

Impact Assessment - First Stage

1. Details of the initiative

Initiative description and summary: Accessibility to Aberavon beach via the new slipway access ramp at Scarlett Avenue car park
Service Area: Streetcare
Directorate: Environment

2. Does the initiative affect:

	Yes	No
Service users	Y	
Staff	Y	
Wider community	Y	
Internal administrative process only		N

3. Does the initiative impact on people because of their:

	Yes	No	None/ Negligible	Don't Know	Impact H/M/L	Reasons for your decision (including evidence)/How might it impact?
Age	Y					Option 1 – The ramp will remain gated and locked and will only be accessible for maintenance and emergency operations. Impact – No benefit to the general public in terms of beach access, regardless of any protected characteristic. Access to the beach at this point would have positive impact for those who live nearby or who park in the
Disability	Y					
Gender Reassignment		N				
Marriage/Civil Partnership		N				
Pregnancy/Maternity	Y					
Race		N				
Religion/Belief		N				

Sex	Y					nearby carpark, those who are older, who are disabled, young families or pregnant women, where walking to the alternative access points could be difficult. However, there are highly significant negative impacts – as the slope was constructed for maintenance and emergency operations only, the gradient is not suitable or compliant for pedestrian or disabled access.
Sexual orientation		N				<p>Option 2 – Only allow access to the beach via the ramp through the pedestrian gate, keeping the main gate locked and only accessible for maintenance and emergency operations.</p> <p>Impact – Benefit provided to the general public in terms of beach access, and particularly for those groups listed above. However, there are serious health and safety implications associated with providing unrestricted access at this location, owing to the gradient (as above) of the ramp and tidal processes.</p> <p>Option 3 – As Option 2 above, with the addition of some form of barrier to prevent wheelchair and motorcycle access. Installation of signage identifying that use of motorbikes on the dunes is illegal along with safety signage highlighting the risks of using the ramp for pedestrian access. Additional car parking spaces to be provided near to the purpose built DDA access ramp. Remedial and upgrading of the DDA access ramp has just been delivered as part of the Aberavon Promenade Coastal Risk Management Scheme.</p> <p>Impact - Benefit provided to the general public in terms of beach access, however the main benefit of access at this location will only be provided to individuals that do not require wheelchair/walking aids due to the restrictive barrier recommended as a measure to reduce risk in terms of the health and safety of the general public.</p>

						<p>A ramp specifically designed for disabled access to the beach is located further along the promenade and an increase in the number of disabled parking bays is proposed to accommodate potential increased access. Benefit provided to individuals with a disability due to the proposal of increasing disabled parking bays near to the dedicated DDA ramp.</p> <p>Option 4 – Further restrict access to the ramp by extension of the weldmesh fencing to the East and West. Impact - No benefit to the general public in terms of beach access, regardless of any protected characteristic.</p>
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4. Does the initiative impact on:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence used) / How might it impact?
People's opportunities to use the Welsh language			Negligible		L	Options 1, 2 and 4 – No impact on people's opportunities to use the Welsh language. Option 3 – Any signage erected in line with this option will be in Welsh and English.
Treating the Welsh language no less favourably than English			Negligible		L	Options 1, 2 and 4 – No impact on people's opportunities to use the Welsh language. Option 3 – Any signage erected in line with this option will be in Welsh and English.

5. Does the initiative impact on biodiversity:

	Yes	No	None/ Negligible	Don't know	Impact H/M/L	Reasons for your decision (including evidence) / How might it impact?
To maintain and enhance biodiversity	Y				H	Baglan Burrows sand dunes, which is owned by St. Modwen's, is extremely prone to illegal motorbike use. In addition to local use, the site has gained a reputation as a training venue prior to competitions, and has reportedly been listed on biking websites. Use of the bikes on the dunes is a serious H&S issue and the Council (primarily the Countryside and Wildlife Team) has had numerous complaints on the matter over the years. The Council has reported it to the police where we have direct knowledge of bikes there and we encourage the public to report incidents themselves. In addition to obvious H&S issues associated with this activity, the bikes are having a negative impact on the dune habitat, as there are now extensive areas of bare sand within the dune system. Whilst some dune mobility, with open areas, can be positive for sand dune habitats, the damage is now too extensive, causing loss of plant species and likely to be impacting on fauna species. Whilst options 1, 3 and 4 would have no negative impact on ecosystem, option 2 would provide a direct access to the dune system for motorcyclists and so be detrimental to the area.
To promote the resilience of ecosystems, i.e. supporting protection of the wider environment, such as air quality, flood alleviation, etc.	Y				H	As above.

