



Wokingham Borough Council

CALIFORNIA CROSSROADS

Equalities Impact Assessment





TYPE OF DOCUMENT (VERSION) PUBLIC

PROJECT NO. 70040088

REF. NO. EQIA

DATE: AUGUST 2019

WSP

2 London Square

Cross Lanes

Guildford, Surrey

GU1 1UN

Phone: +44 148 352 8400

WSP.com



QUALITY CONTROL

Issue/ Revision	First Issue	Revision 1	Revision 2
Remarks	Draft	For Issue	Final
Date	04/12/18	07/05/19	12/08/19
Prepared By	NA	NA	Nick Archibald
Signature			
Checked By	RB	RB	Rachael Bailey
Signature			
Authorised By	PT	PT	Paul Tagliarini
Signature			
Project Number	7004008	7004008	7004008
Report Number	1	1	2
File Reference	California Crossroads EqIA		

CONTENTS

1.	INTRODUCTION TO THE SCHEME	1
1.1.	SCHEME BACKGROUND AND CONTEXT	1
1.2.	LOCATION OF THE PROPOSED SCHEME	2
1.3.	PROPOSED SCHEME OBJECTIVES AND NEED FOR IMPROVEMENT	2
1.4.	PUBLIC CONSULTATION	2
2.	LEGISLATION	3
3.	EQUALITY IMPACT ASSESSMENT	6
3.1.	WHAT IS EQIA	6
3.2.	METHODOLOGY	6
4.	LOCAL SOCIAL PROFILE	10
4.1.	INTRODUCTION	10
4.2.	PROTECTED CHARACTERISTIC PROFILE	10
4.3.	HEALTH PROFILE	19
4.4.	COMMUNITIES IN PROXIMITY TO THE PROPOSED SCHEME	22
4.5.	PUBLIC TRANSPORT, PEDESTRIAN AND CYCLING FACILITIES	23
4.6.	SENSITIVE RECEPTORS	27
5.	STAGE 1: EQIA SCREENING	29
6.	STAGE 2: EQUALITY IMPACT ASSESSMENT	34
6.1.	INTRODUCTION	34
6.2.	CONSULTATION	34
6.3.	SEX (INCLUDING PREGNANCY AND MATERNITY)	36
6.4.	RELIGION OR BELIEF	37
6.5.	AGE	38

6.6.	DISABILITY	40
6.7.	EQIA SUMMARY	41
7.	STAGE 3: MONITOR OUTCOMES	42
8.	SUMMARY	43
9.	REFERENCES	45

TABLES

Table 2-1 - Protected Characteristics Covered within an Equality Impact Assessment	3
Table 3-1 - Proposed Equality Impact Assessment Structure	9
Table 4-1 - Indices of Multiple Deprivation for Relevant LSOAs	11
Table 4-2 - Population Density in LSOAs, Great Yarmouth, the East and England	13
Table 4-3 - Percentage Population by Age Range	14
Table 4-4 - Percentage of the Population by Sex	15
Table 4-5 – Percentage of the Population by Marriage and Civil Partnership Status	16
Table 4-6 - Percentage of Population by Ethnicity	16
Table 4-7 - Percentage of Population by Religion	18
Table 4-8 - Percentage of Population with Car or Van Access	19
Table 4-9 - Health Status by Percentage of the Population	20
Table 4-10 - Percentage of Population with a Long-Term Health Problem or Disability	21
Table 4-11 – Key Bus Services in Proximity to the Proposed Scheme	23
Table 4-12 – Rail Services at Crowthorne Station	24
Table 4-13 – PRoW within 500m of the Proposed Scheme	26
Table 4-14 - Recreational resources within 500m of the Proposed Scheme	28
Table 5-1 - Equality Impact Screening	29
Table 6-1 – Summary of Consultation	34
Table 6-2 – Summary of Construction Effect	41
Table 6-3 – Summary of Operational Effect	41

FIGURES

Figure 1-1 - Strategic Location of the Proposed Scheme	1
Figure 3-1 - The Three Stages of EqIA	7
Figure 4-1 - LSOA's within 1km of the Site	12
Figure 4-2 - PRow within 500m of the Proposed Scheme	26

APPENDICES

No table of contents entries found.

1. INTRODUCTION TO THE SCHEME

1.1. SCHEME BACKGROUND AND CONTEXT

- 1.1.1. WSP has been appointed by Wokingham Borough Council (WBC) to prepare an Equalities Impact Assessment (EqIA) for the California Crossroads Improvement Works (herein referred to as the 'Proposed Scheme'). The Proposed Scheme promotor is WBC and is located within the village of Finchampstead, Wokingham.
- 1.1.2. California Crossroads consists of a double roundabout which is situated at the intersection of the B3016 Finchampstead Road and B3430 Nine Mile Ride. These junctions form a key link band gateway into Wokingham and is a focal point for the local community. At present, the California Crossroads is vehicle dominated, therefore WBC wish to deliver a shared use 'village centre' which benefits local business owners and residents by creating a place where pedestrians, cyclists and vehicle traffic can co-exist.
- 1.1.3. **Figure 1-1** shows the Proposed Scheme on which this assessment is based on
- 1.1.4. This report presents the Equality Impact Assessment (EqIA) for the Proposed Scheme.



Figure 1-1 - Strategic Location of the Proposed Scheme

1.2. LOCATION OF THE PROPOSED SCHEME

1.2.1. The Proposed Scheme is located in the village of Finchampstead in the Wokingham Borough of Berkshire, England. The Proposed Scheme is located on the intersection of Finchampstead Road (B3016) and Nine Mile Ride (B3430). These roads link Wokingham, Finchampstead, Arborfield and Bracknell.

1.3. PROPOSED SCHEME OBJECTIVES AND NEED FOR IMPROVEMENT

1.3.1. In order to fulfil a legal obligation associated with the Arborfield Strategic Development Location (SDL) consented development, WBC have been tasked to deliver public highway improvements at California Crossroads. California Crossroads is more than the intersection where Finchampstead Road and Nine Mile Ride meet, it is the heart of a local community, with a primary school, nursery school, post office, restaurants and other facilities.

1.3.2. The Proposed Scheme forms a key focus point for business, schools and residents in the area and needs an upgrade to enhance the ease of movement of all users in the area. This will benefit the community, by providing a sense of place and arrival for all who travel through it, including those utilising the shops, restaurants and schools on a daily basis

1.3.3. The key objectives of the Proposed Scheme are as follows:

- Apply pedestrian orientated principles as a core component of the design;
- Create a greater sense of place;
- Accommodate existing traffic volumes;
- Improve provision for pedestrians and cyclists;
- Improve the environment for shopping;
- Ensure safety for all (children, pedestrians, cyclists, equestrians, vehicle users including the visually impaired, persons with a disability and vulnerable people);
- Engage the entire community in the design process; and
- Reduce congestion around car parking.

1.4. PUBLIC CONSULTATION

1.4.1. Consultation has been on-going since early 2015 involving WBC, Finchampstead Parish Members and local businesses.

1.4.2. During the preliminary design, there was a one-month Public Consultation period in December 2018, with a series of Consultation Events held at the Finchampstead Baptist Church on the following days:

- Saturday 1st December 2018 (08:30am to 12:30pm);
- Monday 3rd December 2018 (2pm to 8pm);
- Tuesday 4th December 2018 (9am to 1pm).

1.4.3. Following the Public Consultation Events, a Public Engagement Report was produced which has informed this EqIA where relevant.

2. LEGISLATION

THE EQUALITY ACT 2010

- 2.1.1. The Equality Act 2010 (**Ref. 1**) came into force on 1 October 2010. The Act provides a legal framework to protect the rights of individuals that share defined 'protected characteristics' and advance equality of opportunity.
- 2.1.2. Those 'protected characteristics' which identify the vulnerable groups who may be disproportionately impacted upon or discriminated against are outlined in **Table 2-1**. Protection extends to those who are perceived to have these characteristics or who suffer discrimination because they are associated with someone who has that characteristic, e.g. cares for someone with a disability.

Table 2-1 - Protected Characteristics Covered within an Equality Impact Assessment

PROTECTED CHARACTERISTICS	PEOPLE AND ASPECTS INCLUDED
Sex	Men, women, married and single people; parenting, caring, flexible working and equal pay concerns.
Religion or Belief	People who have a religious belief; people who are atheist or agnostic; people who have a philosophical belief which affects their view of the world or the way they live.
Age	Children (0-16), young people (17-25), working age people (15-64) and elderly people (65 and over).
Disability	People with physical, mental, sensory, visible or hidden impairment (e.g. cancer, HIV, dyslexia).
Race	People from various ethnic groups, as for the Census categories, e.g. White British, Chinese, British Asians, Travellers, Gypsies, Roma, those who are of Caribbean origin, people of mixed heritage, White Irish communities, and people of other nationalities who reside in Britain.
Sexual Orientation	Heterosexual and bisexual men and women, gay men and lesbians.
Gender Reassignment (transgender / transsexual)	Anyone who is proposing to undergo, are undergoing or have undergone a process for the purpose of reassigning their sex.
Pregnancy and Maternity	Pregnant women and new mothers – protection against maternity discrimination (including as a result of breast feeding).
Marriage and Civil Partnership	People who are married or are civil partners.

2.1.3. Section 149 of the Act documents a Public-Sector Equality Duty, which requires that public bodies such as WBC, in the exercise of its functions, give "due regard to the need to":

- *'Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Act;*
- *Advance equality of opportunity between people who share a protected characteristic and those who do not. This includes:*
 - *Removing or minimising disadvantages suffered by people due to protected characteristics;*
 - *Taking steps to meet the needs of people with protected characteristics where these are different from the needs of other people; and*
 - *Encouraging people with protected characteristics to participate in public life or in other activities where their participation is disproportionately low.*
- *Foster good relations between people who share protected characteristic and those who do not. This includes:*
 - *Tackling prejudice;*
 - *Promoting understanding; and*
 - *Eliminating unlawful discrimination, harassment and victimisation'.*

2.1.4. The duty also applies to private sector companies when carrying out functions or services on behalf of public sector bodies.

WOKINGHAM BOROUGH COUNCIL EQUALITY OBJECTIVES

2.1.5. WBC's Public-Sector Equality Duty Report (**Ref.2**) states:

'The Council is committed to the principle of equality of opportunity and to the delivery of high quality services which meet the needs of all our residents. We seek to ensure compliance with the Public-Sector Equality Duty through our policy development, staff training, service delivery and work with our partners and stakeholders.'

2.1.6. In addition, specifically relating to EqIA states:

"The Council continues to use Equality Impact Assessments in order to improve services and policy development. EqIA's help us consider policies or services in terms of their impact on different groups, including groups with protected characteristics. They help to remove barriers and open up services to new groups."

2.1.7. To meet their Public-Sector Equality Duty, WBC have proposed objectives as outlined below:

- **Objective 1:** Services are easily accessible for all our residents and are capable of responding to the changing needs of our communities
- **Objective 2:** Vulnerable individuals and groups are supported and looked after;
- **Objective 3:** Consultation and engagement are effective and inclusive for all of our communities;
- **Objective 4:** The Council's workforce is committed to equality and reflects the communities it serves; and



- **Objective 5:** The 21st Century Council programme will deliver on the Council's commitment to equality through service commissioning and delivery, improved procurement and partnership working.

