

## **Appendix A Supporting Research and information Rural Needs Impact Assessment Draft Strategy for Harbours and Marinas CCGBC**

In 2015, more than half of the Borough's population lived in its hubs (37%) and towns (17%), with 11% in villages and 34% in the small settlements and countryside. SES, (2018).

*Causeway Coast & Glens, Local Development Plan 2030 Preferred Options Paper Sustainability Appraisal: Scoping Report*

Of the 72 Super Output Areas (SOAs) in the council area, 46% are designated as rural (n33), 44% as urban (n32) and 10% (n7) mixed urban/rural. Source:

*Dr Joanne Wallace, Socio-Economic Profile of CCGBC (February 2023)*

The sectoral composition of Employee Jobs in the Borough is as follows - Agriculture (32.6%), Production (16.5%), Construction (8.2%) and Services (42.7%). Public sector jobs accounted for one quarter (n10,485; 25%) of all employee jobs in the Borough, lower than the NI average of 27%

Causeway Coast and Glens Labour Market Action Plan 2023-2024

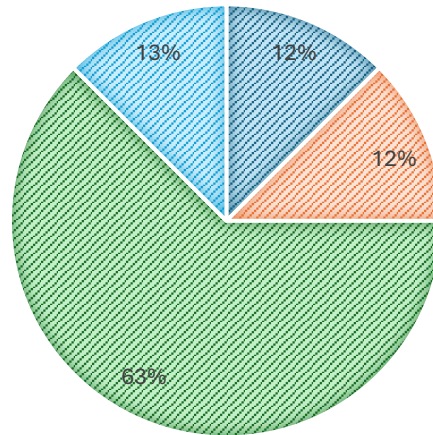
The harbours are often the economic anchors for rural settlements.

### **Draft Harbours & Marinas Strategy 2026–2036 Causeway Coast & Glens Borough Council Key Findings from Consultation Report with Local Communities Users and Business McCarthy Brown (2025)**

- Investment in safety, infrastructure and environmental management for the benefit of existing and new users.
- Provide support for local economy enterprises (fishing, tourism, marine services) See diagram below Fig 1.
- Strengthen community engagement in the future of the harbours and in cultural and heritage initiatives
- Improved ferry infrastructure supporting island residents
- Provide opportunities for rural youth participation in water sports and training
- Improvements in access to sporting recreational activities and promoting healthy lifestyles
- Improved access to the harbours for older people and people with disabilities that may face rural isolation

# HOW IMPORTANT ARE OUR HARBOURS & MARINAS TO YOUR BUSINESS?

■ Direct Contributor ■ Important ■ Pivotal ■ Somewhat important



Source Consultation on Draft Strategy McCarthy Brown (2025)

The finding demonstrates that 63% of the businesses surveyed stated that the harbours and marinas were important to local businesses in the rural coastal areas. The consultation findings reported are of a limited sample size however of those that did respond the majority considered the harbours to be of central importance to their business.

## Appendix I - Rural Needs Impact Assessment (RNIA) Template

### SECTION 1 - Defining the activity subject to Section 1(1) of the Rural Needs Act (NI) 2016

#### 1A. Name of Public Authority.

Causeway Coast & Glens Borough Council (CCGBC)

#### 1B. Please provide a short title which describes the activity being undertaken by the Public Authority that is subject to Section 1(1) of the Rural Needs Act (NI) 2016.

Draft Harbours & Marinas strategy 2026–2036 Causeway Coast and Glens Borough Council provides a ten-year framework for the management, development and investment in 13 Council-owned harbours, marinas and slipways.

#### 1C. Please indicate which category the activity specified in Section 1B above relates to.

Developing a	Policy <input type="checkbox"/>	Strategy <input checked="" type="checkbox"/>	Plan <input type="checkbox"/>
Adopting a	Policy <input type="checkbox"/>	Strategy <input type="checkbox"/>	Plan <input type="checkbox"/>
Implementing a	Policy <input type="checkbox"/>	Strategy <input type="checkbox"/>	Plan <input type="checkbox"/>
Revising a	Policy <input type="checkbox"/>	Strategy <input checked="" type="checkbox"/>	Plan <input type="checkbox"/>
Designing a Public Service	<input type="checkbox"/>		
Delivering a Public Service	<input type="checkbox"/>		

#### 1D. Please provide the official title (if any) of the Policy, Strategy, Plan or Public Service document or initiative relating to the category indicated in Section 1C above.

Draft Harbours & Marinas strategy 2026–2036 (CCGBC)

**1E. Please provide details of the aims and/or objectives of the Policy, Strategy, Plan or Public Service.**

**Aim of the Strategy**

*To provide safe working harbours. To prioritise investment to ensure safety and sustainability and where viable improve infrastructure to enhance user experience for local people, business and tourists to the area. To strengthen relationships with internal and external stakeholders and to use the harbours and marinas to promote healthy and vibrant communities and local economic development.*

**The Objectives of the Draft strategy**

- To maintain safe working harbours and good quality infrastructure and facilities in harbours and marinas.
- To strengthen relationships with users and stakeholders and work in partnership to achieve common goals.
- To be a premium vibrant destination by supporting existing and developing leisure tourism and commercial sectors; making a significant contribution to the local and blue economy.
- To have a balanced budget whilst building the ability for investment and new initiatives in the harbours.
- To celebrate each harbour's natural and cultural heritage by integrating the harbours into the community and linking with the wider natural and cultural offering.
- To protect Causeway Coast and Glens Borough Council's (CCGBC) natural capital by operating best practice in environmental management in harbours.

**1F. What definition of 'rural' is the Public Authority using in respect of the Policy, Strategy, Plan or Public Service?**

Population Settlements of less than 5,000 (Default definition).

Other Definition (Provide details and the rationale below).

