace park developed organically from the 1930's on the outskirts of Monkton without the advantage of the planned, purpose-built transport infrastructure which typifies today's modern aerospace parks. This has resulted in linkages between the parks and significant volumes of freight and commuter traffic being routed through this small, conservation village. Near-term residential development, forecasting an increasing the settlement size by over a fifth, will intensify the volume of traffic through the village and exacerbate discord with the commercial movements.

The consultation responses noted in the 'Glasgow Prestwick Airport: Future development of space and aerospace sectors in Ayrshire, Scotland – Indicative Land Use Masterplan Autumn 2015: Aecom' included:

"Freight traffic in the local area is only likely to increase as companies grow currently Spirit has approximately 40 lorries a month entering and leaving the site. These are 40ft trailers and access to the trunk road network is constrained."

There are localised issues with traffic congestion at the start and end of the working day as well as existing conflicts with freight traffic and community (i.e. Monkton Primary School).

Fast and smooth surface connectivity, delivered through a sustainable, safe and accessible transport system, is a strategically recognised 'essential requirement' for globally competitive business parks and cluster development. From a competitive location perspective, this underpins productivity by reducing idle-dwell time and journey times for freight and workforce. To retain current and attract future investment from Prestwick's high profile aerospace businesses and prospective inward investors, it is essential that the following key issues attributable to the road infrastructure are addressed and remediated:

- obstruction to the presentation of Prestwick as a cohesive, competitive aerospace proposition
- block to co-operative and cluster development within and between the parks
- loss of confidence in the business environment by existing businesses and inward investors
- road safety risk, detrimental environmental impact and adverse impact on village life caused by high levels of heavy freight movements and high levels of commuter traffic
- conflict of interest with plans and aspirations for the future residential expansion of Monkton village

The Roads project addresses the constraints presented by the current internal road infrastructure on the Ayrshire Growth Deal growth ambitions for Prestwick Aerospace – Space. It delivers the essential road infrastructure required to enable the Spaceport, Prestwick commercial build and the Aerospace and Space Innovation Centre (ASIC) the development framework for which is provided through the overarching Prestwick Campus Masterplan.

South Ayrshire Council Equality Impact Assessment Scoping Template

Equality Impact Assessment is a legal requirement under the Public Sector Duty to promote equality of the Equality Act 2010. Separate guidance has been developed on Equality Impact Assessment's which will guide you through the process and is available to view here: [Equality Impact Assessment including Fairer Scotland Duty](#)

Further guidance is available here: [Assessing impact and the Public Sector Equality Duty: a guide for public authorities \(Scotland\)](#)

The Fairer Scotland Duty ('the Duty'), Part 1 of the Equality Act 2010, came into force in Scotland from 1 April 2018. It places a legal responsibility on Councils to actively consider ('pay due regard to') how we can reduce inequalities of outcome caused by socio-economic disadvantage, when making strategic decisions. See information here: [Interim Guidance for Public Bodies](#) in respect of the Duty, was published by the Scottish Government in March 2018.

1. Policy details

Policy Title	Ayrshire Growth Deal Aerospace and Space Programme - update
Lead Officer (Name/Position/Email)	Theo.Leijser@south-ayrshire.gov.uk

2. Which communities, groups of people, employees or thematic groups do you think will be, or potentially could be, impacted upon by the implementation of this policy? Please indicate whether these would be positive or negative impacts

Community or Groups of People	Negative Impacts	Positive impacts
Age – men and women, girls & boys	-	-
Disability	-	-
Gender Reassignment (Trans/Transgender Identity)	-	-
Marriage or Civil Partnership	-	-
Pregnancy and Maternity	-	-
Race – people from different racial groups, (BME) ethnic minorities and Gypsy/Travellers	-	-
Religion or Belief (including lack of belief)	-	-
Sex – gender identity (issues specific to women & men or girls & boys)	-	-
Sexual Orientation – person's sexual orientation i.e. LGBT+, lesbian, gay, bi-sexual, heterosexual/straight	-	-
Thematic Groups: Health, Human Rights & Children's Rights	-	-

3. What likely impact will this policy have on people experiencing different kinds of social disadvantage? (Fairer Scotland Duty). Consideration must be given particularly to children and families.

Socio-Economic Disadvantage	Negative Impacts	Positive impacts
Low Income/Income Poverty – cannot afford to maintain regular payments such as bills, food, clothing	-	-
Low and/or no wealth – enough money to meet Basic living costs and pay bills but have no savings to deal with any unexpected spends and no provision for the future	-	-
Material Deprivation – being unable to access basic goods and services i.e. financial products like life insurance, repair/replace broken electrical goods, warm home, leisure/hobbies	-	-
Area Deprivation – where you live (rural areas), where you work (accessibility of transport)	-	-
Socio-economic Background – social class i.e. parent’s education, employment and income	-	-

4. Do you have evidence or reason to believe that the policy will support the Council to:

General Duty and other Equality Themes Consider the ‘Three Key Needs’ of the Equality Duty	Level of Negative and/or Positive Impact (High, Medium or Low)
Eliminate unlawful discrimination, harassment and victimisation	Low
Advance equality of opportunity between people who share a protected characteristic and those who do not	Low
Foster good relations between people who share a protected characteristic and those who do not. (Does it tackle prejudice and promote a better understanding of equality issues?)	Low
Increase participation of particular communities or groups in public life	Low
Improve the health and wellbeing of particular communities or groups	Low
Promote the human rights of particular communities or groups	Low
Tackle deprivation faced by particular communities or groups	Low

5. Summary Assessment

<p>Is a full Equality Impact Assessment required? (A full Equality Impact Assessment must be carried out if impacts identified as Medium and/or High)</p>	<p><input type="checkbox"/> YES</p> <p><input checked="" type="checkbox"/> NO</p>
<p>Rationale for decision:</p> <p>This report advises the Panel to note progress on a previously agreed programme. Members’ decision on this has no specific equality implications</p>	
<p>Signed : Theo Leijser Service Lead Economy and Regeneration</p> <p>Date: 26 January 2022</p>	