2.1.8. In addition, WBC have proposed a variety of measures which demonstrate how each objective will be met, as outlined in WBC's Public-Sector Equality Duty (**Ref.2**).

3. EQUALITY IMPACT ASSESSMENT

3.1. WHAT IS EQIA

- 3.1.1. An Equality Impact Assessment (EqIA) considers the impact of a project or policy on persons or groups of persons who share characteristics which are protected under Section 4 of the Equality Act 2010 ('protected characteristics') and might also include others considered to be vulnerable within society such as low-income groups. It is an information gathering tool which enables decision makers within public bodies to implement its equality duty under the Equality Act 2010.
- 3.1.2. An EqIA guides decision makers and designers to:
- Consider the effects of existing and proposed policy or practice on people who share a 'protected characteristic'; and
 - Identify opportunities to improve equality of opportunity and eliminate discrimination.
- 3.1.3. An EqIA should be carried out before making decisions, to inform and shape the outcomes. They should be updated throughout the decision-making process as necessary, as policy or practices are developed.
- 3.1.4. There are three stages to an EqIA:
- Stage 1 - Screening;
 - Stage 2 - Full assessment; and
 - Stage 3 - Outcome monitoring.
- 3.1.5. The screening stage determined which protected characteristics are likely to experience disproportionate impacts, and therefore require consideration within the EqIA. This considered the nature of the public function being exercised and available information on users and impacts. This document represents the assessment on those groups identified and presents the screening process.

3.2. METHODOLOGY

- 3.2.1. Highways England has developed guidance to the EqIA process (**Ref.3**). This guidance has been adopted as current industry practice for highways sector schemes. This guidance sets out the three key stages involved in an EqIA as depicted in **Figure 3-1**.

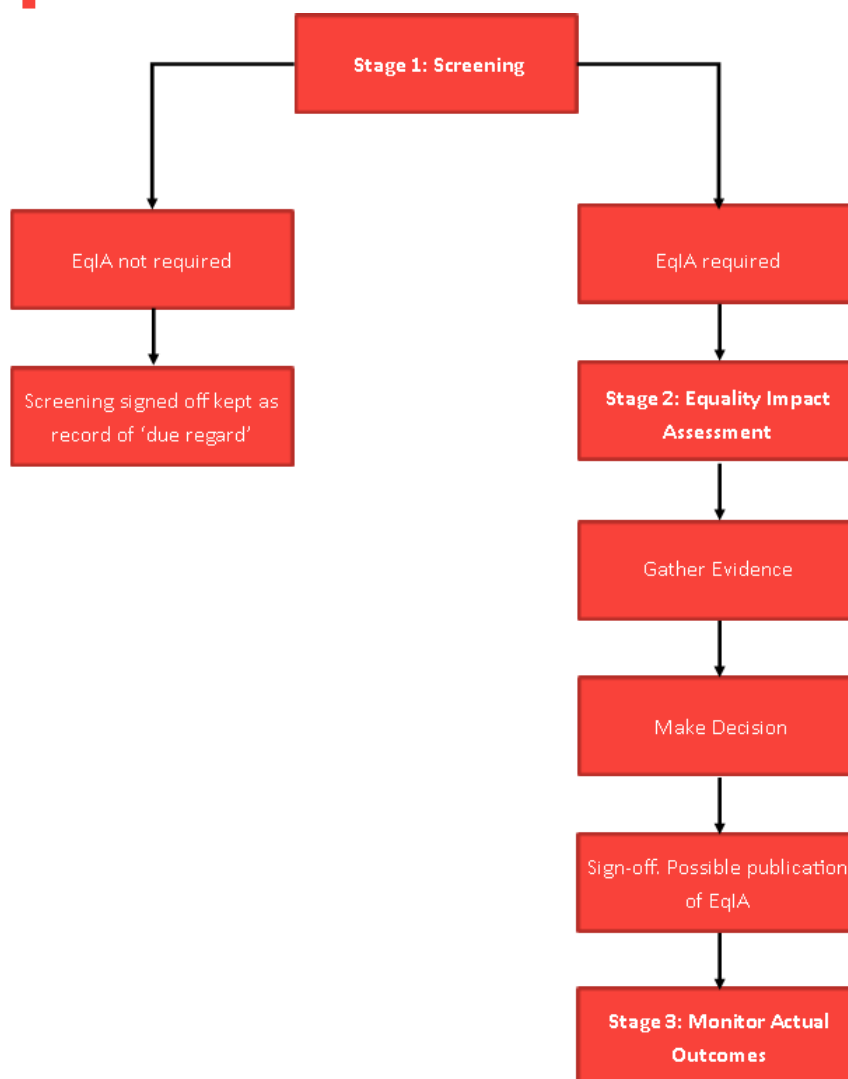


Figure 3-1 - The Three Stages of EqIA

- 3.2.2. This methodological framework was used to inform the approach for the EqIA of the Proposed Scheme.
- 3.2.3. Information and data collected as part of Public Consultation for the Proposed Scheme has been used to inform the EqIA where relevant.
- 3.2.4. The key objective of the initial screening exercise was to identify which (if any) of the protected characteristics could experience direct or indirect disproportionate impacts (either positive or negative), thereby setting out if a full EqIA is necessary.
- 3.2.5. The screening exercise is a process by which the following issues are considered:
 - Whether there is evidence to suggest that any of the protected characteristics have sensitivities or needs in relation to the Proposed Scheme;
 - Whether there are existing inequalities or access barriers to services or developments which need to be considered; and
 - Whether there are community groups or stakeholders representing protected characteristics who have expressed interest or concerns about the Proposed Scheme.

- 3.2.6. To complete the screening phase, the following actions were undertaken:
- An initial review of existing baseline information to gather data and understand the communities which may be affected by the Proposed Scheme. This includes review of previously published documents, Census 2011 data and information held by the local authority; and
 - Identification of the priority groups and sensitive receptors to be considered within this assessment, which have the potential to experience disproportionate impacts because of development of the Proposed Scheme.

STUDY AREA

- 3.2.7. The EqIA screening was based on the following:
- ‘Protected Characteristics’ Profile – census data and other publicly available information has been gathered for the administrative area of Finchampstead to provide a baseline of the demographic of the area for the protected characteristics under the Equality Act 2010 including information on deprivation; and
 - Sensitive receptors – within the local vicinity of the Proposed Scheme (i.e. residential developments, healthcare facilities, educational facilities).

EQUALITY IMPACT ASSESSMENT

- 3.2.8. This document represents Stage 1: Screening, Stage 2: Full Assessment and Stage 3: Outcome monitoring for the Proposed Scheme and assesses the level of impact the development may have on those protected groups that have the potential to be disproportionately affected.
- 3.2.9. **Table 3-1** below will form the basis of the Stage 2 assessment structure where either a high, medium or low, and a negative or positive impact for each of the Protected Characteristic groups (based on professional judgement in the absence of set guidance) will be assigned.

Table 3-1 - Proposed Equality Impact Assessment Structure

Protected Group	High Impact	Medium Impact	Low Impact
Sex	Duration: Long term. Reversibility: Irreversible. Positive or Negative	Duration: Medium term. Reversibility: Some aspects are naturally reversible. Positive or Negative	Duration: Short-medium term. Reversibility: Likely to be reversed. Positive or Negative
Religion or Belief			
Age			
Disability			
Race			
Sexual Orientation			
Gender Reassignment			
Pregnancy and Maternity			
Marriage and Civil Partnerships			

4. LOCAL SOCIAL PROFILE

4.1. INTRODUCTION

4.1.1. A local social profile has been compiled from publicly available data to provide context for the assessment. This comprises information on the following:

- Protected characteristic groups;
- Local communities; and
- Sensitive receptors, local community facilities and public transport.

4.2. PROTECTED CHARACTERISTIC PROFILE

4.2.1. Data from the Office of National Statistics (ONS) has been gathered on the following protected characteristics from Section 4 of the Equality Act 2010:

- Sex;
- Religion or belief;
- Age;
- Sexual Orientation;
- Marriage and Civil Partnerships;
- Disability; and
- Race.

4.2.2. Census data for certain protected characteristics, including gender reassignment, marriage and civil partnership and pregnancy and maternity have not been obtained, due to a lack of publicly available data at the time of writing. Although not a protected characteristic under the Equality Act 2010, the social profile also includes data on deprivation as it provides a measure of a combination of social-economic metrics. Data on car and van availability in households has also been reviewed to provide an indication of modes of transport and likely accessibility requirements.

DEPRIVATION

4.2.3. The Indices of Multiple Deprivation (IMD) use a combination of information relating to income; employment; education, skills and training; health; barriers to housing and services; crime; and the living environment (**Ref.4**). This is used to create an overall score of deprivation where a lower score indicates greater deprivation, with the most deprived area indicated by a rank of one. In 2015, Wokingham had a rank of 325 out of 326 local authorities in England, meaning Wokingham is within the top 10% least deprived local authorities. The IMD also ranks neighbourhoods in England, defined as Lower Layer Super Output Areas (LSOAs), with one being the most deprived and 32,844 being the least deprived. The IMD score is not a direct measure of deprivation, but rather a tool to compare relative deprivation amongst areas.

4.2.4. A common approach to describing relative deprivation, is to consider whether it falls among the most deprived 10%, 20% or 30% of areas in England. Deprivations 'deciles' are also produced, where the 32,844 LSOA's are divided into 10 equal groups, with decile 1 being the top 10 percent most deprived and decile 10 being the top 10 percent least deprived in England.

4.2.5. There are nine LSOAs within 1km of the Proposed Scheme, two of which are directly affected by the Proposed Scheme, including Wokingham 018C and Wokingham 19F. All LSOAs identified within 1km of the Proposed Scheme are shown in **Figure 4-1** and listed in **Table 4-1**.

Table 4-1 - Indices of Multiple Deprivation for Relevant LSOAs

LSOA	RANK (Out of 32,844)	DECILE
Wokingham 015A	31,827	10
Wokingham 018C	28,901	9
Wokingham 018D	14,851	5
Wokingham 019B	32,462	10
Wokingham 019C	32,257	10
Wokingham 019D	32,587	10
Wokingham 019E	30,918	10
Wokingham 019F	32,320	10
Wokingham 019G	32,162	10

4.2.6. As **Table 4-1** shows, Wokingham 015A, Wokingham 18C, Wokingham 19B, Wokingham 19C, Wokingham 19D, Wokingham 19E, Wokingham 19F and Wokingham 19G are all within the top 20% least deprived LSOA's in England. Wokingham 018D falls within decile 5 (top 50% least deprived in England). This indicates that this area has relatively low levels of deprivation.