A definition of 'rural' is not applicable.

*Details of alternative definition of 'rural' used.*

N/A

*Rationale for using alternative definition of 'rural'.*

N/A

*Reasons why a definition of 'rural' is not applicable.*

N/A

## SECTION 2 - Understanding the impact of the Policy, Strategy, Plan or Public Service

**2A. Is the Policy, Strategy, Plan or Public Service likely to impact on people in rural areas?**

Yes  No  If the response is **NO** GO TO Section **2E**.

**2B. Please explain how the Policy, Strategy, Plan or Public Service is likely to impact on people in rural areas.**

People living in rural coastal and island communities are more likely to experience specific impacts from the strategy. Harbours act as economic anchors for small settlements, supporting fishing, tourism, marine services and local employment. Improvements to safety, infrastructure and environmental management will benefit rural users that rely on the facilities covered in the strategy for recreation and well-being, employment and transport. Young people living in rural areas may gain increased and safer access to water-based sports, training and participation in activities and events. Older people and people with disabilities living in rural communities may benefit from improved accessibility and safer infrastructure. Island residents, particularly on Rathlin, will be affected by any changes to the ferry related infrastructure or harbour operations. Rural communities in the coastal areas where the harbours are located may face pressures from increased tourism, congestion and competition or parking and access during peak periods. Fee charges or digital only systems may have a greater impact on low-income rural households and those with limited connectivity. Overall, the strategy has the potential to strengthen rural coastal economies and well-being and provide enhanced social and economic benefit for local communities. The implementation of the strategy will however also require careful management and monitoring to ensure rural residents retain fair access to their local harbours and are not disadvantaged by wider commercial or tourism demands.  
(Supporting information is contained in the attached Appendix A)

**2C. If the Policy, Strategy, Plan or Public Service is likely to impact on people in rural areas differently from people in urban areas, please explain how it is likely to impact on people in rural areas differently.**

- Rural and island communities rely more heavily on harbours for daily life, transport, employment and access to services.
- Tourism pressure disproportionately affects small rural settlements (Ballintoy, Portballintrae, Rathlin) and may impact on ability of local people to access local harbours and marinas
- Fee changes may disproportionately affect rural low-income households
- Climate impacts (overtopping, erosion, storm intensity) are more severe at exposed rural sites
- Digital-only communication risks excluding rural residents with limited connectivity

**2D. Please indicate which of the following rural policy areas the Policy, Strategy, Plan or Public Service is likely to primarily impact on.**

Rural Businesses	<input checked="" type="checkbox"/>
Rural Tourism	<input checked="" type="checkbox"/>
Rural Housing	<input type="checkbox"/>
Jobs or Employment in Rural Areas	<input checked="" type="checkbox"/>
Education or Training in Rural Areas	<input type="checkbox"/>
Broadband or Mobile Communications in Rural Areas	<input type="checkbox"/>
Transport Services or Infrastructure in Rural Areas	<input checked="" type="checkbox"/>
Health or Social Care Services in Rural Areas	<input type="checkbox"/>
Poverty in Rural Areas	<input checked="" type="checkbox"/>
Deprivation in Rural Areas	<input type="checkbox"/>
Rural Crime or Community Safety	<input type="checkbox"/>
Rural Development	<input checked="" type="checkbox"/>
Agri-Environment	<input type="checkbox"/>
Other (Please state)	<input type="text" value="Community Safety, Environmental Resilience, Island connectivity, Engagement and Empowerment of local communities."/>

**If the response to Section 2A was YES GO TO Section 3A.**

**2E. Please explain why the Policy, Strategy, Plan or Public Service is NOT likely to impact on people in rural areas.**

N/A

## SECTION 3 - Identifying the Social and Economic Needs of Persons in Rural Areas

**3A. Has the Public Authority taken steps to identify the social and economic needs of people in rural areas that are relevant to the Policy, Strategy, Plan or Public Service?**

Yes  No  If the response is **NO** GO TO Section **3E**.

**3B. Please indicate which of the following methods or information sources were used by the Public Authority to identify the social and economic needs of people in rural areas.**

Consultation with Rural Stakeholders	<input checked="" type="checkbox"/>	Published Statistics	<input checked="" type="checkbox"/>
Consultation with Other Organisations	<input checked="" type="checkbox"/>	Research Papers	<input checked="" type="checkbox"/>
Surveys or Questionnaires	<input checked="" type="checkbox"/>	Other Publications	<input type="checkbox"/>
Other Methods or Information Sources (include details in Question 3C below).			<input type="checkbox"/>

**3C. Please provide details of the methods and information sources used to identify the social and economic needs of people in rural areas including relevant dates, names of organisations, titles of publications, website references, details of surveys or consultations undertaken etc.**

- Public consultation (April–December 2025) including town-hall events in Portrush, Ballycastle and Rathlin
- Online surveys via ESRI Survey123
- Stakeholder interviews with harbour staff, clubs, businesses and operators
- Tourism statistics (NISRA 2024–2025)
- Asset condition surveys (2025)
- Fee benchmarking and financial performance data
- Rathlin Island Action Plan 2016–2020
- Climate Change Action Strategy 2025–2050

In addition to research reports listed in Appendix A

**3D. Please provide details of the social and economic needs of people in rural areas which have been identified by the Public Authority?**

- Sustainable rural economies (fishing, tourism, marine services)
- Greater engagement with local communities' users in the delivery of the strategy and action plan
- Affordable access for residents, fishers and clubs
- Protection from overtourism and congestion
- Reliable transport and connectivity (especially Ballycastle–Rathlin ferry)
- Environmental resilience (overtopping, erosion, climate change)
- Inclusive communication and consultation
- Balanced investment across rural and urban harbours
- Safe access for older people, disabled people and families
- Support for youth participation in water-based activities

**If the response to Section 3A was YES GO TO Section 4A.**

**3E. Please explain why no steps were taken by the Public Authority to identify the social and economic needs of people in rural areas?**

N/A

## **SECTION 4 - Considering the Social and Economic Needs of Persons in Rural Areas**

### **4A. Please provide details of the issues considered in relation to the social and economic needs of people in rural areas.**

When considering rural needs, the Council examined how the Strategy's proposals would affect rural and island communities who rely on harbours for employment, transport, recreation and access to services.

