

## **Appendix 3 - Integrated Impact Assessment (IIA) Report**

This form should be completed when a screening form has indicated a full Integrated Impact Assessment is required and found to be relevant to Equality Act 2010, Socio-economic Duty and Well-being of Future Generations (Wales) Act 2015

**Please refer to the 'IIA Report Form Guidance' while completing this form. If you need further support, please contact [accesstoservices@swansea.gov.uk](mailto:accesstoservices@swansea.gov.uk).**

### **Which service area and directorate are you from?**

Service Area: Highways & Transportation

Directorate: Place

### **Q1(a) What are you assessing?**

- New and revised policies, practices or procedures
- Service review, re-organisation or service changes/reductions, which affect the wider community, service users and/or staff
- Efficiency or saving proposals
- Setting budget allocations for new financial year and strategic financial planning
- New project proposals affecting staff, communities or accessibility to the built environment, e.g., new construction work or adaptations to existing buildings, moving to on-line services, changing location
- Large Scale Public Events
- Local implementation of National Strategy/Plans/Legislation
- Strategic directive and intent, including those developed at Regional Partnership Boards and Public Services Boards which impact on a public bodies functions
- Medium to long term plans (for example, corporate plans, development plans, service delivery and improvement plans)
- Setting objectives (for example, well-being objectives, equality objectives, Welsh language strategy)
- Major procurement and commissioning decisions
- Decisions that affect the ability (including external partners) to offer Welsh language opportunities and services
- Other

### **(b) Please name and fully describe initiative here:**

#### **Mumbles Coastal Defence Project**

Mumbles sea wall provides flood and erosion risk management to Mumbles, however it is currently its too low, in poor condition and at risk of coastal flooding. Surveys have identified signs of structural deterioration of the existing defences and remedial measures are required.

The proposed development will comprise a series of coastal flood defences along Mumbles Bay. The series of works will include three main sections; the encasement of the existing seawall with stepped apron and steel sheet piled toe; the construction of new sea wall and parapet, aligned seaward of the existing structure with stepped apron and steel sheet piled toe; and the encasement of the existing inclined revetment structure with parapet and a steel sheet piled toe.

The scheme seeks to provide not only a flood defence betterment, but also wider benefits for regeneration and tourism. Works include widening of the existing promenade to create a segregated pedestrian footpath and cycleway. This will improve connectivity and accessibility, and promote sustainable active travel. Other public realm improvement include improved seating, views and connectivity, with enhanced hard and soft landscaping. These will provide visual improvements to the area, creating a sustainable and attractive waterfront - an asset to the local community and an attraction for visitors.

**(c) Will this initiative result in any changes needed to the external or internal website?**

**Yes**       **No**      **If yes, please provide details below**

Monthly/bi-monthly updates to members of the public updating the progress of the scheme issued through comms department.

**(d) It was initially screened for relevance on: N/A**

**(e) Lead Officer**

**Name:** David Hughes

**Job title:** Principal Engineer

**Date:** 26/07/22

**(e) Approved by Head of Service**

**Name:** Stuart Davies

**Job title:** Head of Highways & Transportation

**Date:** 29/07/22

## **Section 1 - Aims**

### **What are the aims of the initiative?**

The main aim of the initiative is to improve the deteriorating flood protection, so that Mumbles will continue to be protected now and in the future, as flooding is predicted to significantly increase with sea levels set to rise (estimated at 0.75m) between 2021 and 2070.

In addition to providing flood protection, the aim is also to provide improved connectivity to the town centre and local businesses widening of the existing promenade to provide space for both pedestrians and cyclists, improving accessibility, and promoting sustainable active travel for non car modes.

### **Who has responsibility?**

Swansea Council manage and maintain the highway, carriageway and footways. The Council will also lead the design and delivery of the proposals to introduce / enhance shared pedestrian and cycle facilities following Welsh Government Active Travel Design Guidance.

## Who are the stakeholders?

Disability / Access Groups

Local Walking and Cycling Groups

South Wales Police

Local Councillors

Local schools (Primary and Secondary)

Residents

Community Group

Statutory Undertakers

Natural Resource Wales (NRW)

Mumbles Community Council (project discussed with members of the community council)

Mumbles Development Trust (project discussed with members of the trust)

## Section 2 - Information about Service Users (See guidance)

In order to complete this section you will need to look to data such as Census data, research and performance management information, surveys, future trends, service user data, socio-economic data from recent consultations, engagement and research

Children/young people (0-18) .....	<input checked="" type="checkbox"/>	Sexual orientation.....	<input type="checkbox"/>
Older people (50+).....	<input checked="" type="checkbox"/>	Gender reassignment.....	<input type="checkbox"/>
Any other age group .....	<input checked="" type="checkbox"/>	Welsh language.....	<input checked="" type="checkbox"/>
Future generations (yet to be born) .....	<input checked="" type="checkbox"/>	Poverty/social exclusion .....	<input checked="" type="checkbox"/>
Disability .....	<input checked="" type="checkbox"/>	Carers (including young carers).....	<input type="checkbox"/>
Race (including refugees).....	<input type="checkbox"/>	Community cohesion.....	<input type="checkbox"/>
Asylum seekers .....	<input type="checkbox"/>	Marriage & civil partnership .....	<input type="checkbox"/>
Gypsies & Travellers.....	<input type="checkbox"/>	Pregnancy and maternity.....	<input type="checkbox"/>
Religion or (non-)belief .....	<input type="checkbox"/>		
Sex .....	<input checked="" type="checkbox"/>		

**Please provide details of the information you hold in relation to the groups above:**

# OYSTERMOUTH

Information, Research & GIS (Strategic Delivery)

The information in this profile relates to the former ward prior to the  
Profiles on the basis of the new wards will be developed as soon as





## POPULATION STATISTICS

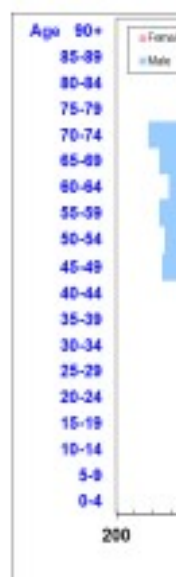
### Mid-2020 population estimates

Population	Oystermouth		Swansea %
	Total	%	
<b>Aged: 0-4</b>	130	3.2	4.9
5-15	392	9.8	12.0
16-24	309	7.7	13.6
25-44	732	18.2	25.3
45-64	1,244	31.0	24.4
65-74	641	16.0	10.5
75+	565	14.1	9.3
<b>Total</b>	<b>4,013</b>	100	100
Male	1,916	47.7	49.8
Female	2,097	52.3	50.2

- 23<sup>rd</sup> highest ward population in Swansea, but 13<sup>th</sup> most densely populated (2020)
- Relatively low percentage of people aged under 24 (especially 16-24) and higher proportions aged over 45 than the Swansea average
- Lower birth and death rates than Swansea averages (2020)
- Smaller proportion of people born in Wales
- Large proportion of people with higher level qualifications and older (aged 65+) person/family households.