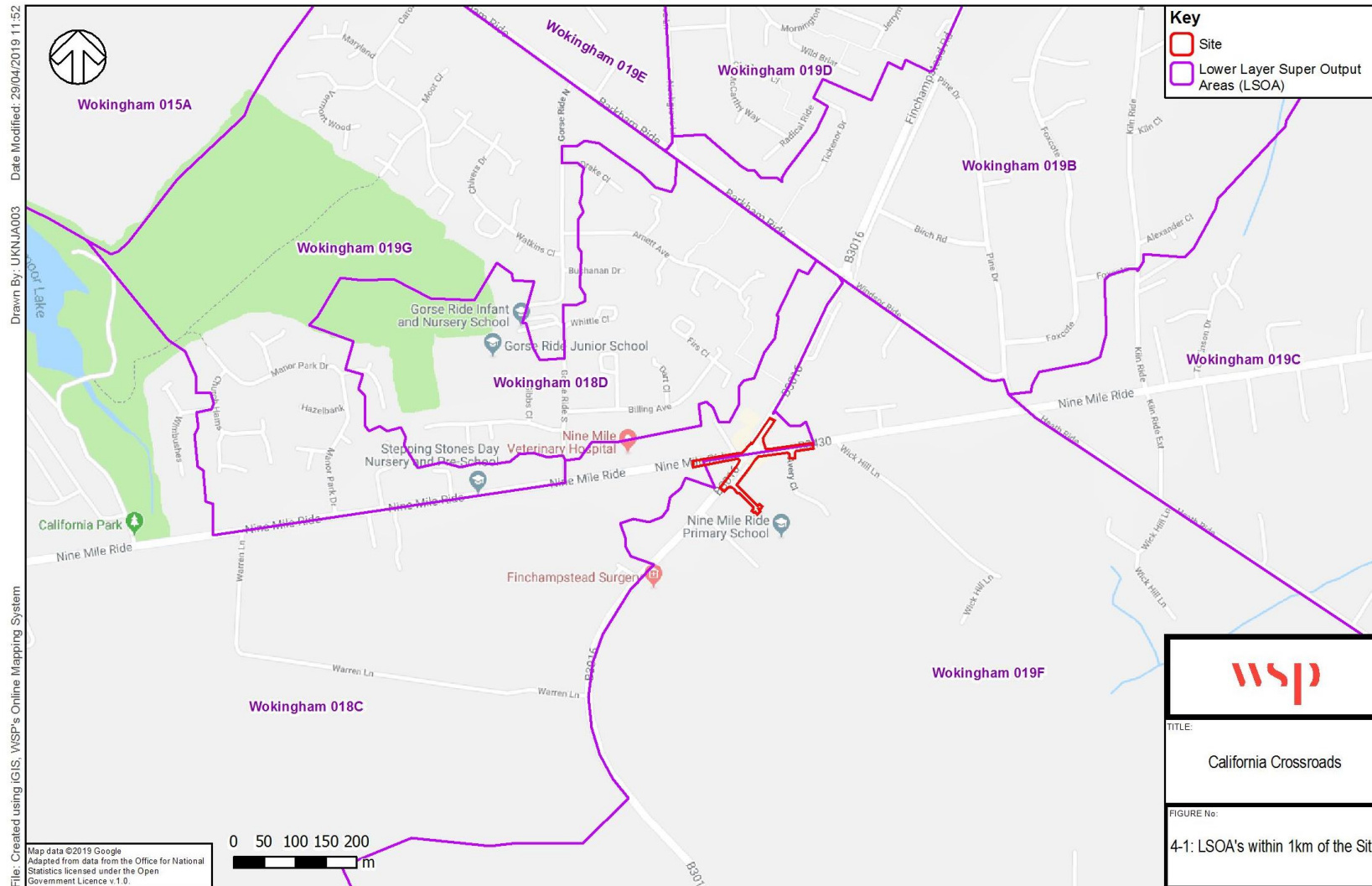


Figure 4-1 - LSOA's within 1km of the Site

POPULATION

- 4.2.7. According to NOMIS, for which data is provided by the Office for National Statistics (**Ref. 5**), Finchampstead Parish had a resident population of 11,990 in 2011. **Table 4-2** shows population statistics sourced from the 2011 Census (**Ref. 5**) for each of the nine LSOAs, Finchampstead holistically, the South East of England (regionally) and England (nationally) overall.

Table 4-2 - Population Density in LSOAs, Great Yarmouth, the East and England

Area	Population	Area (Hectares)	Population Density (Persons per Hectare)
Wokingham 015A	2,214	474.06	4.7
Wokingham 018C	1,420	801.2	1.8
Wokingham 018D	1,155	22.41	51.5
Wokingham 019B	1,464	95.32	15.4
Wokingham 019C	1,084	160.22	6.8
Wokingham 019D	1,320	40.39	32.7
Wokingham 019E	1,595	59.05	27
Wokingham 019F	1,552	685.08	2.3
Wokingham 019G	1,387	41.95	33.1
Finchampstead	11,990	1,946.89	6.2
South East	5,846,965	1,910,838. 21	3.1
England	53,012,456	13,027,843	4.1

- 4.2.8. **Table 4-2** shows Finchampstead has a significantly higher population density than England, with a population density of 6.2 persons per hectare compared to 4.1 persons per hectare for England. All the LSOAs directly affected by the Proposed Scheme have significantly higher population densities when compared to the Great Yarmouth holistically, regional and national averages. Wokingham 018D was the most densely populated LSOA and Wokingham 18C was the least densely populated due to its rural nature.

AGE

- 4.2.9. Age data sourced from the 2011 Census (**Ref. 6**) shows that 17.27% of Finchampstead’s population is aged 65 and above, which is slightly higher than the regional average (17.16%) and higher than the national average (16.3%).
- 4.2.10. Wokingham LSOA 015A (32.2%), 018D (31.5%) and 019D (32%) have a higher percentage of young people (aged 0 to 24) in the population when compared to the average for Finchampstead (28%), for the region (30.3%) and the nation (30.8%). The remaining Wokingham LSOA’s have a lower percentage of young people in the population compared to the regional and national average.
- 4.2.11. **Table 4-3** presents a breakdown of percentage population by age for the eight relevant LSOAs, Finchampstead holistically, regionally and nationally overall.

Table 4-3 - Percentage Population by Age Range

AGE RANGE (YEARS)	WOKINGHAM 015A	WOKINGHAM 018C	WOKINGHAM 018D	WOKINGHAM 019B	WOKINGHAM 019C	WOKINGHAM 019D	WOKINGHAM 019E	WOKINGHAM 019F	WOKINGHAM 19G	FINCHAMPSTEAD	SOUTH EAST	ENGLAND
0-4	4.92	4.51	8.31	5.33	3.60	8.11	6.38	3.16	6.92	6.55	6.19	6.26
5-7	4.29	3.38	3.29	3.48	3.60	4.32	3.89	2.90	4.54	3.52	3.47	3.45
8-9	2.94	2.61	3.03	1.91	2.40	2.80	3.13	2.06	3.32	2.25	2.19	2.16
10-14	9.62	5.92	6.15	6.01	6.92	7.27	7.52	6.19	7.93	5.88	5.94	5.81
15	2.08	1.55	1.04	1.30	2.03	1.21	2.07	2.32	1.59	1.37	1.24	1.23
16-17	2.76	2.75	3.03	2.94	3.51	2.73	3.20	3.09	3.17	2.54	2.52	2.48
18-19	1.76	1.97	2.86	1.78	2.03	1.82	1.57	1.61	1.59	1.71	2.51	2.59
20-24	3.75	2.61	3.81	3.55	3.32	3.79	2.57	3.80	3.32	4.14	6.19	6.78
25-29	2.35	3.24	5.80	2.46	2.21	3.11	3.89	2.51	3.68	5.10	6.12	6.89
30-44	20.14	15.42	20.61	17.21	14.76	25.53	21.82	13.40	20.40	22.01	20.40	20.64
45-59	26.11	24.72	17.84	24.86	28.51	23.71	24.26	29.19	26.10	21.03	19.88	19.39
60-64	6.46	7.75	7.97	9.36	9.59	4.92	7.34	8.70	8.15	6.61	6.20	5.98
65-74	8.58	12.75	10.22	10.18	10.52	6.67	7.96	11.66	6.99	9.03	8.84	8.59

75-84	3.34	7.11	3.72	8.54	5.26	2.88	3.20	6.19	1.87	5.73	5.80	5.52
85-89	0.68	2.18	1.47	0.68	1.20	0.83	0.69	2.26	0.36	1.63	1.62	1.46
90 and over	0.23	1.55	0.87	0.41	0.55	0.30	0.06	0.97	0.37	0.88	0.90	0.76

SEX

- 4.2.12. The percentage of males to females across all ages in Finchampstead is shown as 49.61% and 50.39% respectively which is similar to the regional and national averages (as shown in **Table 4-4**) (**Ref. 7**). The Wokingham LSOAs are largely in keeping with the average for Finchampstead locally, regionally and nationally, however Wokingham 019B and 019C have a slightly higher percentage of males to females. Overall, the ratios of males to females is broadly comparable to the national average.

Table 4-4 - Percentage of the Population by Sex

SEX	WOKINGHAM 015A	WOKINGHAM 018C	WOKINGHAM 018D	WOKINGHAM 019B	WOKINGHAM 019C	WOKINGHAM 019D	WOKINGHAM 019E	WOKINGHAM 019F	WOKINGHAM 019G	FINCHAMPSTEAD	SOUTH EAST	ENGLAND
Males	48.06	47.89	49.70	50.61	50.09	49.47	49.03	49.94	49.96	49.61	49.10	49.18
Females	51.94	52.11	50.30	49.39	49.91	50.53	50.97	50.06	50.04	50.39	50.90	50.82

MARRIAGE AND CIVIL PARTNERSHIP

- 4.2.13. Census data (**Ref. 8**) shows that Finchampstead has a substantially higher percentage of its population that are married (64.42%) when compared to the regional (49.32%) and national (46.59%) statistics (**Table 4-5**). As a result, percentages of Finchampstead's population that are single, in a same-sex civil partnership, separated, divorced or widowed or a surviving partner is lower when compared to the South East and England.

Table 4-5 – Percentage of the Population by Marriage and Civil Partnership Status

STATUS	WOKINGHAM 015A	WOKINGHAM 018C	WOKINGHAM 018D	WOKINGHAM 019B	WOKINGHAM 019C	WOKINGHAM 019D	WOKINGHAM 019E	WOKINGHAM 019F	WOKINGHAM 019G	FINCHAMPSTEAD	SOUTH EAST	ENGLAND
Single	18.39	20.09	28.68	19.58	18.46	21.25	22.93	21.38	21.52	21.34	31.89	34.64
Married	72.06	62.66	51.27	68.67	70.22	62.96	62.08	70.27	67.62	64.42	49.32	46.59
Same Sex Civil Partnership	0	0.34	0.33	0	0	0.20	0.25	0.16	0	0.15	0.23	0.23
Separated	1.48	1.72	3.88	1.5	0.91	2.09	1.72	2.13	1.52	1.88	2.53	2.65
Divorced	4.45	6.27	9.19	5.00	5.44	10.13	9.25	5.41	6.38	6.96	9.12	8.97
Widowed or Surviving Partner	3.62	8.93	6.64	5.25	4.98	3.38	3.77	6.63	2.95	5.26	6.9	6.91

ETHNICITY

4.2.14. The percentage of each ethnicity as measured by the ONS in 2011 (**Ref. 9**) is outlined in **Table 4-6** below. The data shows that Finchampstead has a higher proportion of White British (89.9%) population when compared to regionally (85.3%) and nationally (79.8%) and a higher percentage of the population of White and Asian (1%) compared to regional (0.68%) and national (0.63%) averages. The remaining ethnicities below are generally under represented when compared to regional and national averages, in particular Pakistani, Indian, Bangladeshi, Black British, Arab and Chinese.