6. Does the initiative embrace the sustainable development principle (5 ways of working):

	Yes	No	Details
Long term - how the initiative supports the long term well-being of people	Y		Providing additional beach access at Aberavon directly in front of a designated car parking area can assist in the wellbeing improvement of both children and adults. However the safety implications associated with doing so may potentially have a significantly negative impact on people's wellbeing.
Integration - how the initiative impacts upon our wellbeing objectives	Y		Providing additional beach access at Aberavon directly in front of a designated car parking area can assist in the wellbeing improvement of both children and adults. However the safety implications associated with doing so may potentially have a significantly negative impact on people's wellbeing.
Involvement - how people have been involved in developing the initiative	Y		Numerous meetings were held concerning the ramp access arrangements throughout the various stages of the Aberavon Promenade Coastal Risk Management Scheme development in 2019, including with the countryside and wildlife team, Trem y Mor care home, local councillors and the general public. The main action resulting from the meetings held was for the project team to consider opening the new ramp to pedestrian access in addition to its intended purpose. The team subsequently assessed the risk and the feasible options available for doing so, which have now been detailed in a report for which this assessment is being carried out.
Collaboration - how we have worked with other services/organisations to find shared sustainable solutions	Y		The board report to which this stage 1 IIA has been prepared for is the result of collaboration and communication with various services and organisations during the planning, construction and post construction stages of the Aberavon Promenade Coastal Protection Scheme. Numerous meetings were held concerning the ramp access arrangements through the various stages of the project, including with the countryside and wildlife team, Trem y Mor care home, local councillors and the general public.

<p>Prevention - how the initiative will prevent problems occurring or getting worse</p>	<p>Y</p>		<p>Options 1 and 4 will prevent safety issues arising by restricting pedestrian access to the beach.</p> <p>Option 2 poses a safety issue for disabled individuals, young families with children, and pregnant women who would likely make use of the ramp to access the beach at Scarlett Avenue due to the tidal processes at this location as well as the gradient of the slope.</p> <p>Option 3 mitigates the issues associated with preventing a problem in option 2. Furthermore, it will prevent safety issues associated with options 1 and 4 associated with accessing the beach via the steep dune system.</p>
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7. Declaration - based on above assessment (tick as appropriate):

<p>A full impact assessment (second stage) is not required</p>	<p>✓</p>
<p>Reasons for this conclusion</p> <p>After completing the assessment it has been determined that the proposal - to initially implement option 1 and to continue to monitor the situation and implement option 3, should further correspondence or new risks arise rendering option 1 no longer suitable - does not require a full Impact Assessment (second stage). The proposal has no significant negative impact on service users, initially has no adverse impact on people who share protected characteristics or on people's ability to use the Welsh language. Furthermore, initially there will be no impacts on biodiversity.</p> <p>Should the need arise in the future to implement option 3, there will be a beneficial impact for service users. There is a low impact associated with this option for individuals with certain disabled characteristics, though mitigation will be provided by way of introducing further disabled parking spaces near to the dedicated DDA ramp and through the improvements made to that ramp during the Aberavon Promenade Coastal Risk Management Scheme. There is a negligible impact in terms of the Welsh language with any signage associated with option being erected in both Welsh and English. Furthermore, initially there will be no impacts on biodiversity.</p> <p>The initiative embraces the sustainable development principle, by contributing to the Council's three well-being objectives. It does so by improving the wellbeing of both children and adults within the community by ensuring a safe environment through either restricting access where safety issues are a concern, or by implementing mitigation measures in order to reduce any risk associated with access the beach via the ramp.</p>	

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A full impact assessment (second stage) is required	
Reasons for this conclusion	

	Name	Position	Signature	Date
Completed by	James Davies	Drainage Manager	J M Davies	21-April-2021
Signed off by	Mike Roberts	Head of Service/Director	M Roberts	22-April-2021