### 2011 Census Data

Population Characteristics	Oystermouth	Oystermouth %
<b>People: born in Wales</b>	2,815	67.7
born outside UK	272	6.8
in non-white ethnic groups	123	3.1



Source: Small Area Statistics

Births & Deaths	
Births (2019)	10.1
Birth F	5.1
Deaths (2019)	10.1
Death F	5.1

Source: 2020 Statistics  
Note: Birth and death rates per 1,000 population

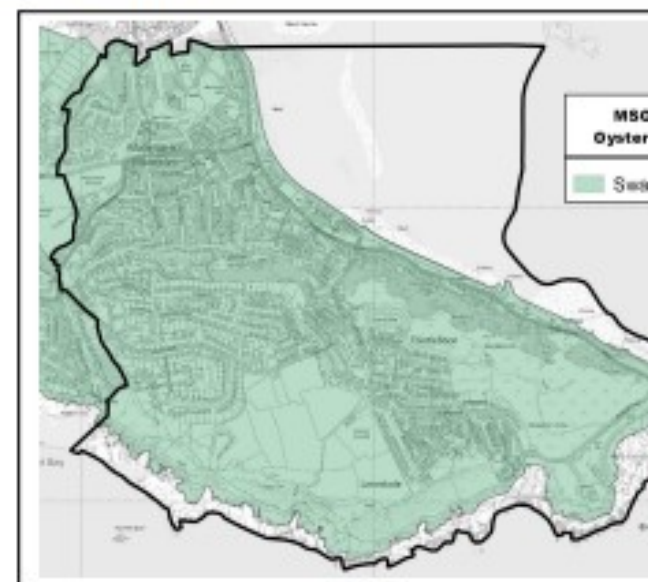
## ABOUT THE WARD

Oystermouth is located at the most southerly point of Swansea development. The ward consists of the coastal village of Oystermouth, the suburban shopping centre and holiday resort, and is commonly known as the three outcrops of rock at the western end of the bay.

Development initially occurred around the area of Oystermouth strip from the early 19<sup>th</sup> century, particularly following the opening of the Swansea passenger railway service in 1807 and the area's emergence as a tourist destination. Further housing development occurred in the south (such as Limeslade and Thistleboon) in the post-war period.

## SOCIO-ECONOMIC DATA

- Estimates of average net annual household income for Oystermouth based on ONS model-based estimates at MSOA (Middle Super Output Area) level. The figure for Swansea 031, the MSOA which most closely matches Oystermouth, is £30,300; the 4<sup>th</sup> highest (of 31 MSOAs) in Swansea with a median of £26,900.





## HOUSING STATISTICS

### Accommodation Type and Tenure

Household Accommodation Type	Oystermouth
<b>All household spaces</b> (incl. vacant/second homes)	<b>2,323</b>
Detached	729
Semi-detached	474
Terraced (incl. end terrace)	796
Flat, maisonette or apartment	319
Caravan or other mobile/temporary	5

Household Tenure	Oystermouth
<b>All households</b>	<b>1,975</b>
<b>Households: Owned:</b> outright	909
Owned with a mortgage or loan	621
<b>Households: Rented:</b> Social Rented; from Council	4
Social Rented; Other (incl. RSL/HA)	29
Private Rented (total)	367
Other (incl. Shared Ownership, Living Rent Free)	45

Source: 2011 Census, ONS.

### Average house price (by type), 2019-20

Ward \ Type:	Detached	Semi-det.	Terraced
<b>Oystermouth</b>	£434,995	£254,000	£251,000
Change on year	+\$9,995	-\$11,000	+\$13,500
Change %	(+2.4)	(-4.2)	(+5.7)
Swansea average	£255,000	£152,000	£118,250
%-change (annual)	+4.1% (+£10,005)	+2.0% (+£3,005)	+4.2% (+£4,750)

Source: House Price Statistics for Small Areas (HPSSAs), ONS. Note: £ figures are in thousands (where available) for year ending June 2020, calculated using Land Registry data.

### Dwelling Stock by Council Tax Band, March 2020

## WELSH INDEX OF MULTIPLE DEPRIVATION

- WIMD 2019 based on Lower Super Output Area (LSOA) geography – Oystermouth consists of three LSOAs.
- Oystermouth 1 ranked most deprived in overall index (116<sup>th</sup> of 148 in Swansea, 1719<sup>th</sup> of 1,909 in Wales), with Oystermouth 3 ranking as the least deprived of the area's LSOAs (136 in Swansea, 1826 in Wales).
- In the individual domains, Oystermouth 2 (the southernmost LSOA in the ward) ranks relatively highly in the access to services domain (840 in Wales).
- Oystermouth 1 and 3 are ranked relatively highly in the housing cost in Wales).



LSOA	Overall index		Domains: Income		Employment		Health		Education		Access to Services	
Oys 1	116	1719	103	1522	123	1608	131	1706	120	1721	136	1803
Oys 2	124	1760	132	1764	117	1551	136	1794	137	1826	49	840
Oys 3	136	1826	127	1739	139	1772	147	1879	142	1855	148	1902

Source: WIMD 2019 (published November 2019), Welsh Government. Note: LSOAs are ranked from most to least deprived.