Table 4-6 - Percentage of Population by Ethnicity

ETHNICITY	WOKINGHAM 015A	WOKINGHAM 018C	WOKINGHAM 018D	WOKINGHAM 019B	WOKINGHAM 019C	WOKINGHAM 019D	WOKINGHAM 019E	WOKINGHAM 019F	WOKINGHAM 019G	FINCHAMPSTEAD	SOUTH EAST	ENGLAND
White: English/ Welsh/ Scottish/ Northern Irish/ British	91.01	89.86	88.40	90.03	91.24	90.76	89.53	91.49	89.40	89.88	85.23	79.75
White: Irish	0.63	1.13	1.13	1.09	0.55	0.83	0.56	0.26	1.23	0.88	0.85	0.98
White: Gypsy or	0.14	0.42	0.61	0	0.18	0	0.06	0	0	0.13	0.17	0.10

Irish Traveller												
White: Other White	3.03	2.75	3.29	3.69	2.77	3.71	3.82	3.87	2.45	3.27	4.41	4.58
Mixed/ Multiple Ethnic Groups; White and Black Caribbean (Persons)	0.45	0.07	0.69	0.34	0.28	0.15	0.44	0.58	0.22	0.40	0.53	0.78
Mixed/ Multiple Ethnic Groups; White and Black African (Persons)	0.27	0.28	0	0.48	0.18	0.38	0.19	0.32	0.14	0.25	0.26	0.30
Mixed/ Multiple Ethnic Groups; White and Asian (Persons)	0.41	1.13	1.30	1.09	0.92	1.29	0.94	0.26	1.59	0.99	0.68	0.63
Mixed/ Multiple Ethnic Groups; Other Mixed (Persons)	0.41	0.07	0.35	0.48	0.65	0.08	0.38	0.19	0.58	0.33	0.47	0.53
Asian/ Asian British; Indian (Persons)	1.36	1.48	0.17	0.68	1.48	2.05	1.5	0.90		1.32	1.76	2.63
Asian/Asian British; Pakistani (Persons)	0.32	0.63	0.52	0	0	0	0.06	0.19	0	0.16	1.15	2.10
Asian/ Asian British; Bangladeshi (Persons)	0	0.77	0	0.96	0	0	0	0	0.29	0.24	0.32	0.82
Asian/ Asian British; Chinese (Persons)	0.41	0.28	0.78	0.07	0.18	0.23	0.75	1.03	1.01	0.53	0.61	0.72
Asian/ Asian British; Other Asian (Persons)	0.63	0.70	1.04	0.41	0.18	0.38	0.50	0.26	0.14	0.58	1.39	1.55
Black/ African/ Caribbean/ Black British; African (Persons)	0.36	0.14	0.26	0.07	0.92	0.08	0.63	0.32	0	0.43	1.01	1.84
Black/ African/	0.27	0.21	0.61	0.07	0.37	0.08	0.06	0.13	0.14	0.21	0.40	1.11

Caribbean/ Black British; Caribbean (Persons)												
Black/ African/ Caribbean /Black British; Other Black (Persons)	0	0	0.35	0	0	0	0	0.06	0.22	0.07	0.17	0.52
Other Ethnic Group; Arab (Persons)	0.23	0.07	0.43	0.07	0	0	0	0	0	0.06	0.22	0.42
Other Ethnic Group; Any Other Ethnic Group (Persons)	0.09	0	0.09	0.48	0.09	0	0.56	0.13	0.43	0.27	0.37	0.62

RELIGION OR BELIEF

4.2.15. The 2011 Census Data (**Ref. 10**) indicates the majority of Finchampstead’s population identify themselves as Christian (65.08%). This percentage is higher than the regional (59.76%) and national (59.38%) averages. Religions such as Buddhist, Hindu, Jewish, Muslim and ‘Other Religion’ are underrepresented in Finchampstead’s population when compared to the regional and national statistics. Muslims and Buddhist are significantly underrepresented in the local population when compared to regional and national averages. The proportion of Finchampstead’s population that have no religion (24.48%) is lower compared to the regional average (27.66%) but aligns with the national average (24.74%). **Table 4-7** presents a full breakdown of religions by percentage within the population.

Table 4-7 - Percentage of Population by Religion

RELIGION OR BELIEF	WOKINGHAM 015A	WOKINGHAM 018C	WOKINGHAM 018D	WOKINGHAM 019B	WOKINGHAM 019C	WOKINGHAM 019D	WOKINGHAM 019E	WOKINGHAM 019F	WOKINGHAM 019G	FINCHAMPSTEAD	SOUTH EAST	ENGLAND
Christian	66.58	68.87	56.19	67.21	67.53	60.15	63.32	70.30	64.17	65.08	59.76	59.38
Buddhist	0.23	0.21	0.69	0.07	0.28	0.30	0.25	0.06	0	0.23	0.51	0.45
Hindu	0.72	0.92	0.26	0.41	0.74	1.52	0.50	0.19	0.72	0.62	1.07	1.52
Jewish	0.41	0.21	0.61	0.07	0.46	0.30	0	0.13	0.07	0.23	0.21	0.49
Muslim	0.72	1.55	1.47	1.30	0.37	0.08	0.44	0.52	0.65	0.78	2.34	5.02

Sikh	0.23	0.63	0	0.27	0.65	0.53	0.94	0.58	1.15	0.63	0.64	0.79
Other religion	0.18	0.14	0.17	0.14	0	0.53	0.44	0	0.79	0.27	0.46	0.43
No religion	24.62	19.79	32.90	22.61	23.71	28.33	24.64	20.49	25.52	24.48	27.66	24.74
Religion not stated	6.32	7.68	7.71	7.92	6.27	8.26	9.47	7.73	6.92	7.70	7.36	7.18

CAR OR VAN AVAILABILITY

4.2.16. Car or van availability can be used to support the provision of accessible services. The 2011 Census Data (Ref. 11) on Car or Van Availability per Household shows that Finchampstead has a significantly higher percentage of its population (47.4%) with access to 2 cars or vans when compared to regional (29.80%) and national (24.66%) averages. This trend is also reflected within the Wokingham LSOA's with most of the population having access to one or two cars/vans per household. Wokingham 018D has a higher percentage (17.14%) of its population with no cars or vans in households compared to the other Wokingham LSOA's, however this is in keeping with the regional average (18.58%), but below the national average (25.8%).

Table 4-8 - Percentage of Population with Car or Van Access

CAR OR VAN AVAILABILITY	WOKINGHAM 015A	WOKINGHAM 018C	WOKINGHAM 018D	WOKINGHAM 019B	WOKINGHAM 019C	WOKINGHAM 019D	WOKINGHAM 019E	WOKINGHAM 019F	WOKINGHAM 019G	FINCHAMPSTEAD	SOUTH EAST	ENGLAND
No cars or van in household	2.54	6.20	17.14	2.49	2.70	2.64	6.40	3.93	1	5.06	18.58	25.80
1 car or van in household	20.30	28.47	36.48	24.38	19.61	31.03	28.57	23.40	24.45	26.98	41.74	42.16
2 cars or vans in household	55.84	42.52	34.07	51.78	48.28	50.71	50.08	45.17	56.31	47.40	29.80	24.66
3 cars or vans in household	14.34	15.69	9.23	15.66	22.30	11.56	11.17	14.40	12.22	14.12	7.13	5.46
4 or more cars or vans in household	6.98	7.12	3.08	5.69	7.11	4.06	3.78	13.09	6.01	6.44	2.76	1.93

4.3. HEALTH PROFILE

4.3.1. Public Health England publish health statistics for local authorities each year, however health statistics are not published for parishes. Therefore, for the purposes of this EqIA,

the local authority health profile for Wokingham, within which Finchampstead Parish is located, has been used. The Local Authority Health Profiles are published each year, therefore update profiles are likely to be available in July 2019.

HEALTH IN SUMMARY

- 4.3.2. The 2018 Local Authority Health Profile (**Ref. 12**) for Wokingham provided by Public Health England states that the health of inhabitants is generally better than the England average.
- 4.3.3. Wokingham is one of the 20% least deprived local authorities in England and roughly 6% (1,800) of children live in low income families¹. Life expectancy for men in Wokingham is higher (81.6 years) than the regional (80.6 years) and national (79.5years) average. Life expectancy for women in Wokingham is also higher (85.1 years) than the regional (84 years) and national (83.1 years) averages. Life expectancy is 4.5 years lower for men and 5.5 years lower for women in the most deprived areas of Wokingham than the least deprived areas.
- 4.3.4. Data presented in **Table 4-9** shows that Finchampstead has a higher percentage of its population in both very good and good health (88.5%) compared to regional (83.65%) and national (81.39%) statistics. All Wokingham LSOA's have a higher percentage of the population in very good health or good health when compared to the regional and national statistics. Wokingham 018D has a higher percentage of the population in very bad health (1.82%) when compared to Finchampstead (0.67%), the South East (0.96%) and England (1.25%).

Table 4-9 - Health Status by Percentage of the Population

HEALTH STATUS	WOKINGHAM 015A	WOKINGHAM 018C	WOKINGHAM 018D	WOKINGHAM 019B	WOKINGHAM 019C	WOKINGHAM 019D	WOKINGHAM 019E	WOKINGHAM 019F	WOKINGHAM 019G	FINCHAMPSTEAD	SOUTH EAST	ENGLAND
Very Good Health	60.75	51.34	46.58	55.81	57.01	60.15	58.62	53.16	62.08	55.92	49.02	47.17
Good Health	30.22	33.73	35.32	32.10	33.30	30.98	32.04	34.09	30.50	32.59	34.63	34.22
Fair Health	7.54	11.48	12.47	9.15	7.01	6.82	6.96	10.12	6.13	8.68	12.02	13.12
Bad Health	1.36	2.32	3.81	2.32	2.21	1.67	1.82	2.26	1.01	2.14	3.38	4.25
Very Bad Health	0.14	1.13	1.82	0.61	0.46	0.38	0.56	0.39	0.29	0.67	0.96	1.25

¹ When a households income is below 60% of the median household income for the nation

4.3.5. Finchampstead has a higher percentage of the population whose daily activities are not limited by long term health problems or a disability, compared to the regional and national statistics (**Ref. 13**). As **Table 4-10** shows, Wokingham 018C (7.32%) and 018D (7.27%) have a higher percentage of their population with day to day activities limited a lot by a long-term health problem or disability compared to Finchampstead (4.52%) and the South East (6.88%), however this is still below the national percentage (8.31%). Other than Wokingham 018C and Wokingham 18D, the LSOA's generally have a higher percentage of the population whose day to day activities are not limited, or are limited a little, when compared to the regional and national statistics.