Evidence from condition surveys and SWOT analyses highlighted that rural harbours require investment to maintain safe access for fishing, clubs, older people and disabled users, who may have fewer alternative facilities than those in urban areas.

Consultation findings showed that affordability, congestion and capacity pressures can disproportionately affect rural residents, particularly in small settlements where tourism demand competes with local use.

The assessment of alternatives such as fee structures, concessionary rates and non-digital access routes was therefore important to ensure that rural households, low-income families and those with limited connectivity are not disadvantaged.

Climate resilience reviews identified that exposed rural and island locations face greater risks from overtopping, erosion and storm damage, meaning that rural communities may be more vulnerable to disruption if infrastructure is not prioritised. The Council also considered the need to protect essential local use, support rural economic activity, and ensure that investment is balanced across both rural and urban harbours.

## SECTION 5 - Influencing the Policy, Strategy, Plan or Public Service

**5A. Has the development, adoption, implementation or revising of the Policy, Strategy or Plan, or the design or delivery of the Public Service, been influenced by the rural needs identified?**

Yes  No  If the response is **NO GO TO Section 5C.**

**5B. Please explain how the development, adoption, implementation or revising of the Policy, Strategy or Plan, or the design or delivery of the Public Service, has been influenced by the rural needs identified.**

Concessionary/local rates for islanders and rural residents.

Visitor management plans for high-pressure rural sites.

Prioritisation of essential local use in berth allocation and scheduling.

Investment commitments for smaller rural harbours.

Multichannel communication (online, noticeboards, community groups).

Climate-resilient design prioritised at exposed rural and island locations.

Rural-sensitive monitoring indicators (local employment, congestion, satisfaction).

Recognition that many harbours operate at a deficit to deliver socioeconomic gain.

Protection of rural access to slipways, moorings and community facilities.

Greater engagement with local users' community in the implementation of the strategy and action plans.

**If the response to Section 5A was YES GO TO Section 6A.**

**5C. Please explain why the development, adoption, implementation or revising of the Policy, Strategy or Plan, or the design or the delivery of the Public Service, has NOT been influenced by the rural needs identified.**


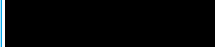
N/A

## SECTION 6 - Documenting and Recording

**6A. Please tick below to confirm that the RNIA Template will be retained by the Public Authority and relevant information on the Section 1 activity compiled in accordance with paragraph 6.7 of the guidance.**

I confirm that the RNIA Template will be retained and relevant information compiled.



<b>Rural Needs Impact Assessment undertaken by:</b>	John Richardson
<b>Position/Grade:</b>	Head of Capital Works, Energy & Infrastructure
<b>Division/Branch</b>	Environmental Services
<b>Signature:</b>	
<b>Date:</b>	6 <sup>th</sup> March 2026
<b>Rural Needs Impact Assessment approved by:</b>	Aidan McPeake
<b>Position/Grade:</b>	Director
<b>Division/Branch:</b>	Environmental Services
<b>Signature:</b>	
<b>Date:</b>	6 <sup>th</sup> March 2026

**S75 Equality And Good Relations**  
**Screening Form**

General Information					
Service/ Function <input type="checkbox"/>	Policy/ Procedure <input type="checkbox"/>	Project <input type="checkbox"/>	Strategy <input checked="" type="checkbox"/>	Plan <input type="checkbox"/>	Guidance <input type="checkbox"/>
<p><b>Is this an existing, revised or a new function, service, policy, procedure, project, strategy, plan or guidance?</b></p> <p>Existing <input type="checkbox"/>    Revised <input checked="" type="checkbox"/>    New <input type="checkbox"/></p>					
<b>Operational Area</b>	Harbour Master and Harbour Team				
<b>Title</b>	<b>Draft Harbours &amp; Marinas strategy 2026–2036 Causeway Coast and Glens Borough Council</b>				
<p><b>Brief Summary</b></p> <p>The draft strategy provides a ten-year framework for the management, development and investment in 13 Council-owned harbours, marinas and slipways.</p>					
<p><b>What is it trying to achieve? (intended aims and outcomes)</b></p> <p>Aim of the Strategy  <i>To provide safe working harbours. To prioritise investment to ensure safety and sustainability and where viable improve infrastructure to enhance user experience for local people, business and tourists to the area. To strengthen relationships with internal and external stakeholders and to use the harbours and marinas to promote healthy and vibrant communities and local economic development.</i></p> <p>The Objectives of the Draft strategy</p> <ul style="list-style-type: none"> <li>• To maintain safe working harbours and good quality infrastructure and facilities in harbours and marinas.</li> <li>• To strengthen relationships with users and stakeholders and work in partnership to achieve common goals.</li> <li>• To be a premium vibrant destination by supporting existing and developing leisure tourism and commercial sectors; making a significant contribution to the local and blue economy.</li> <li>• To have a balanced budget whilst building the ability for investment and new initiatives in the harbours.</li> <li>• To celebrate each harbour’s natural and cultural heritage by integrating the harbours into the community and linking with the wider natural and cultural offering.</li> <li>• To protect Causeway Coast and Glens Borough Council’s (CCGBC) natural capital by operating best practice in environmental management in harbours.</li> </ul>					

**Who owns and who implements each element of the function, service, policy, procedure, project, strategy, plan or guidance?**

Owned by Environmental Services – Capital Works, Energy & Infrastructure. Implemented by the Harbour Master, Senior Harbour Master, Harbour Team.