## ECONOMIC ACTIVITY, LABOUR MARKET AND BENEFIT STATE

Economic Activity (people aged 16-74)	Oystermouth	Oyst
<b>Economically Active</b>	<b>2,032</b>	
Employees: Part-time and Full-time	1,479	
Self-employed	388	
Unemployed	84	
<b>Economically Inactive</b>	<b>1,005</b>	
Retired	629	
Looking after Home or Family	89	
Long-term Sick or Disabled	67	
Other	35	

Any actions required, e.g. to fill information gaps (write below and add to action plan)?

### Section 3 – Assessing the Impact (See guidance)

Please consider the possible impact on the different protected characteristics and statutory considerations:

	Potential Impacts	Positive / Negative/Neutral Impact/Needs further investigation	Prompts (not an exhaustive list) Consider:
<b>Race</b>	The benefit will be provided regardless of race, ethnicity and nationality.	Neutral	Ethnicity Nationality Gypsies / Travellers Language: interpreter provision Refugee / Asylum Seekers Migrants Awareness events <a href="#">United Nations Convention on the Elimination of All Forms of Racial Discrimination (UNCERD)</a>
<b>Disability</b>	<p>In line with British Standards and Welsh Government Active Travel Guidance, step-free access routes have been used where possible, using a 1:20 slope to ensure the promenade is accessible for all.</p> <p>Opposite Cornwall Place a 1:20 slope is used adjacent to steps to ensure a step-free access is provided between the flexible use space and Southend Gardens.</p> <p>Share with care signage will be installed at suitable points along the route to remind users to be</p>	Positive	Mobility / Dexterity Blind or Visually impaired Deaf or Hearing impaired Mental Health Learning Disabilities Dementia Neurological difference / Autism Access to buildings/ facilities Access to communication methods Dietary requirements Other Long Term Health Conditions <a href="#">United Nations Convention on the Rights of Persons with Disabilities (UNCRPD)</a>

	Potential Impacts	Positive / Negative/Neutral Impact/Needs further investigation	Prompts (not an exhaustive list) Consider:
	<p>considerate of other users.</p> <p>Safe, high-quality cycle and pedestrian routes could offer increased independence for many people with disabilities, who may potentially be able to walk or cycle, but might feel unsafe cycling on or crossing the road.</p> <p>The opportunity for increased physical activity through active commuting could have benefits in preventing and mitigating chronic illnesses that can exacerbate disabilities.</p> <p>Segregated pedestrian and cyclist routes will provide a safer environment to those who are visually impaired or hearing impaired.</p>		
<b>Carers</b>	<p>It is possible that the scheme may improve accessibility for carers and their cared. Increased accessibility through pedestrian and cycle network improvements should make travel for carers easier.</p>	Neutral	<p>Providing unpaid and informal care</p> <p>A child caring for a disabled parent</p> <p>An older person caring for a friend who has a mental health issue</p> <p>A young adult caring for a sibling with substance misuse difficulties</p> <p>An adult caring for an older relative who is elderly, frail or experiencing dementia</p>
<b>Sex</b>	<p>National surveys have shown women only make up 24.7% of cyclists. A Sustrans survey found that not feeling safe was the biggest concern women had about cycling, with 67% of women choosing 'cycle lanes separated from traffic' as the number one thing what will get more women cycling. This traffic free route will align to this belief.</p>	Positive	<p>Men / Women</p> <p>Gender Identity</p> <p>Childcare</p> <p>Gender Pay Gap</p> <p>Domestic abuse</p> <p><a href="#">United Nations Convention on the Elimination of All Forms of Discrimination against Women (UNCEDAW)</a></p>



	Potential Impacts	Positive / Negative/Neutral Impact/Needs further investigation	Prompts (not an exhaustive list) Consider:
	Improved lighting along the promenade will help create a safer environment for all genders.		
<b>Age</b>	<p>The works facilitate enhanced walking and cycling opportunities for all ages. An objective of active travel routes is to encourage and then retain their use as part of a normal pattern, the earlier in life this can commence then the greater the opportunity for walking and cycling to be considered the normal mode of travel etc.</p> <p>An increased number of benches has been provided to provide safe, comfortable rest points throughout the length of the promenade.</p> <p>Increased independence for both older and younger people as there is a safer, more efficient and reliable transport service that doesn't rely on the ability to drive.</p> <p>The informal play opportunities proposed along the promenade will encourage children to interact with the seafront planting and provide opportunities for ecological education to be weaved into the structures.</p> <p>Improved connectivity to existing park and enhancement of park equipment.</p>	Positive	<p>Older People including citizens with dementia. Could the initiative contribute to the 'age friendly' agenda or improve the experience of getting older in Swansea</p> <p>Children, Young People</p> <p>Cross-generational working offers a wide variety of benefits</p> <p>Working Age People, Young Families</p> <p>Demographics</p> <p>NB: Where children / young people are affected complete the <a href="#">Childrens Rights Checklist</a></p> <p><a href="#">United Nations Convention on the Rights of the Child (UNCRC)</a></p> <p>Caring responsibilities</p>

	<b>Potential Impacts</b>	<b>Positive / Negative/Neutral Impact/Needs further investigation</b>	<b>Prompts</b> (not an exhaustive list) <b>Consider:</b>
<b>Future generations (yet to be born)</b>	<p>The provision of enhanced sea defence/flood risk management will safeguard the area for future generations.</p> <p>Enhanced public realm as a result of the works will maximise social and environmental benefits to the area for years to come. Soft landscape features would include the introduction of additional promenade trees a feature of Mumbles Promenade which would benefit townscape and seascape character.</p> <p>Several plant species chosen will also provide nectar sources for bees and improve the local biodiversity.</p>	Positive	We must ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs
<b>Religion &amp; Belief</b>		Neutral	Faith Communities Non Beliefs Dietary requirements Vegetarianism/Veganism Other philosophical beliefs Dress code/uniforms Religious festivals/activities, agile working
<b>Sexual Orientation</b>		Neutral	Gay Lesbian Bi-sexual Heterosexual Terminology Confidentiality about sexuality <a href="https://www.stonewall.org.uk/">https://www.stonewall.org.uk/</a>