Table 4-10 - Percentage of Population with a Long-Term Health Problem or Disability

LONG TERM HEALTH PROBLEM OR DISABILITY	WOKINGHAM 015A	WOKINGHAM 018C	WOKINGHAM 018D	WOKINGHAM 019B	WOKINGHAM 019C	WOKINGHAM 019D	WOKINGHAM 019E	WOKINGHAM 019F	WOKINGHAM 019G	FINCHAMPSTEAD	SOUTH EAST	ENGLAND
Day to Day Activities Limited a Lot	2.76	7.32	7.27	4.44	3.87	2.80	3.13	5.80	1.87	4.52	6.88	8.31
Day to Day Activities Limited a Little	6.32	8.10	9.09	7.99	6.09	5.68	6.14	7.93	5.55	6.91	8.83	9.33
Day to Day Activities Not Limited	90.92	84.58	83.64	87.57	90.04	91.52	90.72	86.28	92.57	88.57	84.29	82.36

CHILD HEALTH

4.3.6. The Local Authority Health Profile for Wokingham summarises that 13.8% of Year 6 children (aged 10 to 11) are classified as obese which is lower when compared to the regional (16.9%) and national (20%) statistics. The rate of alcohol specific hospital stays among those under 18 is 21 per 100,000 of the population, equating to 8 stays per year. Levels of teenage pregnancy (under 18) in Wokingham are lower (0.81%) when compared to the regional (1.5%) and national (1.89%) averages. At the time of child birth 4.1% of women in Wokingham were still smoking which is lower when compared to the regional (9.9%) and national (10.8) averages. Children achieving 5 A* to C grades in GCSEs within Wokingham is generally higher (70.9%) when compared to the regional (60.3%) and national (57.8%).

ADULT HEALTH

4.3.7. The rate of alcohol related harm hospital stays in Wokingham is 415 per 100,000 population, better than the average for the South-East Region (525 per 100,000) and the national average (636 per 100,000). The rate of emergency hospital admissions

for intentional self-harm is 172.2 per 100,000 population for Wokingham, which is lower than both regional statistics (197.3 per 100,000) and national statistics (185.3 per 100,000). In Wokingham, 55% of adults are classified as overweight or obese which is lower when compared to the regional (59.7%) and national (61.3%) statistics. Furthermore, the percentage of physically active adults in Wokingham is higher (71.2%) when compared to the regional (68.9%) and national (66%) statistics.

- 4.3.8. The rate of people killed and seriously injured on Wokingham's roads is better (28.7 per 100,000 population) than the regional (50.6 per 100,000) and national (39.7 per 100,000) statistics. Rates of statutory homelessness in Wokingham are considerably lower (0.2 per 100,000 population) when compared to the region (0.7 per 100,000) and nation (0.8 per 100,000). Rates of violent crime are significantly lower in Wokingham (0.75%) than the regional (2.32%) and national (2.37%) statistics. The mortality rate for cancer for people aged under 75 is 113.2 per 100,000 of the population in Wokingham, which is lower than both regional (125.9 per 100,000) and national (134.6 per 100,000) statistics.

4.4. COMMUNITIES IN PROXIMITY TO THE PROPOSED SCHEME

- 4.4.1. The nearest communities within the area surrounding the Proposed Scheme comprise of:

- Wick Hill (surrounds the Proposed Scheme);
- Wokingham (4km north east of the Proposed Scheme);
- Eastheath (2.76km north east of the Proposed Scheme);
- Gardners Green (3.47km north east of the Proposed Scheme);
- Crowthorne (4.23km south east of the Proposed Scheme);
- Little Sandhurst (4.27km south east of the Proposed Scheme);
- Finchampstead (1.62km south of the Proposed Scheme);
- Eversley (3.61 km south west of the Proposed Scheme);
- Arborfield (3.79km north west of the Proposed Scheme); and
- Barkham (2.9km north of the Proposed Scheme).

- 4.4.2. The area surrounding the Proposed Scheme is mainly residential associated with Wick Hill and is separated from Finchampstead by a collection of large open fields approximately 300m to the south. The majority of local community facilities are centred in Wick Hill, however other community facilities are likely to be accessed in surrounding settlements, particularly Wokingham.

- 4.4.3. Likely journeys to take place to and from the Proposed Scheme include:

- Journeys to and from community facilities within Wick Hill;
- Journeys to and from Wokingham via the B3016 (Finchampstead Road);
- Journeys to and from Bracknell via Nin Mile Ride and the B3430;
- Journeys to and from Crowthorne via B3430 and Lower Wokingham Road; and
- Journeys to and from Arborfield via Nine Mile Ride and Park Lane or Finchampstead Road and Barkham Ride;

4.5. PUBLIC TRANSPORT, PEDESTRIAN AND CYCLING FACILITIES

PUBLIC TRANSPORT

- 4.5.1. A review of the Walking Cycling and Horse Riding Assessment (WCHAR) shows that there is access to several bus services from Nine Mile Ride and Finchampstead Road within the vicinity of the Proposed Scheme as summarised in **Table 4-11**.

Table 4-11 – Key Bus Services in Proximity to the Proposed Scheme

Service Number	Operator	Bus Stop Location	Route	Service Frequency		
				Peak	Off-Peak	Saturday (Sunday)
Leopard 3	Reading Buses	California Crossroads opposite 399 Ratepayers Hall and opposite Petrol Station	Bracknell, Wokingham, Arborfield Cross, Spencers Wood, Reading	Hourly	Hourly	Hourly (Hourly)
244	Horseman Coaches	California Crossroads opposite 399 Ratepayers Hall and opposite Petrol Station	Winnersh, Wokingham, Finchampstead, Arborfield Garrison, Shinfield, Whitley	School Service		
39A	White Bus Services	California Crossroads opposite California Post Office	Wokingham, Finchampstead, Arborfield Garrison, California Crossroads, London Road	School Service		
39B	White Bus Services	California Crossroads opposite 399 Ratepayers Hall	Wokingham, Finchampstead, Arborfield Garrison, California Crossroads London Road	School Service		
125	Courtney Buses	California Crossroads opposite 399 Ratepayers Hall and opposite California Post Office	Crowthorne, California Crossroads, Finchampstead, Wokingham Station, Wokingham	None	Three Services	Two Services (None)
125A	Courtney Buses	California Crossroads opposite 399 Ratepayers Hall and opposite California Post Office	Crowthorne Pinewood Crossroads, California Crossroads, Finchampstead Wokingham Station	Two Services	None	None
125B	Courtney Buses	California Crossroads opposite 399	Crowthorne Pinewood Crossroads,	Two Services	None	None

		Ratepayers Hall and opposite California Post Office	California Crossroads, Finchampstead, Wokingham Station			
952	Stagecoach South	California Crossroads opposite 399 Ratepayers Hall and opposite California Post Office	Farnborough, Yateley, Sandhurst, Crowthorne, California Crossroads, Finchampstead, Arborfield Cross, Shinfield, Madejski Stadium	None	None	For Reading FC Home Matches (None)
145	Horseman Coaches	California Crossroads opposite 399 Ratepayers Hall and opposite California Post Office	Winnersh, Sindlesham, Arborfield Cross, Wokingham Station, Wokingham, Finchampstead, California Crossroads, Finchampstead, Three Mile Cross	None	One Service	None
80	Stagecoach South	California Crossroads opposite 399 Ratepayers Hall	Shinfield, Arborfield Cross, Barkham, Finchampstead, California Crossroads, Finchampstead, Yateley	School Service		

4.5.2. The closest railway station to the Proposed Scheme is Crowthorne, located 2.8km to the south east. Crowthorne is a minor station on the Great Western Railway line. The station incorporates 24 cycle spaces and 42 car spaces. The ticket office is staffed from 06:45 to 10:30 Monday to Friday. **Table 4-12** provides a list of the rail services available for Crowthorne.

Table 4-12 – Rail Services at Crowthorne Station

Destination	Monday - Friday	Saturday	Sunday
Redhill	Hourly	Hourly	Hourly
Reading	Hourly	Hourly	Hourly
Gatwick Airport	Hourly	Hourly	Hourly
Shalford	Hourly	Hourly	Hourly

PEDESTRIANS AND CYCLISTS

- 4.5.3. Pedestrian facilities within the Proposed Scheme are typical of an urban environment, with footways of between 1.5m and 2m in width. Tactile paving and pedestrian refuge islands are provided on the eastern side of the roundabout, however no tactile paving is provided on the western side of the junction.
- 4.5.4. The range of land uses in the vicinity of the Site results in a variety of pedestrian desire lines. This includes the primary school, both convenience stores and local shops, as well as cutting through the petrol filling station. The WCHAR identified the following key trip generators:
- The land in the immediate vicinity of California Crossroads is predominately residential. The majority of housing is detached accessed via residential streets and private driveways.
 - California Crossroads itself is bordered by several retail outlets including: two Convenience Stores, a Petrol Filling Station, a Post Office, a Pharmacy and a Dentist. Acting as the centre of the community, these facilities generate cyclist, pedestrian and vehicular trips.
 - The California Ratepayers Hall (a local community venue) is located approximately 75m north-east of the Proposed Scheme along the B3016 Finchampstead Road (NE).
 - The Sand Martins Golf Club is located approximately 1km north-east of the Proposed Scheme, along the B3016 Finchampstead Road (NE).
 - The Nine Mile Ride Primary School and Blue Bird Nursery Centre site is located approximately 70m south of the crossroads along the B3016 Finchampstead Road (SW).
 - The Finchampstead Surgery is situated approximately 230m south-west of the junction along the B3016 Finchampstead Road (SW).
 - The Nine Mile Ride Veterinary Hospital is located approximately 180m west of the Proposed Scheme along Nine Mile Ride (W).
 - The Stepping Stones Day Nursey and Pre-School is located approximately 430m west of the junction along Nine Mile Ride (W).
 - Approximately 415m to the north-west at the point where Gorse Ride North and Gorse Ride South terminate, is a collection of three civic amenities; The Gorse Ride Junior School, The Gorse Ride Infant and Nursery School and the Finchampstead Parish Council.
 - Further afield there is California Country Park, located approximately 1km from the junction) which includes a Chalet and Touring Park, generating leisure and holiday trips. Adjacent to the country park is a small Industrial Estate known as Nine Mile Ride Industry.
- 4.5.5. Pedestrian guard railing is provided to restrict pedestrians from crossing the road away from the provided crossing points. Whilst this guard railing restricts the effective width of the footways, the more pedestrianised service road provides an alternative pedestrian route.
- 4.5.6. A review of the Wokingham Public Rights of Way (PRoW) Map (**Ref.14**) identified PRoW and dedicated footways within 500m of the Proposed Scheme as outlined in **Table 4-13** and shown in **Figure 4-2**.