Aspects of the draft strategy are also implemented in partnership with relevant Council departments such as Leisure and Development, Corporate Services and Performance Planning.

**Other policies etc. which have a bearing on this function, service, policy, procedure, project, strategy, plan or guidance?**

- The Causeway Coast and Glens Borough Council Corporate strategy 2021-2025
- Causeway Coast and Glens Community Plan 2017-2030
- The Local Development Plan means Strategic Planning Policy Statement for Northern Ireland (SPPS)
- Play & Recreation strategy
- Climate Change Action strategy
- Rathlin Island Action Plan
- Destination Management Plan
- The Department of Agriculture, Environment and Rural Affairs (DAERA) Northern Ireland Marine Plan
- Relevant tourism, heritage, environmental and coastal management policies

**Available Evidence**

Desk Based Research McCarthy and Brown

- Asset condition surveys
- SWOT analyses
- Fee benchmarking
- Tourism and socioeconomic data
- Ferry infrastructure review
- Consultation findings McCarthy Brown Report (2025)
- Equality-related evidence – the Five-Year Review of the Equality Scheme
- Consultation information with stakeholders held by the council
- NISRA statistics NI Census 2021
- Source DAERA Audit of Inequalities 2021-2025
- Causeway Coast and Glens Labour Market Partnership Action Plan 2023-2024
- Electoral Office for Northern Ireland website <https://www.eoni.org.uk>

This screening has been completed at a **strategic level** to assess the overall equality and good relations implications of the Harbours & Marinas draft strategy 2026–2036. The Draft strategy sets the framework for a wide range of future actions, capital works and operational changes across multiple harbour locations with differing characteristics, user groups and community contexts.

As individual projects, programmes or operational changes are developed under this strategy, **each stage of implementation must be reviewed to ensure that due regard to the need to promote equality of opportunity and regard to the desirability of promoting good relations continues to be exercised**. This includes confirming whether:

- the strategic-level screening adequately covers the specific proposal; or
- a **separate, project-specific screening** is required because the impacts differ in scale, location, user group or potential differential effect.

Where new impacts emerge, or where the evidence base changes, the screening should be **revisited and updated**, and appropriate mitigations or adjustments should be made to ensure ongoing compliance with Section 75 duties.

Section 75 Category	Details of Evidence/Information
<p><b>Religious Beliefs</b></p>	<p>Harbours operate as open, shared civic environments with no inherent religious dimension. Where heritage interpretation or community programming is developed in future, it should be designed to reflect the area’s diverse traditions in a balanced and inclusive way.</p> <p>Religion / religion brought up in:            Census 2021 CC&amp;G Borough Council Northern Ireland            Roman Catholic 40.12% 45.70%            Protestant &amp; Other Christian (including Christian related) 51.17% 43.48%            Other Religions 0.78% 1.50%            None/Not stated 7.94% 9.32%</p>
<p><b>Political Opinion</b></p>	<p>In some communities, investment in public assets can be interpreted through political identity. The Strategy itself applies transparent, evidence-based criteria, which helps minimise any perception of differential treatment.</p> <p>At the last local elections (2023) in Causeway Coast and Glens Councillor seats were deemed as follows:            Councillors total            Democratic Unionist Party (DUP) 13            Sinn Féin 12            Alliance Party 5            Ulster Unionist Party (UUP) 4            Social Democratic and Labour Party (SDLP) 3</p>

	<p>Traditional Unionist Voice 2 Other 1</p>
<p><b>Racial Group</b></p>	<p>The CC&amp;G Borough Council five-year review of the Equality Scheme notes there is increased diversity within the Borough.</p> <p>Anecdotal evidence from staff confirmed there was an increase migrant worker (mainly Filipino and Eastern European) in fishing, hospitality and tourism. Changes in the representation of ethnic minority communities in the population may create potential language and access barriers.</p> <p>Rural areas are becoming increasingly diverse, populated more frequently by communities who are no longer simply concentrated in urban areas. There are significant numbers of migrant workers within farming and fishing industries and those employed in food production plants, many of whom also have families living in rural areas Source DAERA Audit of Inequalities 2021-2025</p> <p>The 2021 Census detailed 98.55% of the population is white, with 1.45% from an ethnic background. The largest minority ethnic groups in Causeway Coast and Glens are the Chinese (0.22%), Indian (0.15%) and Filipino (0.10%). The proportion of ethnic groups from a non-white background has increased in Causeway Coast and Glens over the last 10 years by 0.95% slightly increasing the diversity in the population.</p> <p>The draft strategy will be publicised on the Councils website which supports translation into various languages for the 2% of our population noted below.</p> <p>Main Language Census 2021 CC&amp;G Borough Council English 98% Other languages 2% NISRA census 2021</p> <p>A commitment is given in the five-year review to inclusive consultation.</p>
<p><b>Age</b></p>	<p>The consultation on the draft strategy raised the following concerns for older people: seating in recreational areas, and competing demands in terms of access to parking and facilities during peak tourist times. McCarthy Brown consultation Report (2025)</p>

The profile of users who use the harbours for sailing activities tends to be in the upper age range and as they retire the cost and physical access can become an issue. Anecdotal evidence from staff.

Age Bands CCGC Northern Ireland

0-14	18%	19%
15-39	29%	31%
40-46	34%	32%
65+	19%	17%

The 64+ age group has seen a 4% increase since the 2011 Census (NISRA census 2021)

The population of CCGC Aged 60+ is expected to rise to 34.3% of the projected population for the area by 2037

11% of households are lone pensioners

Source Community Plan for CCGC 2017-2030

Older people may be affected by physical access barriers given the lack of access to some of the facilities by public transport and the impacts of tourism on residents.