	Potential Impacts	Positive / Negative/Neutral Impact/Needs further investigation	Prompts (not an exhaustive list) Consider:
<b>Gender Reassignment</b>		Neutral	A person who proposes to, starts or has changed their gender identity Transgender Appropriate language use, ie, appropriate pronouns
<b>Marriage &amp; Civil Partnership</b>		Neutral	Marital status Civil Partnership status
<b>Pregnancy &amp; Maternity</b>	More benches, landscaping and seating areas.  Improved surface	Positive	Pregnant mothers Those entitled to maternity and paternity leave Foster/Adoption Breastfeeding mothers
<b>Welsh Language</b>	All signage along the promenade will be bilingual with Welsh language displayed above English.	Positive	Ensuring equal status of both Welsh and English languages. Availability of and access to services, activities and information. Rights of individuals to ask for WL services. Impact on Welsh speaking communities, including: Positive / negative effects on opportunities to use the WL. Possible changes to number/percentage of Welsh speakers Job opportunities / Staffing changes. Training needs and opportunities Availability of Welsh medium education
<b>Socio Economic Considerations</b>	Protection of existing businesses from flooding.  Improved connectivity to businesses  Improved public realm, increased tourism	Positive	People living in less favourable social and economic circumstances than others in the same society. Disadvantage may be exacerbated by many factors of daily life, not just urban or rural boundaries. The impact on limited incomes are significant but also consideration needs to be given to service accessibility and barriers to participation. 'Intersectionality' issues - where identity compounds

	Potential Impacts	Positive / Negative/Neutral Impact/Needs further investigation	Prompts (not an exhaustive list) Consider:
			socio-economic status, e.g., single parents (often women), disabled people, some BAME groups.
<b>Human Rights</b>		Neutral	See <a href="#">Human Rights Articles</a> .
<b>Intersectionality</b>		Neutral	The way in which power structures based on factors such as gender, race, sexuality, disability etc. interact with each other and create inequalities, discrimination and oppression. (the multiple layers of discrimination)
<b>Community Cohesion</b>	<p>The promenade itself is a vital amenity for the local community and key to the Mumbles destination and visitor experience. It links Mumbles to Mumbles Pier and the city centre, forming part of the Wales Coast Path.</p> <p>The promenade allows for public access (both pedestrian and cycle provision) to Oystermouth Car Park, Oyster Wharf, the tennis courts and bowling green, Southend Gardens, Hennebont Gardens and Pilot Slipway.</p> <p>Looking to improve signage, wayfinding and reference to community history</p>	Positive	<p>Think about relationship between people from different backgrounds, community tensions, community facilities</p> <p><a href="http://gov.wales/topics/people-and-communities/communities/communitycohesion/?lang=en">http://gov.wales/topics/people-and-communities/communities/communitycohesion/?lang=en</a></p>
<b>Other (please state)</b>			Eg, Modern Slavery, Safeguarding, Other Covid effects, Ex-offenders, Veterans, Care Leavers, Substance Abuse, Homeless



<b>Human Rights Act 1998</b>	
• Article 2	Right to life
• Article 3	Freedom from torture and inhuman or degrading treatment
• Article 4	Freedom from Slavery and forced labour
• Article 5	Right to liberty and security
• Article 6	Right to a fair trial
• Article 7	No punishment without law
• Article 8	Respect for private life, family, home and correspondence
• Article 9	Freedom of thought, belief and religion
• Article 10	Freedom of expression
• Article 11	Freedom of Assembly and association
• Article 12	Right to marry and start a family
• Article 13	Right to access effective remedy if rights are violated
• Article 14	Protection from discrimination
• Protocol 1, Article 1	Right to a peaceful enjoyment of your property
• Protocol 1, Article 2	Right to education
• Protocol 1, Article 3	Right to participate in free elections
• Protocol 13, Article 1	Abolition of the death penalty

**If you have identified any areas which need further investigation, these will need to be added to your action plan**

## **Section 4 - Involvement**

**Please consider all of your involvement activities here, e.g. participation, consultation, engagement, co-productive approaches, etc.**

**What involvement has been undertaken to support your view? How did you ensure this was accessible to all?**

### **Stakeholder engagement**

The scheme has been developed working closely with stakeholders to understand their concerns, address their needs as part of the scheme and to decide how best to go forward. The discussions were primarily with CCS in its role as asset owner, Coastal Protection Authority, Local Planning Authority, Highways Authority and Civil Protection Unity. Other teams engaged include Economic Regeneration and Planning, Drainage and Coastal Defence, Nature Conservation, Ecology and Culture and Tourism Sections.

There have also been discussions with Glamorgan-Gwent Archaeological Trust (GGAT) in regard to the impacts of the proposed development on the associated heritage assets.

CCS have informed and consulted local Councillors, Community Council, and Mumbles Development Trust during the preparation of the scheme.

NRW have been kept informed of the scheme preparation and were supportive in regard to the principles of the scheme.