Table 4-13 – PRow within 500m of the Proposed Scheme

Public Right of Way Name	Distance and orientation from the Proposed Scheme
Bridleway FINC BR 35 I	486m south west
Footpath FINC FP 15 I	425m south
Restricted Byway FINC RB 25 I	137m east
Restricted Byway FINC RB 24 VI	456m east

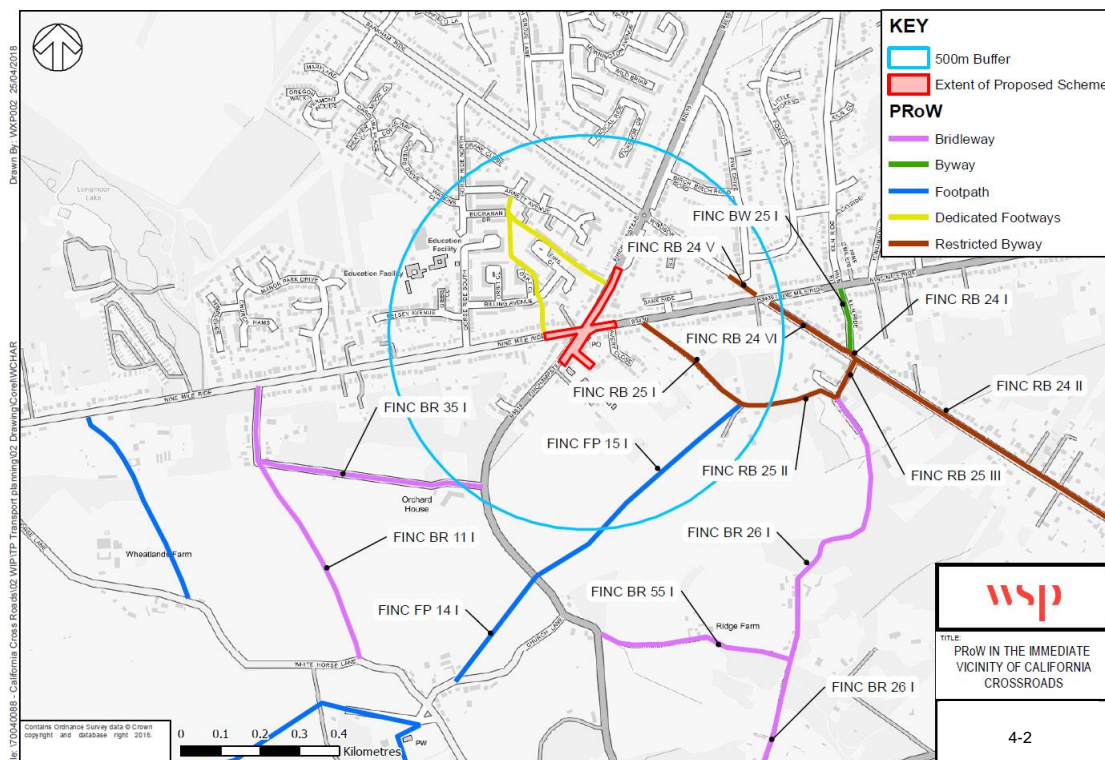


Figure 4-2 - PRow within 500m of the Proposed Scheme

- 4.5.7. Cycling facilities in the immediate vicinity of the Proposed Scheme are limited. The nearest shared use footpath is along the B3016 Finchampstead Road (NE) approximately 650m northeast of the Proposed Scheme between the junction with Pine Drive and the roundabout junction with the A321 Sandhurst Road and the A321 Finchampstead Road. Nash Grove Lane has been classified by WBC as a 'Useful Link'.
- 4.5.8. The following roads have been classified by WBC as 'Quiet or Traffic Calmed Roads' for cyclists:
- Finchampstead Road;
 - Gorse Ride North;
 - Gorse Ride South;
 - Heath Ride; and
 - Windsor Ride.

4.6. SENSITIVE RECEPTORS

- 4.6.1. There are several sensitive receptors which are situated within or adjacent to the Proposed Scheme, including the following:

SCHOOLS AND NURSERIES

Nine Mile Ride Primary School

- 4.6.2. Nine Mile Ride Primary School is located 80m south west of the Proposed Scheme and is accessed off Finchampstead Road and is well used by the community. The primary school provides education for children aged four to seven years of age as well as providing breakfast and after school clubs.

Gorse Ride Schools

- 4.6.3. Gorse Ride Infant and Nursery School and Gorse Ride Junior School provide education from Years 1 to 6. The schools are located 400m and 420m north west of the Proposed Scheme respectively from Gorse Ride South.

Stepping Stones Day Nursery and Preschool

Stepping Stones Day Nursery provides day care for children aged under 4. It is located approximately 435m west of the Proposed Scheme off Nine Mile Ride

HEALTHCARE FACILITIES

Jats Pharmacy

- 4.6.4. Jats Pharmacy is located roughly 25m south of the Proposed Scheme and is in the centre of the village. The pharmacy provides prescriptions, over the counter medication as well as general health supplies.

Finchampstead Surgery and Pharmacy

- 4.6.5. The Finchampstead Surgery provides healthcare services and GP consults for the local community. It is located 250m south west of the Proposed Scheme on Finchampstead Road and is the only surgery within the local community.

Integrated Pain and Spinal Service (IPASS) Finchampstead Road

- 4.6.6. The IPASS provides pain and spinal treatments for patients with persistent pain (chronic or long term) as part of the NHS Berkshire Healthcare service. The service has a specialist team that provide physiotherapy, psychology and educational sessions for the local community.

FACILITIES FOR THE ELDERLY

Wild Acres Care Home

- 4.6.7. Wild Acres provides long term 24-hour care to elderly residents and works in conjunction with the local G.P and district nurses. The care home runs several activities each week including daytrips, local visits and groups for its residents and is located roughly 152m south of the Proposed Scheme.

Warren Lodge Care Centre

- 4.6.8. Warren Lodge residential care home provides 24-hour residential care for persons aged 65 and over and including long-term, respite and postoperative care and are specialists in dementia care. Warren Lodge is located roughly 500m south west of the Proposed Scheme.

COMMUNITY FACILITIES

California Association Village Hall

- 4.6.9. The California Association village hall located 112m north east of the Proposed Scheme off Finchampstead Road. It provides a venue for various regular community events throughout the week including childminding and toddler groups, flower club, gardeners club, school of dance, women’s institute activities and yoga.

PLACES OF WORSHIP

St Mary & St John California

- 4.6.10. The St Mary and St. John California Parish Centre is a Christian Church that provides Sunday worship every week and provides midweek communion on Wednesdays. The centre also provides a venue for weddings and a range of other services including, but not limited to choir practice, tea and chat and gardening activities.

Finchampstead Baptist Church

- 4.6.11. Finchampstead Baptist Church is located off Gorse Ride South roughly 430m north west of the Proposed Scheme. It is a large multi-purpose centre providing a place to worship but also a venue for a variety of activities including sports, pilates and yoga, meeting rooms for hire, art groups and a nursery. The church also contains a café and outside play area for children and is a well-used facility within the local community.

RECREATIONAL RESOURCES

- 4.6.12. There are three play areas located within 500m of the Proposed Scheme as shown in **Table 4-14**.

Table 4-14 - Recreational resources within 500m of the Proposed Scheme

Name	Description	Direction from the Proposed Scheme	Distance from the Proposed Scheme
Gorse Ride South	Play Area	NE	316m
Gorse Ride Woods	Play Area	NE	280m
Gorse Ride Community Centre	Play Area	NE	495m

- 4.6.13. In addition to the above, California Country Park is located 515m north east of the Proposed Scheme and provides 40 hectares of ancient bog land and lowland heath.

5. STAGE 1: EQIA SCREENING

EQIA SCREENING OVERVIEW

- 5.1.1. The EqIA Screening assessment was completed for the Proposed Scheme. The screening assessment is presented in **Table 5-1** and supported by the rationale provided in the following sections.
- 5.1.2. On completion of the EqIA Screening, it was identified that key elements of the Proposed Scheme which could disproportionately affect vulnerable groups are as follows:
- Amendments to public transport facilities and routes;
 - Changes to crossing points and public realm;
 - Improvements in pedestrian and cycling facilities and;
 - Improvements in access to community employment, recreational and community facilities;
 - Community severance due to disruption caused by construction works;
 - Temporary changes to the road or footpath;
 - Diversions and changes to key routes;
 - Temporary changes to public transport facilities and routes; and
 - Noise, dust, light and environmental impacts associated with construction of the Proposed Scheme which have the potential to impact on health and wellbeing of the local population.
- 5.1.3. Based on the potential impacts that have been outlined above, the EqIA Screening identified that a full EqIA should be carried out for the following protected characteristic groups:
- Sex;
 - Age;
 - Religion;
 - Pregnancy and Maternity; and
 - Disability.

Table 5-1 - Equality Impact Screening

Protected Characteristic	Effect	
	Negative Effect	Positive Effect
Sex	Construction	Operation
Religion or Belief	Construction	Operation
Age	Construction	Operation
Disability	Construction	Operation
Race	None	None
Sexual Orientation	None	None

Protected Characteristic	Effect	
	Negative Effect	Positive Effect
Gender Reassignment	None	None
Pregnancy and Maternity	None	None
Marriage and Civil Partnership	None	None

SEX (INCLUDING PREGNANCY AND MATERNITY)

- 5.1.4. Evidence shows that men are likely to travel further distances on average to commute for business and are therefore more likely to use the strategic road network and motorways on a more frequent basis, whereas women are more likely to undertake shorter, more frequent trips for purposes such as taking their children to school (**Ref. 15**). As women make more trips taking children to school than men on average (**Ref. 15**), the Proposed Scheme has the potential to impact journeys to and from educational facilities including the pre-schools and primary schools in the local vicinity and those travelling to schools in Wokingham and surrounding areas. As a result, women have the potential to be disproportionately affected by the Proposed Scheme. There is the potential for construction of the Proposed Scheme to cause congestion on Nine Mile Ride and Finchampstead Road which may impact women visiting certain facilities, such as Nine Mile Ride Primary School and Stepping Stones Day Nursey and Pre-School.
- 5.1.5. Statistics released by the Department for Transport (**Ref. 16**) show that more men are likely to cycle meaning they could be more likely to be affected by any delays or disruption during construction in the short term, however in the long term the provision of cyclist facilities would be improved following construction of the Proposed Scheme which is likely to benefit cyclists, particularly men based on the above statistics.
- 5.1.6. The Pregnancy Mobility Index (**Ref. 17**) provides evidence that mobility restrictions suffered by pregnant women (particularly in the later stages of pregnancy) such as chronic back/ pelvic/ joint pain, pelvic instability, breathlessness and rib pain, differentiate them from the general population. These restrictions can affect mobility in accessing/ leaving a vehicle and may also influence their capability and willingness to drive. Pregnant women are likely to be affected by temporary or permanent changes to bus stops/ routes and car parking locations, which may increase the distance and time of journeys.
- 5.1.7. The 2017 National Travel Survey (**Ref. 15**) also highlights that women up until approximately 50 years of age are more likely to make a walking trip than men, with 21% of trips being made for education and education escort and 19% for shopping, both activities which are carried out in higher proportion by women. The schools and shops in the local vicinity indicate that women could be disproportionately affected during the construction phase by potential closed footpaths and / or diversions and congestion on the roads.