The consultation on the draft strategy raised the following concerns for young people: that the harbours are used by young people for sporting activities such as swimming, rowing and boating. (McCarthy Brown 2025)

There will be a comparatively large decrease in the proportion of children and working age population, compared to wider NI trends. By 2043, the number of children is projected to make up 14.8% of the Borough's population, compared to 29.4% of the population aged 65 years and over.

Causeway Coast and Glens Labour Market Partnership Action Plan 2023-2024

There are school visits in the facilities, and they are also used by the Sea Cadets. Anecdotal evidence from staff.

The number of young people aged 16 to 24 years across the borough not in employment, education or training has risen sharply from 15.2% in 2016 to 18.2% in 2022.

CCGB was the only Council area to show an increase and is significantly higher than the NI average of 10.9%

Young people will benefit from enhanced training and water-based activities in some venues.

<b>Marital Status</b>	<p>8% of parents across the CCGC area are lone parents with children Source Community Plan for CCGC 2017-2030 14% parents across NI are lone parents Source NIRSA census 2021</p> <p>No evidence of differential impact.</p>
<b>Sexual Orientation</b>	<p>Sexual orientation CC&amp;G Borough Council Northern Ireland Straight or heterosexual 104,205 (91.28%) 1,363,859 (90.04%) Gay or lesbian 906 (0.79%) 17,713 (1.17%) Bisexual 596 (0.52%) 11,306 (0.75%) Other sexual orientation 135 (0.12%) 2,597 (0.17%) Prefer not to say 4,502 (3.94%) 69,307 (4.58%) Not stated 3,816 (3.34%) 49,961 (3.30%) All usual residents aged 16 and over 114,160 1,514,743 Census 2021</p> <p>No evidence of differential impact.</p>
<b>Men and Women Generally</b>	<p>On Census Day 2021, 51% of the Borough's population was female (n 71,898) and 49% was male NISRA Census (2021)</p> <p>Women may experience harbours differently due to safety, lighting and facilities, gender imbalance in marine sectors.</p> <p>Importance of ensuring any local employment benefits without discrimination as fishing and associated businesses tend to be predominately male. Source DAERA Audit of Inequalities 2021-2025</p>
<b>Dependants</b>	<p>28% of households in CCGC include dependent children, compared with the NI average of 29.21%. Source NISRA Census 2021</p> <p>Families may be affected by affordability, safety and family-friendly facilities.</p>
<b>Disability</b>	<p>The Census 2021 showed that 35.95% of the residents has a long-term health condition or illness which limits their daily activities or the work they can do, which is slightly higher than the NI average of 34.67%. Source NISRA Census 2021</p>

	<p>The economic inactivity rate across the Council area is one of the highest within Northern Ireland at 29.9%. Causeway Coast &amp; Glens Borough Council remains above the Northern Ireland average, which currently stands at 26.2% for 2021. Of the economically inactive residents, 32% of those are disabled. This is the largest reason for economic inactivity in the borough. This is like the Northern Ireland average where approximately 34% of the economically inactive population have disabilities.</p> <p>The specific needs of people with disabilities were identified in terms of access to transport, parking at facilities and that the harbours are accessible for people with mobility impairments and the residents are balanced with needs of tourists McCarthy Brown Consultation Report (2025).</p> <p>Access Barriers for people with disabilities to pontoons, slipways, toilets, changing facilities, to transport and providing safety information in accessible formats for people with disabilities were also identified in through anecdotal information from staff.</p> <p>There are significant access barriers across multiple harbours; disabled people face the greatest differential impact.</p>
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## Screening Questions

1. What is the likely impact on equality of opportunity for those affected by this function, service, policy, procedure, project, strategy, plan or guidance?

Section 75 Category		Positive impact (it could benefit)	Neutral	Negative impact (it could disadvantage)		Reason
Gender	Women	<input type="checkbox"/>	<input type="checkbox"/>	Major <input type="checkbox"/>	Minor <input checked="" type="checkbox"/>	<p>Women may experience harbours differently due to safety concerns, lighting, visibility, and the availability of appropriate facilities (WCs, showers, changing areas).</p> <p>Employment patterns in marine sectors also show gender imbalance; improvements in training, recruitment and volunteering/community participation opportunities can help address this.</p> <p>Women with caring responsibilities may also be affected by affordability and access issues.</p>
	Men	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Major <input type="checkbox"/>	Minor <input type="checkbox"/>	
	Transgender men/women	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Major <input type="checkbox"/>	Minor <input type="checkbox"/>	
	Other please specify	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Major <input type="checkbox"/>	Minor <input type="checkbox"/>	
<p>Race</p> <p>The categories used in the Race section are those used in the 2011 census. Consideration should be given to the needs of specific communities within the broad categories.</p>	Asian	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Major <input type="checkbox"/>	Minor <input type="checkbox"/>	<p>Minority ethnic and migrant workers are present in fishing, hospitality and seasonal tourism. Barriers may arise through language, limited access to consultation processes, or lack of culturally accessible information. Without targeted engagement, these groups may be underrepresented in decision-making and may not benefit equally from opportunities created by the draft strategy.</p>
	Black	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Major <input type="checkbox"/>	Minor <input type="checkbox"/>	
	Chinese	<input type="checkbox"/>	<input type="checkbox"/>	Major <input type="checkbox"/>	Minor <input checked="" type="checkbox"/>	
	Mixed race	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Major <input type="checkbox"/>	Minor <input type="checkbox"/>	
	White	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Major <input type="checkbox"/>	Minor <input type="checkbox"/>	
Other please specify	<input type="checkbox"/>	<input type="checkbox"/>	Major <input type="checkbox"/>	Minor <input checked="" type="checkbox"/>		