### **Public Engagement**

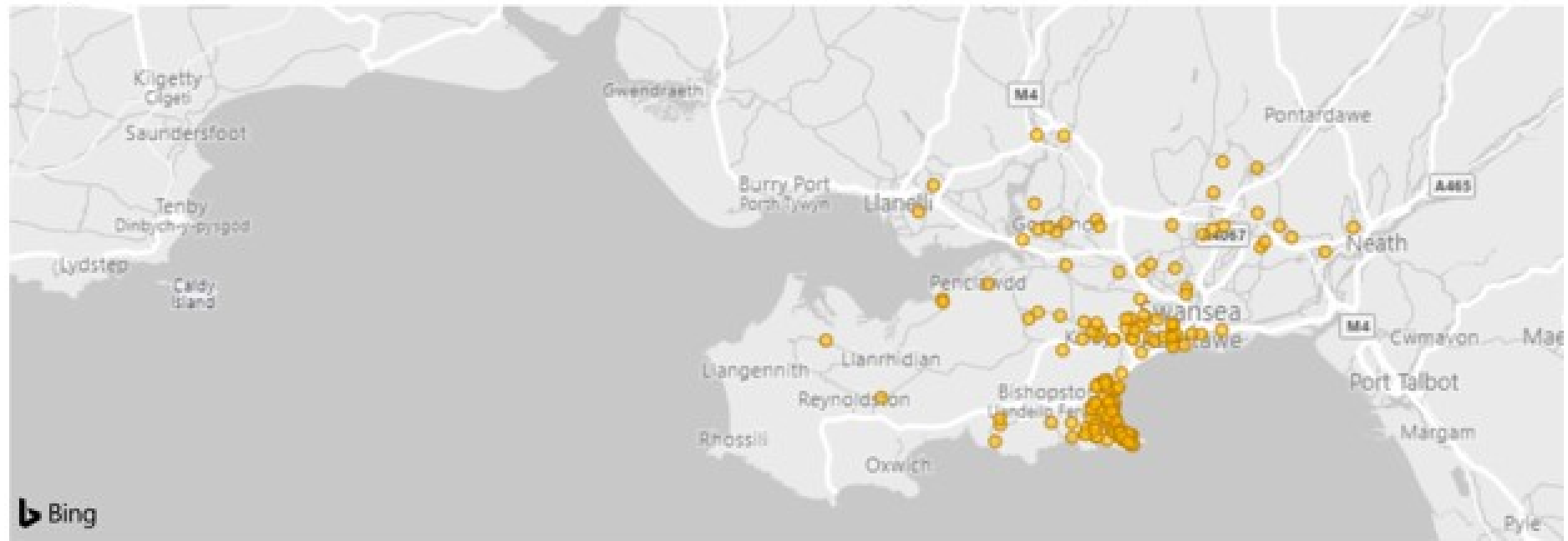
Through the Covid-19 pandemic the public were consulted prior to the commencement of the detail design phase of the scheme through an online presentation and Microsoft Forms Survey. Hard copies of the drawings and presentation were also available to the public in Mumbles Library. The survey ran from 17th May 2021 until 7th June 2021. The majority of the feedback for the scheme was very positive and the main concerns were addressed as part of the detailed design.

- **216 Responses**
- **Almost 42 % (90 responses) from Mumbles Residents**



LDĀDESIGN

### Respondent locations



Number of | How would you describe yourself?

Progress reports to be undertaken and published throughout construction.

## What did your involvement activities tell you? What feedback have you received?

The public engagement survey received 216 responses and the scheme was overall well received.

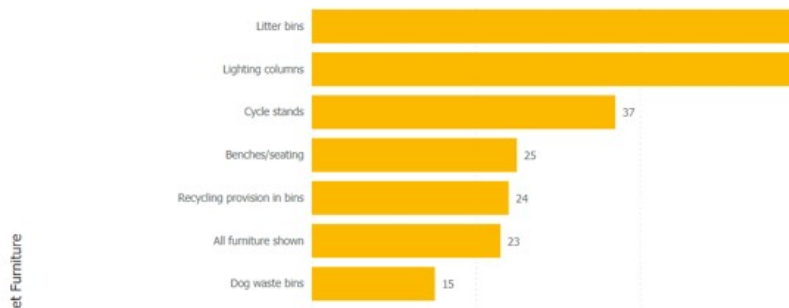
The public requested:

- segregation between pedestrians and cyclist to improve safety of the promenade
- the project to include elements of reference to the Mumbles historic railway and oyster industry
- improved lighting to be provided by the scheme

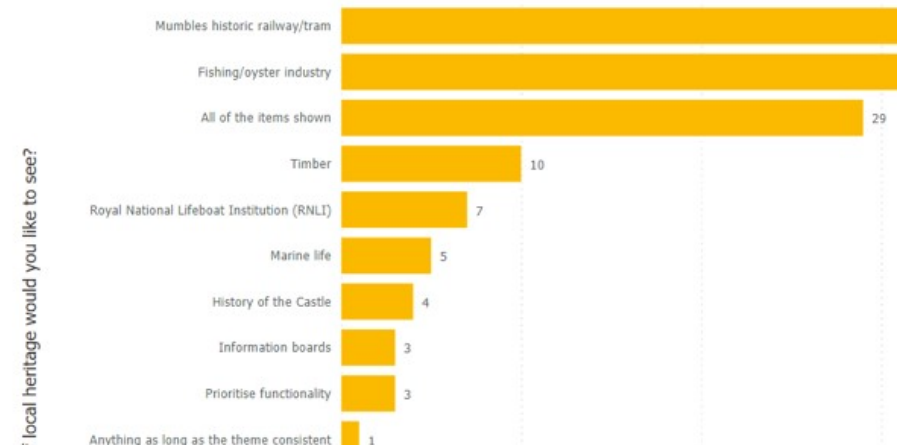
Concern was raised over the proposal blocking the view for children/wheelchair uses.

*“There may be the opportunity for new street furniture and the presentation shows some options. What sort of furniture would you like to see there?”*

- You raised the requirement for additional Litter bins and any other aspect



*“Designs of new Promenade items – such as the seating – should reference Mumbles history. What type of local heritage would you like to see in a new-look Promenade?”*



## How have you changed your initiative as a result?

- The proposed design includes a segregated cycleway (3.5m wide) and pedestrian walkway (2.5m wide)
- Elements of public realm enhances have been included in the proposed design that reflect the history of the old railway
- The height of the proposed parapets and the associated promenade level have been designed to consider the view for children/wheelchair uses
- Most street furniture items will be recessive items of simple form that will include lighting columns and lighting bollards to provide lighting for the promenade

The seafront parking is proposed to be rationalised and moved off the promenade with 3 primary parking areas created in addition to the existing Oystermouth Car Park and Knab Rock Car Park.

There are also a substantial number of respondents both for and against addition parking provision.