RELIGION AND BELIEF

- 5.1.8. The St Mary and St John California may be affected by the Proposed Scheme due to potential disruption and changes to access during construction. This could include a reduction in accessibility and changes to routes and journey delays for both vehicles and pedestrians. The church is used for a variety of activities throughout the week, therefore users, particularly the young and the elderly who identify themselves as Christian may be affected by the Proposed Scheme. In addition, access to the Finchampstead Baptist Church by users may be reduced during construction, particularly for those travelling from the east on Nine Mile Ride and from the north and south on Finchampstead Road. It is noted however that the Finchampstead Baptist Church only holds service on Sundays at 9 and 11am.

AGE

- 5.1.9. Road disruption during construction may impact on school students and parents that walk their children to Nine Mile Ride Primary School, Gorse Ride Schools and Stepping Stones Day Nursery. Construction works may also affect bus services which may impact accessibility and journey length for schools in the wider surrounding area. During operation, it is thought students and parents taking their children to school may benefit through increased pedestrian facilities and accessibility.
- 5.1.10. Construction of the Proposed Scheme has the potential to affect access to local community facilities such as the shops, restaurants and the pharmacy for elderly residents of the Wild Acres Care Home and Warren Lodge Care Centre. Construction works and potential footpath diversions or closures may impact the ability for the elderly to access local facilities.
- 5.1.11. Community facilities such as the California Association Village Hall and Finchampstead Baptist Church provide a range of services and activities for both the young and elderly such as a library, café and nurse. The Proposed Scheme therefore has the potential to reduce accessibility to such community facilities by car/public transport and by cycling and walking through changes to safe 'known' routes and increases in journey lengths resulting from congestion and alternative pedestrian access.

DISABILITY

- 5.1.12. The 2015-2016 National Road Users' Satisfaction Survey (**Ref. 18**) showed that users with a health issue affecting mobility were generally older and were not in employment. This resulted in less frequent use of the strategic road network and noted that these users are less confident using the road network and feel unsafe from the perceived poor driving of others. It is therefore likely that drivers with disabilities may be affected by any congestion or disruption during construction.
- 5.1.13. There are no specific community facilities focussed towards persons with a disability and census data shows that Finchampstead has a lower than average percentage of the population that have a long-term health problem or disability. Despite this, the presence of elderly care facilities within proximity to the Proposed Scheme, means the potential for the scheme to result in adverse impacts on persons who are disabled

remains. Community facilities such as Finchampstead Baptist Church, California Association Village Hall, Jats Pharmacy, local shops and Finchampstead Surgery and Pharmacy are likely to be used by the elderly, a proportion of whom may have a disability. Changes in access, routes and accessibility to facilities such as these, particularly from Wild Acres and Warren Lodge as well as surrounding residential areas may disproportionately affect persons with a disability. It is noted that the Proposed Scheme will reduce the number of available parking spaces outside local shops, however the number of disabled spaces will remain the same and unaffected.

RACE

- 5.1.14. There is no clear evidence, data or rationale to suggest the Proposed Scheme will have a disproportionate effect on this group.

SEXUAL ORIENTATION

- 5.1.15. There is no clear evidence, data or rationale to suggest the Proposed Scheme will have a disproportionate effect on this group.

GENDER REASSIGNMENT

- 5.1.16. There is no clear evidence, data or rationale to suggest the Proposed Scheme will have a disproportionate effect on this group.

MARRIAGE AND CIVIL PARTNERSHIPS

- 5.1.17. The church of St Mary and St John California do provide wedding services and census data shows that Finchampstead has a higher percentage of its population that are married when compared to the South East and England. Despite this, there is no further evidence to suggest that there will be a disproportionate effect on this group.

SUMMARY

- 5.1.18. To conclude, both men and women, particularly pregnant women, might be disproportionately affected by different aspects of the Proposed Scheme in the short term during construction, although there is the potential for positive benefits in the long term. The elderly and those with disabilities have the potential to be adversely impacted by the Proposed Scheme during construction, but also could benefit from the improved access in the local area during operation. Young children and may be adversely impacted by the Proposed Scheme during construction, resulting from reduced access to local schools and community facilities.
- 5.1.19. Based on the potential impacts that have been outlined above, the EqIA Screening has identified that a full EqIA should be carried out for the following protected characteristic groups:
- Age;
 - Disability;
 - Sex (including pregnancy and maternity); and
 - Religion
- 5.1.20. Actions to be undertaken as part of the EqIA include; consulting with the sensitive receptors identified to understand potential effects of the Proposed Scheme. In addition, further information on the phasing and timescales of the Proposed Scheme



construction will be collected to inform the EqlA. Effects to public transport, particularly bus stops and routes will need to be evaluated further to assess level of use and likely mitigation.

6. STAGE 2: EQUALITY IMPACT ASSESSMENT

6.1. INTRODUCTION

6.1.1. In line with the recommendations of the EqIA Screening (Section 5), this EqIA assesses the potential effects of the Proposed Scheme on the following protected groups:

- Age;
- Disability;
- Sex (including pregnancy and maternity); and
- Religion.

6.1.2. The following impacts will be considered within the EqIA:

- Pedestrian or community severance due to disruption caused by construction works;
- Temporary changes to roads or footpaths;
- Diversions and changes to key routes;
- Temporary changes to public transport facilities;
- Amendments to public transport facilities;
- Changes to crossing points and public realm; and
- Impacts on physical accessibility to community facilities.

6.1.3. During the EqIA Screening, there was no evidence to suggest that race, sexual orientation and gender reassignment protected characteristic groups are likely to be affected by the Proposed Scheme and are therefore excluded from the full EqIA. The EqIA will be continually reviewed and updated as the Proposed Scheme progresses. If any evidence is found or presented that demonstrates the Proposed Scheme is likely to disproportionately affect these protected characteristic groups the EqIA will be revised to assess any potential impacts.

6.2. CONSULTATION

6.2.1. This EqIA where possible has been informed by meetings and workshops with stakeholders and formal Public Consultation events. A summary of consultation outcomes relevant to the EqIA can be found in **Table 6-1**. Full details of consultation can be viewed within the Consultation Report.

Table 6-1 – Summary of Consultation

Organisation	Comments on the Proposed Scheme
Learning Disabilities Group and Caring Listening and Supporting Partnership (CLASP) Wokingham	<ul style="list-style-type: none"> ▪ High contrasting colours between the carriageway and the footway would be required to clearly see the distinction between ▪ The crossings included on the approaches to the Proposed Scheme are useful for people who are less confident around the junction ▪ Once the Proposed Scheme is built, a Site Visit is to be organised with CLASP to familiarise people with the new layout and given support as to the best way to pass through it

<p>Guide Dogs</p>	<p>The following points were raised by Guide Dogs:</p> <ul style="list-style-type: none"> ▪ Metal profiles such as metal studs should not feature within the Proposed Scheme as they can burn guide dog paws; ▪ Any areas where vehicles are expected, a raised kerb with a minimum height of 60mm is preferred; ▪ Tactile paving must be angled in the direction of the crossing; ▪ Shared use areas are a risk to the visually impaired; ▪ Once the Proposed Scheme is built, a Site Visit is to be organised with residents to familiarise people with the new layout and given support as to the best way to pass through it.
<p>Public Consultation Responses: Crossing</p>	<p>Several responses were received following the public consultation event regarding the crossing, relating to the design and general concerns about safety. Specifically comments related to the need for the central islands that would be removed as part of the Proposed Scheme and the incorporation of a raised pedestrian crossing or more prominent central refuge. Furthermore, comments were raised, particularly how children and vulnerable users would use the crossings and the need for a crossing warden.</p>
<p>Public Consultation Responses: Pedestrian Usage and the School Access Road</p>	<p>A small number of responses were received expressing concern that vulnerable users would find it difficult to navigate the space and others discussed the need to widen the school access road and that the school access road currently within the Proposed Scheme is considered dangerous.</p>
<p>Finchampstead Parish Council formal consultation response</p>	<p>Responses from Finchampstead Parish Council relevant to the EqlA include:</p> <ul style="list-style-type: none"> ▪ There should be at least one disabled parking bay in front of the shops, but they queried the access to the bay ▪ Footways must be clearly defined for all including the visually impaired and those of limited mobility. Tactile paving, distinct colour changes and height differences are vital ▪ Concerns over pedestrian access from Nine Mile Ride (east) heading south to the Finchampstead Road. There needs to be a defined route including a crossing over the Avery Car Park entrance road, particularly for the less mobile, those with push chairs and the visually impaired. ▪ The central crossings may be difficult to use by the visually impaired, but it is acknowledged outer crossings will accommodate these users ▪ Tactile paving should be splayed so that it can be easily identified by the visually impaired. Metal studs should not be used as these are unsuitable for any dogs – assistance or other – in hot weather ▪ The footprint design is inappropriate as this may encourage children to look down and make crossing a game rather than encouraging them to look and teaching them about road safety ▪ Concerns over a crossing point at one of the vehicular access points to and from Red Oak stores and the potential conflict it causes between drivers entering and leaving and pedestrians looking to cross ▪ All crossings should have raised platforms ▪ The island crossings should be omitted as this defeats the purpose of shared space principles and the central crossing should be omitted from the Proposed Scheme

- It is agreed that there should be some seating but this should be small scale to provide resting points rather than somewhere for people to lie down or groups to congregate

6.3. SEX (INCLUDING PREGNANCY AND MATERNITY)

- 6.3.1. Census data presented in Section 4 of this EqlA shows Wokingham 018D, Wokingham 019D and Wokingham 19G have higher percentages of their population aged between 0-4 years old when compared to the South East and England. In addition, Finchampstead parish overall has a higher percentage of 0-4-year olds in the population when compared to the regional and national statistics. This data combined with the presence of Stepping Stones Day Nursery and Preschool and Gorse Ride Infant and Nursery school suggests there is the potential for pregnant women and new mothers to be disproportionately affected by the Proposed Scheme. This group are sensitive to temporary changes to roads or footpaths, diversions and changes to key routes, changes to public transport services, changes to crossing points at the Proposed Scheme and physical accessibility to community facilities. The above changes may make pregnant and maternal women less willing or able to access community facilities during construction of the Proposed Scheme.
- 6.3.2. Wokingham 015A, 018D, 019D, 019E and 019G have higher percentages of the population aged between 0-15 years old compared to the South East and England statistics. In addition, Finchampstead parish overall has a higher percentage of 0-15-year olds compared to the regional and national statistics. As women make more trips taking their children to school than men on average (**Ref. 15**) and the census data combined with the presence of Nine Mile Ride Primary School, Gorse Ride Junior school, three recreational play parks and several facilities such as Finchampstead Baptist Church and the California Association Ratepayers Hall that provide services for children means there is the potential for females, particularly mothers to be disproportionately affected by the Proposed Scheme.
- 6.3.3. Department for Transport statistics (**Ref. 16**) show that men are more likely to make trips via bicycle. Construction works that result in temporary closures / diversions of roads, particularly Finchampstead Road or quiet traffic calmed roads as defined by WBC has the potential to affect men undertaking various trips to access places of work or other community facilities.
- 6.3.4. It is recommended that wherever possible key routes, both pedestrian and vehicle, remain open during construction and that any changes to public transport are clearly communicated ahead of construction. The potential to construct the Proposed Scheme outside of school term times should be considered as this would help minimise the impacts on females, including pregnant women and new mothers. Overall, if the above mitigation is implemented, the Proposed Scheme is likely to have a **short term, negative, low impact** on sex (including pregnant women and new mothers).
- 6.3.5. During operation, the Proposed Scheme is thought to afford benefits to both men, women (including pregnant women and new mothers) by providing a more pedestrian and cyclist focussed environment. The additional crossings on the approaches to the

Proposed Scheme will provide greater options for pregnant women and new mothers, who may feel less confident crossing in the central area of the Proposed Scheme. It is noted that concerns have been raised regarding the central crossing, it is recommended that the central crossing aspect reviewed to ensure that the crossing provides suitable refuge for pregnant women and new mothers with pushchairs. Concerns were also raised regarding pedestrian access across the entrance to Red Oak Stores, however the Proposed Scheme is not changing access across Red Oak Stores and remains as existing, therefore no effects are expected to this protected characteristic group. If the above is considered, the Proposed Scheme would likely have a **long term, positive, low impact** on sex (including pregnant women and new mothers).