						A commitment is given in the five-year review to inclusive consultation.
Disability	Long term health impairment could include mental health problems, asthma, heart conditions, chronic fatigue etc.	<input type="checkbox"/>	<input type="checkbox"/>	Major <input type="checkbox"/>	Minor <input checked="" type="checkbox"/>	Disabled people face the most significant differential impacts. Many harbours have legacy access barriers: steep gradients, ladders, uneven surfaces, overtopping, inaccessible pontoons, limited accessible WCs, and poor slipway profiles.
Sexual orientation	Heterosexual, lesbian, gay men, bisexual, others	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Major <input type="checkbox"/>	Minor <input type="checkbox"/>	No direct impacts identified. However, ensuring harbours are perceived as safe, welcoming and free from harassment is important for LGBTQ+ users. Inclusive signage, staff training and visible codes of conduct help maintain a positive environment.
Age	Older People	<input type="checkbox"/>	<input type="checkbox"/>	Major <input type="checkbox"/>	Minor <input checked="" type="checkbox"/>	Young people benefit from increased access to water-based activities, training pathways, youth sailing, and safer infrastructure. Initiatives with local schools could be promoted to encourage young people to become interested in sports or careers in this area. Apprenticeships would also be a useful way of encouraging young people into careers in this sector.  Older people may be disproportionately affected by digital-only systems (bookings,
	Younger people and children	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Major <input type="checkbox"/>	Minor <input type="checkbox"/>	

					<p>payments, information), fee changes that impact those on fixed incomes, and physical access barriers such as steep gradients, overtopping, degraded pontoons, missing ladders, and poor slipway profiles. Improvements in safety, lighting, signage and accessible facilities will have greater benefit for older users.</p> <p>The impact of the tourists and the issues this may create in terms of accessibility for older people may need to be considered.</p>
Political Opinion		<input type="checkbox"/>	<input type="checkbox"/>	<p>Major <input type="checkbox"/> Minor <input checked="" type="checkbox"/></p>	<p>There is no evidence to indicate that this draft strategy will have a positive or negative impact on this Section 75 group.</p> <p>In some communities, investment in public assets can be interpreted through political identity. The Strategy itself applies transparent, evidence-based criteria, which helps minimise any perception of differential treatment.</p> <p>Any Policies associated with access to, or usage of the harbours will need separate equality screening to ensure due regard to the equality duties.</p>
Religious Belief		<input type="checkbox"/>	<input type="checkbox"/>	<p>Major <input type="checkbox"/> Minor <input checked="" type="checkbox"/></p>	<p>Harbours operate as open, shared civic environments with no inherent religious</p>

					<p>dimension. Moreover, the harbour events and school visits promote cross-community involvement in harbours. However, Harbours operate as open, shared civic environments with no inherent religious dimension. Where heritage interpretation or community programming is developed in future, it should be designed to reflect the area's diverse traditions in a balanced and inclusive way.</p> <p>Inclusive messaging and balanced representation can reinforce shared space and avoid inadvertent exclusion, particularly in areas with layered histories.</p> <p>Any Policies associated with access to, or usage of the harbours will need separate equality screening to ensure due regard to the equality duties</p>
Marital Status		<input type="checkbox"/>	<input checked="" type="checkbox"/>	<p>Major <input type="checkbox"/> Minor <input type="checkbox"/></p>	<p>No evidence suggests differential impact linked to marital status. Impacts are more closely associated with caring roles, income, access and rurality rather than marital status itself.</p>

Dependants		<input type="checkbox"/>	<input type="checkbox"/>	Major <input type="checkbox"/>	Minor <input checked="" type="checkbox"/>	Families and carers are affected by affordability, safety, and the availability of family-friendly facilities. Fee increases, congestion, or reduced access for local users could disproportionately affect low-income families and lone parents.
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<b>Screening Questions</b>			
2. Are there opportunities to better promote equality of opportunity for people within any of the Section 75 categories?			
Section 75 Category		If Yes, provide details	If No, provide details
Gender	Women	Physical access deficits disproportionately affecting disabled people, women and carers.  These considerations should be considered in investment and design considerations for the harbours.  Partnerships with other organisations to promote careers in working in harbours and in businesses allied to the harbours.	
	Men		
	Transgender men/women		
	Other please specify		
Race The categories used in the Race section are those used in the 2011	Asian	Inclusive communication, translated materials, and	
	Black		
	Chinese		

<p>census. Consideration should be given to the needs of specific communities within the broad categories.</p>	<p>Mixed race White</p> <hr/> <p>Other please specify</p>	<p>outreach through employers and community groups are essential.</p>	
<p>Disability</p>	<p>Long term health impairment could include mental health problems, asthma, heart conditions, chronic fatigue etc.</p>	<p>The draft strategy offers opportunities for improvement, but unless access upgrades are prioritised early, disabled users may continue to experience exclusion. Accessible information formats, safe pedestrian routes, and disability access audits are essential.</p> <p>The needs of this group also need to be balanced with the influx of tourists proposed.</p> <p>Consideration could be given further support for sports or leisure activities in the harbours or marinas that would promote positive attitudes to people with disabilities</p>	
<p>Sexual orientation</p>	<p>Heterosexual, lesbian, gay men, bisexual, others</p>		<p>No issues emerged through the research and analysis of consultation information.</p>
<p>Age</p>	<p>Older People, Younger people and children</p>	<p>Engaging with organisations representing older people and with users on the future development of the harbours and on access to them.</p>	
<p>Political Opinion</p>		<p>In some communities, investment in public assets can be interpreted through political identity. The Strategy itself applies transparent, evidence-based criteria, which helps minimise any perception of differential treatment. Any Policies associated with access to, or usage of the harbours will need separate equality screening to ensure due regard to the equality duties.</p>	

Religious Belief		Harbours operate as open, shared civic environments with no inherent religious dimension. Where heritage interpretation or community programming is developed in future, it should be designed to reflect the area's diverse traditions in a balanced and inclusive way.	
Marital Status			No issues emerged through the research and analysis of consultation information.
Dependants		Improvements in safety, toilets, seating, wayfinding and low-cost youth participation options can enhance inclusion.  The influx of tourists may need to be balanced with the inability of those with dependants being able to access the facilities.	