**Any actions required (e.g. further engagement activities, mitigation to address any adverse impact, etc.)? (Add to action plan)**

No

## **Section 5 – Duties (please see guidance)**

**Please consider how the initiative might address the following issues. How will the initiative impact on the duties set out below? Think about what work you have already done to improve the outcomes.**

<b>Public Sector Duty – how will the initiative address the below?</b>	
Foster good relations between different groups	By promoting cycling along shared use paths, there is a risk that disabled people and other vulnerable groups are concerned for their safety and avoid using the streets and paths the cycle route passes through. One of the main perceived concerns in the provision of shared use paths is that cyclists would not be considerate to other users of the footway and pathways, with the impact being that vulnerable pedestrians may not be aware of approaching cyclists. However research evidences that this perceived conflict doesn't occur as users moderate their behaviour in the presence of other users. By creating a defined shared use path, less abled cyclists will feel more confident cycling along the defined route.
Elimination of discrimination, harassment and victimisation	The provision of enhanced walking and cycling facilities will provide opportunities for low cost forms of transport, improving opportunities for those in transport poverty across the area, linking with neighbouring communities and provide safe routes to areas of employment.
Advance equality of opportunity between different groups	Equal opportunities for all groups
<b>Socio-economic Duty - Describe any issues identified as a result of the initiative for those people experiencing and living in poverty</b>	
a) Communities of place	The provision of enhanced walking and cycling facilities will provide opportunities for low cost forms of transport, improving opportunities for those in transport poverty across the area, linking with neighbouring communities and provide safe routes to areas of employment.



b) Communities of interest	
<b>How does your proposal ensure that you are working in line with the requirements of the Welsh Language Standards (Welsh Language Measure (Wales) 2011)? (beyond providing services bilingually)</b>	
a) To ensure the Welsh language is not treated less favourably than the English language	Bi-lingual signage and road markings where applicable will be provided. All publicity / plans of route issued to the public will be bi-lingual. In all cases Welsh text will be shown first above English text.
b) That every opportunity is taken to promote the Welsh language	Bi-lingual signage and road markings where applicable will be provided. All publicity / plans of route issued to the public will be bi-lingual. In all cases Welsh text will be shown first above English text.
c) Increase opportunities to use and learn the language in the community	Bi-lingual signage and road markings where applicable will be provided. All publicity / plans of route issued to the public will be bi-lingual. In all cases Welsh text will be shown first above English text.
<b>United Nations Convention on the Rights of the Child (UNCRC): Many initiatives have an indirect impact on children and you need to consider whether the impact is positive or negative in relation to both children's rights and their best interests</b>	
<b>Will the initiative have any impact (direct or indirect) on children and young people (think about this age group holistically e.g. disabled children, those living in poverty or from BME communities)?</b>	
The improved active travel route will provide safer routes for children and young persons in the community and promote healthy lifestyle choices in mode of transport used. The new promenade will also enable families with young children safe provision within the community. New children's play facilities will improve access to recreation and will branch out from traditional play parks to provide better cognitive engagement for children.	
<p><b>All initiatives must be designed / planned in the best interests of children and young people.</b>  <i>Best interests of the child (Article 3): The best interests of children must be the primary concern in making decisions that may affect them. All adults should do what is best for children. When adults make decisions, they should think about how their decisions will affect children. This particularly applies to budget, policy and law makers.</i></p> <p><b>Please explain how you meet this requirement:</b></p>	
Provision of improved active travel routes will encourage children to stay active and provide a safe environment to cycle and scoot. The provision of Incidental play areas is expedient to employ a concept that will appeal to all age groups and abilities.	

## Section 6 - Sustainable Development

The Well-being of Future Generations Act (Wales) 2015 places a well-being duty on Swansea Council to carry out sustainable development. This is in line with the Council's Sustainable Development Policy and our Corporate Plan's Well-being Objectives. We must work in a way that improves the economic, social, environmental and cultural well-being of Wales, by taking action, in accordance with the sustainable development principle, aimed at achieving the well-being goals.

The sustainable development principle means we must act in a manner, which seeks to ensure that the needs of the present are met without compromising the ability of future generations to meet their own needs. We do this by applying the five ways of working.

### 6a) The Sustainable Development Principle's Ways of Working

The Five Ways of Working	Examples or summary of how applied
<p><b>Long term</b> - The importance of balancing short-term needs while safeguarding the ability to also meet long-term needs</p>	<p>The risk of flooding is predicted to significantly increase with sea levels set to rise (estimated at 0.75m) between 2021 and 2070.</p> <p>The purpose of the proposed development is to provide a suitable and sustainable scheme of flood defences that provide a 1 in 200 annual exceedance probability standard of protection with an allowance for climate change to 2070. This will protect several commercial and residential properties, major transport routes into Mumbles and several amenities and services.</p> <p>Additional regeneration and tourism benefits come from a widened promenade with segregated pedestrian and cyclist facilities, improved seating, views and connectivity, and associated hard and soft landscaping.</p>
<p><b>Prevention</b> - Acting to prevent problems occurring or getting worse</p>	<p>The existing sea wall is subject to wave overtopping in present day extreme events and would be subject to tidal (still water) overtopping on a frequent basis in the future. The proposed scheme intends to prevent and protect the area from coastal flooding.</p> <p>It is considered that the potential for a small-scale loss of intertidal habitats can be mitigated through the enhancements to the sea wall (i.e., textured formworks) to encourage growth of algae and colonisation by marine invertebrates such as periwinkles.</p>
<p><b>Integration</b> -Considering impacts upon each of the well-being goals, well-being objectives, local well-being objectives, or on the objectives of other public bodies</p>	<p>The scheme will also encourage increased recreational use of the area by providing a convenient and attractive route. Once operational the scheme would provide betterment of the existing public rights of way along the promenade to reduce cyclist and pedestrian conflict by widening the width to approximately 6 metres to create a segregated pedestrian footpath and cycleway.</p> <p>Walking and cycling can contribute to all the goals of the Well-being of Future Generations Act: For example:</p> <ul style="list-style-type: none"> <li>• It contributes to prosperity by reducing congestion and improving the health of the workforce</li> <li>• It improves resilience by reducing carbon emissions and other harmful pollutants</li> </ul>

	<ul style="list-style-type: none"> <li>• It makes Wales healthier by encouraging physical activity which helps prevent diseases such as Diabetes Type 2. Displacing car journeys also has significant impacts of air quality</li> <li>• Walking and cycling contributes to a more equal Wales by providing an affordable alternative to motorised travel. Almost a quarter of Welsh households do not have access to a car</li> <li>• Increased levels of walking and cycling lead to a greater level of social interaction creating greater cohesion in our communities</li> <li>• By providing an affordable alternative form of transport, walking and cycling can allow many more people to access to cultural activities and centres</li> </ul> <p>As the lowest carbon form of transport, walking and cycling helps Wales meet its global obligations in reducing climate change</p>
<p><b>Collaboration</b> - Acting together with other services or external organisation towards our well-being objectives</p>	<p>As part of the design development 2 formal internal stakeholder meets were undertaken with the internal offices within the Authority. The first meeting was completed in September 2020 based on the initial proposals. This was followed by another formal meeting in November 2021 focusing in on the detailed proposals. The internal stakeholder meetings formed a vital part of the design development and ensured the internal departments such as play, recreation, parks, cleansing had an input into the wellbeing objectives of the scheme.</p> <p>The effective delivery of the aims of the Active Travel Act requires different departments of Welsh Government and local authorities to collaborate. Engagement and consultation in the planning of the networks is a key requirement of the Act.</p>
<p><b>Involvement</b> - Involving people with an interest in achieving the well-being goals (everybody), and ensuring that those people reflect the diversity of the area served</p>	<p>Local councillors have been consulted on the proposals, seeking to use their local knowledge of the community including specific groups. In addition to this social media has been used to promote knowledge of the proposals, engagement with all groups within in the locality. A detailed comms plan has been drafted by the Council's PR team.</p>

## 6b) Contribution to Swansea Council's Well-being Objectives

Our Corporate Plan's Well-being objectives	Are directly supported by this initiative	Are not directly impacted by this initiative	May be in conflict or adversely impacted by this initiative
Safeguarding People from harm	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Improving Education and Skills	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Tackling Poverty	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Transforming our economy and infrastructure	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Maintaining and enhancing Swansea's natural resources and biodiversity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Transformation and Future Council development	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

## 6c) Thinking about your answers above, does the initiative support our Corporate Plan's Well-being Objectives when considered together?

**Please consider the positives and negatives as a whole. This is an opportunity to analyse the global impact of the proposal where some objectives will be advanced whilst others may be impacted. Where there is a residual negative impact for one or more objectives please show that we have considered mitigation to ensure that negative impacts are lessened. Please detail any conflicts gaps and mitigation measures.**

The design of the project will include landscaping to provide continuity of wildlife corridors and improvements to the overall public realm. All these features will improve nature biodiversity along the corridor and create a pleasant environment for the public to enjoy. During the design process the team have engaged with Swansea University to trial biodiversity trials to research how we can create an eco-friendlier seawall. The University organised site visits with local schools and overall, the trial has been successful. There are proposals within the scheme to use a form liner to provide additional habitats for marine animals.

New areas of play have been introduced along the promenade to provide play areas for both adults and children.

Additionally, parking provision has been revamped along the scheme to allow for better access to the promenade and wider facilities. Other associated public realm improvements include improved seating, views and connectivity, and enhanced hard and soft landscaping to create a sustainable and attractive waterfront that benefits both residents and visitors.



Seating has been located to ensure there are spaces to stop and rest along the entire length of the promenade. Seats have been located every 50m and includes mostly seats with backs and armrests, but also includes picnic benches. The seating terraces can be recessed in places to allow users in wheelchairs to sit next to friends and enjoy the views across the bays

To encourage cyclists to dismount and explore the seafront by foot, several bike hubs will be located regularly along the promenade.

**6d) How is contribution to the National Well-being Goals maximised? Where can you add value? Consider the full goal description not just the title.** Consider relevant [Journey Checkers](#). Complete the table below

Well-being Goal (click to view definition)	Primary Goals - tick if key	Any significant positive and/or negative impacts/contributions considered/mitigated
<a href="#">A Prosperous Wales</a> : An innovative, productive and low carbon society which recognises the limits of the global environment and therefore uses resources efficiently and proportionately (including acting on climate change); and which develops a skilled and well-educated population in an economy which generates wealth and provides employment opportunities, allowing people to take advantage of the wealth generated through securing decent work	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>• Works will be undertaken by a regional framework contractor using local labour and typically local companies as part of their supply chain</li> <li>• Improved walking and cycling routes provide realistic alternatives to motorised vehicles for short journeys thereby reducing heavy pollutants</li> <li>• The Contractor will be required to prepare and use a waste management plan promoting reuse of materials where possible.</li> <li>• The framework contractors are required to implement the Councils Beyond Bricks and Mortar Initiative</li> <li>• For children and young people, improved walking and cycling routes and facilities can afford significant opportunities for access to socialising, after school clubs and activities, leisure and other services, at the same time helping to develop greater independence and a healthier lifestyle.</li> </ul>
<a href="#">A Resilient Wales</a> : A nation which maintains and enhances a biodiverse natural environment with healthy functioning ecosystems that support social, economic and ecological resilience and the capacity to adapt to change (for example climate change).	<input checked="" type="checkbox"/>	<ul style="list-style-type: none"> <li>• Supporting social resilience and community well-being via natural green space.</li> <li>• Some trees / scrub along the proposed route will be required to be lost. However, the scheme seeks to provide 46 new trees along the length of the promenade. Planting will be a key feature along the length of the promenade, the whole scheme is looking to increase the biodiversity of the area and retain and improve the existing tree stock where possible to ensure it is future proofed for climate change. Where required the new path will meander as required to avoid impacting on these established trees.</li> </ul>