<b>Screening Questions</b>		
<b>3. To what extent is the policy likely to impact on good relations between people of different religious belief, political opinion or racial group?</b>		
<b>Section 75 Category</b>	<b>Details of policy impact</b>	<b>Level of impact major/minor/none</b>
Religious Belief	Harbours operate as open, shared civic environments with no inherent religious dimension. Moreover, the harbour events and school visits promote cross-community involvement in harbours. However, heritage interpretation, community events and tourism activity must be designed sensitively taking into account and carefully considering potential impacts across the various communities. Inclusive messaging and balanced representation can reinforce shared space and	Minor

	<p>avoid inadvertent exclusion, particularly in areas with layered histories. Any policies associated with access to, or usage of, the harbours will need separate equality screening to ensure due regard to the equality duties.</p>	
Political Opinion	<p>Harbours operate as open, shared civic environments used by people from across the political spectrum. The Strategy itself is operational and evidence-based, with no inherent political dimension. However, because some harbours sit within communities with strong political identities, investment decisions or changes to facilities must be communicated clearly. Transparent, criteria-driven decision-making and consistent engagement with all user groups help to mitigate this risk. Inclusive messaging, open consultation and clear explanations of how priorities are set can reinforce confidence that the Strategy is applied fairly and consistently. Any policies associated with access to, or usage of, the harbours will require separate equality screening to ensure due regard to the equality duties.</p>	Minor
Racial Group	<p>Harbours are open, shared civic environments used by people from a wide range of backgrounds, including minority ethnic residents, migrant workers and seasonal workers in fishing, hospitality and tourism. The Strategy itself has no inherent racial dimension and applies equally to all users. However, language barriers, limited access to consultation processes, or a lack of culturally accessible information may affect how some minority ethnic</p>	Minor

	<p>groups experience or interpret changes to facilities or harbour operations. Clear communication, translated materials where appropriate, and engagement through employers, community groups and local networks can help ensure that all communities feel informed, welcome and able to participate. Inclusive messaging reinforces the harbours as safe, shared spaces for everyone. Any policies associated with access to, or usage of, the harbours will require separate equality screening to ensure due regard to the equality duties.</p>	
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<b>Screening Questions</b> <b>4. Are there opportunities to better promote good relations between people of different religious belief, political opinion or racial group?</b>		
<b>Section 75 Category</b>	<b>If Yes, provide details</b>	<b>If No, provide details</b>
Religious Belief	<p>Harbours operate as open, shared civic environments with no inherent religious dimension. Moreover, the harbour events and school visits promote cross-community involvement in harbours. However, heritage interpretation, community events and tourism activity must be designed sensitively taking into account and carefully considering potential impacts across the various communities. Inclusive messaging and balanced representation can reinforce shared space and avoid inadvertent exclusion, particularly in areas with layered histories. Any policies associated with access to, or usage of, the harbours will need separate equality screening to ensure due regard to the equality duties.</p>	
Political Opinion	<p>Harbours operate as open, shared civic environments used by people from across the</p>	

	<p>political spectrum. The Strategy itself is operational and evidence-based, with no inherent political dimension. However, because some harbours sit within communities with strong political identities, investment decisions or changes to facilities must be communicated clearly. Transparent, criteria-driven decision-making and consistent engagement with all user groups help to mitigate this risk. Inclusive messaging, open consultation and clear explanations of how priorities are set can reinforce confidence that the Strategy is applied fairly and consistently. Any policies associated with access to, or usage of, the harbours will require separate equality screening to ensure due regard to the equality duties.</p>	
Racial Group	<p>Harbours are open, shared civic environments used by people from a wide range of backgrounds, including minority ethnic residents, migrant workers and seasonal workers in fishing, hospitality and tourism. The Strategy itself has no inherent racial dimension and applies equally to all users. However, language barriers, limited access to consultation processes, or a lack of culturally accessible information may affect how some minority ethnic groups experience or interpret changes to facilities or harbour operations. Clear communication, translated materials where appropriate, and engagement through employers, community groups and local networks can help ensure that all communities feel informed, welcome and able to participate. Inclusive messaging</p>	

	<p>reinforces the harbours as safe, shared spaces for everyone. Any policies associated with access to, or usage of, the harbours will require separate equality screening to ensure due regard to the equality duties.</p>	
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<p><b>Additional Considerations</b></p>
<p><b>Generally speaking people can fall into more than one Section 75 category. Taking this into consideration, are there any potential impacts of the function, service, policy, procedure, project, strategy, plan or guidance on people with multiple identities? (For example: disabled minority ethnic people, disabled women, young Protestant men, young lesbians, gay and bisexual people.)</b></p>
<p>People may experience combined impacts across disability, age, rurality, gender and income. Examples include:</p> <ul style="list-style-type: none"> <li>• Disabled island residents or residents with children</li> <li>• Disabled older people could face compounded barriers</li> <li>• Older rural residents with digital exclusion</li> <li>• Migrant workers with language barriers</li> <li>• Women with caring responsibilities affected by affordability and safety</li> <li>• Minority ethnic women in marine related employment</li> <li>• Rural disabled residents may be impacted by influxes or tourism in their towns and face parking and transport access issues</li> <li>• Cumulative impacts across disability, age, rurality and low-income groups may be significant.</li> <li>• Digital-only systems risk excluding older people, disabled people, rural residents and low-income groups.</li> </ul>
<p><b>Provide details of data on the impact of the function, service, policy, procedure, project, strategy, plan or guidance on people with multiple identities. Specify the relevant Section 75 categories concerned.</b></p>
<p>Rural and island communities (including children older people and disabled people who may experience impacts as a result of a combination of characteristics) experience impacts differently due to dependency on harbours for daily life.</p> <p>Digital-only systems risk excluding older people, disabled people, rural residents and low-income groups.</p> <p>Fee structures can create indirect discrimination if not carefully designed for older people and those with disabilities.</p> <p>Physical access deficits disproportionately affect disabled people, older people, women and carers.</p>