		<ul style="list-style-type: none"> <li>• Increasing awareness and knowledge of a biodiverse natural environment</li> <li>• Climate change adaptation</li> <li>• Durable surfacing providing ability to be used 365 days of the year</li> </ul>
<p><a href="#">A Healthier Wales</a> A society in which people's physical and mental well-being is maximised and in which choices and behaviours that benefit future health are understood.</p>	☒	<ul style="list-style-type: none"> <li>• Promoting the benefits of physical activity for everyone including active travel</li> <li>• Enabling places for the well-being of people and communities.</li> <li>• Traffic free route away from noise and air pollutions</li> <li>• Increasing the number of parks and outdoor activities</li> </ul>
<p><a href="#">A More Equal Wales</a> A society that enables people to fulfil their potential no matter what their background or circumstances.</p>	☒	<ul style="list-style-type: none"> <li>• Access routes to employment areas and education centres.</li> <li>• Low cost zero carbon form of transport corridor</li> <li>• Links to public transport hubs</li> </ul>
<p><a href="#">A Wales of Cohesive Communities</a> Attractive, viable, safe and well-connected communities.</p>	☒	<ul style="list-style-type: none"> <li>• For children and young people, improved walking and cycling routes and facilities can afford significant opportunities for access to socialising, after school clubs and activities, leisure and other services, at the same time helping to develop greater independence and a healthier lifestyle.</li> <li>• Increased levels of walking and cycling lead to a greater level of social interaction creating greater cohesion in our communities</li> </ul>
<p><a href="#">A Wales of Vibrant Culture &amp; Thriving Welsh Language</a> A society that promotes and protects culture, heritage and the Welsh language, and which encourages people to participate in the arts, sports and recreation.</p>	☒	<ul style="list-style-type: none"> <li>• Bilingual signage and markings where applicable will be provided.</li> <li>• The new route has been designed for all users who travel by foot including walking, running, users of wheelchairs, mobility scooter or other mobility aids and users who travel by cycle including adaptive bikes.</li> <li>• The new route will assist in lining welsh speaking communities and improved access to welsh schools in the area.</li> <li>• Along the route interpretation boards will be installed commemorating the historical past users of the adjacent land and history of the original railway along which the route passes.</li> </ul>
<p><a href="#">A Globally Responsible Wales</a> A nation which, when doing anything to improve the economic, social, environmental and cultural well-being of Wales, takes account of whether doing such a thing may make a positive contribution to global well-being.</p>	☒	<ul style="list-style-type: none"> <li>• As the lowest carbon form of transport, walking and cycling helps Wales meet its global obligations in reducing climate change</li> <li>• Works will be undertaken by a regional framework contractor using local labour and typically local companies as part of their supply chain</li> <li>• Improved walking and cycling routes provide realistic alternatives to motorised vehicles for short journeys thereby reducing heavy pollutants</li> </ul>

- |  |  |  |
|--|--|--|
|  |  | <ul style="list-style-type: none"> <li>• The Contractor will be required to prepare and use a waste management plan promoting reuse of materials where possible.</li> <li>• Better lit promenade area to enhance safety</li> </ul> |
|--|--|--|

## Section 7 - Cumulative Impact/Mitigation

### What is the cumulative impact of this proposal on people and/or communities when considering all the impacts identified within the IIA and any other key decisions affecting similar groups/ service users made by the organisation?

(You may need to discuss this with your Service Head or Cabinet Member to consider more widely if this proposal will affect certain groups/ communities more adversely because of other decisions the organisation is making/have made.

For example, financial impact/poverty, withdrawal of multiple services and whether this is disadvantaging the same groups, e.g., disabled people, older people, single parents (who are mainly women), etc.)

The primary purpose of the scheme is to protect several commercial and residential properties, major transport routes into Mumbles and several amenities and services from coastal flooding and erosion.

Additional regeneration and tourism benefits come from a widened promenade with segregated pedestrian and cyclist facilities, improved seating, views and connectivity, and associated hard and soft landscaping.

The scheme will have an overall positive impact on people and the community.

### Any mitigation needed:

It is important that you record the mitigating actions you will take in developing your final initiative.

Record here what measures or changes you will introduce to the initiative in the final draft, which could:

- reduce or remove any unlawful or negative impact/ disadvantage
- improve equality of opportunity/introduce positive change
- support the Well-being of Future Generations Act (Wales) 2015
- reduce inequalities of outcome resulting from socio-economic disadvantage

Unlawful or Negative Impact Identified	Mitigation / Positive Actions Taken in the initiative (add to action plan)
Loss of habitat	Biodiversity enhancements have been considered that include enhancements to the sea wall (i.e. textured formworks) to encourage growth of algae and colonisation by marine invertebrates. It is considered that these measures would mean that the scheme accords with both the national and local policies in relation to biodiversity net gain.
Loss of trees	Re-planting of 46 trees. Replacing removed trees with species better suited to coastal environments.

**Section 8 - Monitoring arrangements:** The IIA process is an ongoing one that does not end when the initiative is agreed and implemented. Please outline the monitoring arrangements and/or any additional data collection that will help you monitor any equality impacts, risks, sustainability of your initiative once implemented:

**Monitoring arrangements:**

**Actions (add to action plan):**

Monitoring of pedestrian and cyclist usage of routes through council investment in electric bikes  
Monitoring of new habitats and plant life

## **Section 9 – Outcomes:**

**Having completed sections 1-8, please indicate which of the outcomes listed below applies to your initiative (refer to the guidance for further information on this section).**

Outcome 1: Continue the initiative – no concern

Outcome 2: Adjust the initiative – low level of concern

Outcome 3: Justify the initiative – moderate level of concern

Outcome 4: Stop and refer the initiative – high level of concern.

**For outcome 3**, please provide the justification below:

**For outcome 4**, detail the next steps / areas of concern below and refer to your Head of Service / Director for further advice:

## **Section 10 - Publication arrangements:**

**On completion, please follow this 3-step procedure:**

1. Send this IIA report and action plan to the Access to Services Team for feedback and approval – [accesstoservices@swansea.gov.uk](mailto:accesstoservices@swansea.gov.uk)
2. Make any necessary amendments/additions.
3. Provide the final version of this report to the team for publication, including email approval of the IIA from your Head of Service. The IIA will be published on the Council's website - this is a legal requirement.

**Action Plan:** Please outline below any actions identified throughout the assessment or any additional data collection that will help you monitor your initiative once it is implemented:

Action	Dates	Timeframe	Lead responsibility	Progress	Add to Service Plan
Implement Communications plan for further engagement	2022	During design and construction and after completion.	Communications Team	During design – Completed Construction – to be undertaken, Completion – to be undertaken	
Update members of public with project progress	2022	During construction	Communications Team	Construction – to be undertaken	

\* Please remember to be 'SMART' when completing your action plan (Specific, Measurable, Attainable, Relevant, Timely).