<p><b>Disability Considerations</b></p> <p><b>Is there an opportunity to better promote positive attitudes towards disabled people by altering this function, service, policy, procedure, project, strategy, plan or guidance?</b></p> <p><input checked="" type="checkbox"/> <b>Yes</b>      <input type="checkbox"/> <b>No</b></p>
<p><b>If yes, please give further information and examples:</b></p> <p>Positive attitudes towards people with disabilities could be promoted through supporting events for people with disabilities in the Harbours.</p>
<p><b>Is there an opportunity to encourage participation by disabled people in public life by altering this function, service, policy, procedure, project, strategy, plan or guidance?</b></p> <p><input checked="" type="checkbox"/> <b>Yes</b>      <input type="checkbox"/> <b>No</b></p>
<p><b>Please give further information and examples:</b></p> <p>Yes, the future development of the harbours could create more opportunity for people with disabilities to access the harbours and to engage in recreational activities.</p>

<p><b>Screening Decision</b></p> <p><b>Likely Impact</b></p> <p><input type="checkbox"/> <b>Major</b>      <input checked="" type="checkbox"/> <b>Minor</b>      <input type="checkbox"/> <b>None</b></p> <p><b>If the decision is to subject the policy to an equality impact assessment (i.e. likely impact – Major), please provide details of the reasons for this:</b></p> <p><b>If the decision is not to conduct an equality impact assessment (i.e. likely impact = Minor) the Council should consider if the policy should be mitigated or an alternative policy be introduced:</b></p> <p>No full EQIA required at this stage. <b>Rationale:</b> Impacts are manageable with mitigation; draft strategy includes commitments to address access, affordability, safety and inclusion. Further screening of individual policies that affect access and usage is necessary as these are not covered in enough detail.</p> <p><b>If the decision is not to conduct an equality impact assessment (i.e. likely impact = None), please provide details of the reasons for this:</b></p>
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<p><b>Mitigation</b></p> <p>When the Council concludes that the likely impact is ‘<b>Minor</b>’ and an equality impact assessment is not to be conducted, the Council may consider mitigation to lessen the severity</p>
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of any equality impact, or the introduction of an alternative policy to better promote equality of opportunity or good relations.

Can the policy/decision be amended or changed or an alternative policy introduced to better promote equality of opportunity and/or good relations?

**Yes**

**No**

If **YES**, give the reasons to support your decision, together with the proposed changes/amendments or alternative policy:

The formal consultation process to be undertaken once the draft strategy is adopted by Council will support the identification of any currently unknown impacts and mitigations.

Mitigating actions have been identified in the report as follows:

Consideration could also be given further support for sports or leisure activities in the harbours or marinas that would promote positive attitudes to people with disabilities.

Opportunities for improvement, and upgrades for people with disabilities are prioritised early.

Considering how older people may be disproportionately affected by digital-only systems (bookings, payments, information), fee changes that impact those on fixed incomes, and physical access barriers in the implementation of the strategy.

Balancing the impact of the influx of tourist's inability of those with dependants, with a disability or older people to access the facilities.

Accessible information formats, safe pedestrian routes, and disability access audits are prioritised.

Enhanced engagement with users and local community groups.

Inclusive communication, translated materials, and outreach through employers and community groups

Women may experience harbours differently due to safety concerns, lighting, visibility, and the availability of appropriate facilities (WCs, showers, changing areas) prioritising these needs.

Acknowledgement that policies associated with access to, or usage of, the harbours will require separate equality screening to ensure due regard to the equality duties.

### **Timetabling And Prioritising**

If the policy/decision has been 'screened in' for equality impact assessment, then please answer the following questions to determine its priority for timetabling the equality impact assessment.

On a scale of 1 to 3, with 1 being the lowest priority and 3 the highest, assess the policy in terms of its priority for equality impact assessment.

<b>Priority Criterion</b>	<b>Rating (1 to 3)</b>
Effect on equality of opportunity and good relations	n/a
Social Need	n/a
Effect on people's daily lives	n/a
Relevance to the Council's functions	n/a

<b>Monitoring</b>
<p><b>Please outline proposals for future monitoring of the policy/decision:</b></p> <p>This can only be determined once the full formal equality screening exercise has been completed and the council has taken a decision on the strategy and actions.</p>

<b>Approval And Authorisation</b>		
<b>Screened By</b>	<b>Position/Job Title</b>	<b>Date</b>
John Richardson	Head of Capital Works, Energy & Infrastructure	6 <sup>th</sup> March 2026
<b>Approved By</b>	<b>Position/Job Title</b>	<b>Date</b>
Aidan Mc Peake	Director of Environmental Services	6 <sup>th</sup> March 2026

Note: a copy of the screening template for each function, service, policy, procedure, project, strategy, plan or guidance screened should be 'signed off' and approved by a senior manager responsible for the function, service, policy, procedure, project, strategy, plan or guidance. A copy should then be forwarded to the Equality and Diversity Officer, made easily accessible on the council's website as soon as possible following completion and made available on request.