6.4. RELIGION OR BELIEF

- 6.4.1. The majority of the population in all Wokingham LSOA's and Finchampstead Parish identify themselves as Christian and the presence of the Finchampstead Baptist Church and the Church of St Mary and St John California within 500m of the Proposed Scheme could have impacts on persons who identify themselves as Christian.
- 6.4.2. Both Finchampstead Baptist Church and the Church of St Mary and St John California will not be directly affected by the Proposed Scheme, however there is the potential for indirect impacts. During construction, road works, changes and/or diversions to key routes for both vehicles, pedestrians and cyclists, and alterations to bus services, particularly on Finchampstead Road and Nine Mile Ride may impact user's ability to access Finchampstead Baptist Church and the Church of St Mary and St John California. Census Data shows that Wokingham 015A, 018C, 019B, 019C and 019F have higher percentages of their populations that identify themselves as Christians compared to the regional and national statistics, while 019D, 019E and 019G have a higher Christianity following when compared to the regional and national averages. Data for Finchampstead shows that the parish also has a higher percentage of the population overall that identify themselves as Christian compared to the South East and England. The data suggests that a higher percentage of the local population could be affected by construction of the Proposed Scheme.
- 6.4.3. To minimise any potential impacts to protected characteristic group, it is recommended that key routes, both pedestrian and vehicle, remain open during construction and that any changes to routes and public transport services are clearly communicated ahead of construction. Furthermore, construction should be avoided at weekends, but particularly on Sundays to avoid affecting Sunday service at both Finchampstead Baptist Church and the Church of St Mary and St John California. Assuming the above measures are implemented, the Proposed Scheme is likely to have a **short term, negative, low impact** on this group.
- 6.4.4. During operation of the Proposed Scheme this group are likely to experience a **short term, positive, low impact**. This is considered due to the distance of the Finchampstead Baptist Church and Church of St Mary and St Joh California from the Proposed Scheme. Furthermore, the Proposed Scheme is unlikely to affect access to these places of worship during operation.

6.5. AGE

- 6.5.1. Wokingham 015A, 018D, 019D, 019E and 019G have higher percentages of the population aged between 0-15 years old compared to the South East and England statistics. In addition, Finchampstead parish overall has a higher percentage of 0-15-year olds compared to the regional and national statistics. Census data combined with the presence of Nine Mile Ride Primary School, Gorse Ride Junior school, three recreational play parks and several facilities such as Finchampstead Baptist Church and the California Association Ratepayers Hall, that provide services for children, means there is the potential for children to be impacted by the Proposed Scheme.
- 6.5.2. During construction, temporary closures / diversions of pedestrian access may impact accessibility of the local schools and community facilities such as Finchampstead Baptist Church, the California Association Ratepayers Hall and recreational resources. Furthermore, construction works may increase congestion and therefore journey length for vehicles and frequency of bus services may be impacted, affecting the accessibility of schools and community facilities to parents and their children.
- 6.5.3. Nine Mile Ride Primary School, located roughly 80m south west of the Proposed Scheme off Finchampstead Road, is of note. Given the proximity of the Proposed Scheme to the school, children attending are likely to experience greater impacts as described above, resulting from the Proposed Scheme. Nine Mile Ride Primary School have been consulted on the Proposed Scheme, particularly on the shared use options on the access road to the school and Avery Corner Car Park off Finchampstead Road. The school's recommendations and preferred option for the access road were incorporated into the Proposed Scheme design.
- 6.5.4. To minimise impacts during construction, particularly for children attending Nine Mile Ride Primary School, it is recommended that construction works take place outside of term time to avoid peak movements of parents and their children. Any temporary closures and diversions of pedestrian and vehicle routes will need to be communicated in advance of construction works. Appropriate and safe diversions will be required and clearly signposted if there are any temporary road or footpath closures, to allow parents and their children to access other community facilities.
- 6.5.5. It is anticipated that access to recreational resources, mainly play areas listed within **Table 4-14** and California Country Park are likely to be affected during construction of the Proposed Scheme. This has the potential to impact parents and their children who are most likely to be using these facilities. Given the distance of these resources away from the Proposed Scheme, it is likely impacts would be limited to physical accessibility and journey lengths, as a result of temporary construction works.
- 6.5.6. Road traffic can be a major barrier to children's play areas, due to real and perceived fears of road accidents, and this can prevent journeys on foot or by bicycle (**Ref. 19**). During operation, the Proposed Scheme aims to create a pedestrian orientated space and improve the provisions for pedestrians and cyclists. The addition of further crossings on the approaches to the Proposed Scheme will provide more opportunities to cross, particularly for those who may feel less confident using the crossing in the centre of the two roundabouts. The design of the proposed central crossing in between the two roundabouts should be reviewed ensure it does not act as a barrier to

movement for children through perceived fear of safety. This is based on comments and feedback raised during public consultation. Furthermore, it is recommended that the footprint design of the pedestrian crossings is reviewed as highlighted by Finchampstead Parish Council, this crossing design may distract young children from approaching vehicles.

- 6.5.7. Census Data shows that Wokingham 018C, 019B, 019C and 019F have a higher percentage of their populations over the aged of 65 when compared to the average for Finchampstead, the South East and England. Similarly, the percentage of the population in Finchampstead that are over 65 is slightly higher than the regional and national statistics. The population data combined with the presence of Warren Lodge Care Centre, Wild Acres Care Home and several facilities that provide services for the elderly population means the Proposed Scheme could have an impact on this group.
- 6.5.8. Warren Lodge Care Centre and Wild Acres Care Home are both located south west of the Proposed Scheme and therefore will not be directly impacted by construction works. However, there is the possibility of the Proposed Scheme affecting access to local services by the elderly, particularly local shops, the post office and restaurants surrounding the Proposed Scheme and Jats Pharmacy. Research by Age UK (**Ref. 20**) highlights that the availability of, and access to, key local services and amenities all affect an elderly person's ability to remain active in community life, this is particularly prudent in rural areas. The Proposed Scheme may affect access to local community services during construction through temporary closures and diversions of pedestrian routes and any works that affect the frequency and reliability of bus services is likely to have an impact on the elderly. In addition, construction works could contribute to fear for safety and the unknown and therefore may reduce the willingness for the elderly to access local community facilities.
- 6.5.9. Community facilities, such as the California Association Ratepayers Hall, Finchampstead Baptist Church and the Church of St Mary and St John California, provide services for the elderly, such as a library, Gardeners Club, Tea and Chat and art groups. None of these facilities will be directly affected by the Proposed Scheme. However, impacts such as temporary closures and diversions of pedestrian routes and any works that affect the frequency and reliability of bus services from the wider area, are likely to have an impact on the elderly and may reduce the willingness of some to access and use community facilities during construction.
- 6.5.10. it is recommended that both Warren Lodge Care Centre and Wild Acres Care Home and local community facilities, that provide services to the elderly, are notified ahead of construction, to minimise potential impacts arising from construction of the Proposed Scheme. Information should be provided on the duration of works, any road or footpath closures and/or diversions and alterations to bus services. If any closures are required, appropriate, safe and clearly signposted alternative routes shall be instated, however it is important that the diversions in place do not increase journey lengths for the elderly.
- 6.5.11. Assuming the above measures are implemented, the Proposed Scheme is likely to have a **short term, negative, low impact** on this protected characteristic group during construction works.

- 6.5.12. The Proposed Scheme aims to improve the provisions at the junction, particularly for pedestrians around the junction and the access road to Nine Mile Ride Primary School. Concerns were raised at public consultation regarding the suitability of the central crossing and how easy the Proposed Scheme would be to navigate for vulnerable users, including the elderly. The central crossing may propose a barrier to some of the elderly population, particularly those who may have reduced mobility however it is noted that the addition of crossings on the approaches to the Proposed Scheme does provide additional crossing options. The Proposed Scheme is likely to have a **long term, positive, low impact** on this protected characteristic group during operation.

6.6. DISABILITY

- 6.6.1. There are no specific community facilities that provide services for the disabled in proximity to the Proposed Scheme that are likely to be affected. Furthermore, the percentage of the population within the Wokingham LSOA's and Finchampstead with a long-term health problem or disability limited day to day activities a lot or a little is lower than the regional and national averages. Despite this, the presence of Warren Lodge Care Centre and Wild Acres Care Home, combined with a higher than average percentage of the population over 65, could mean persons with a disability could be affected by the Proposed Scheme.
- 6.6.2. During construction, any closures or diversions, particularly footpaths has the potential to impact persons with a disability, by reducing accessibility to community facilities surrounding the Proposed Scheme, and potentially in the wider area. Any closures, particularly footpaths will need to be communicated in advance of the Proposed Scheme. Furthermore, any diversions or changes in routes will need to be suitable and appropriate for those in wheelchairs, mobility scooters and persons with a visual impairment (for example, maintaining step free crossings). Based on advanced notice being provided, and appropriate diversions being in place during construction, the Proposed Scheme is likely to have a **short term, negative, low impact** on this protected characteristic group.
- 6.6.3. During the preliminary design process, several organisations representing persons with a disability were consulted on the Proposed Scheme. This included the Learning Disabilities Group and Caring Listening and Supporting Partnership (CLASP) Wokingham. Both organisations had an input into the design, including requesting a high contrast or drastic change between the carriageway and crossings points for persons with a visual impairment, and additional crossings on the approaches to the junction for those with a disability, who feel less confident crossing in the centre of the Proposed Scheme. Guide Dogs UK were consulted during the preliminary design stage and suggested no metal studs should feature, as they could burn guide dog paws, and a minimum of a 60mm kerb is required where vehicles are expected, to help the visually impaired distinguish between the pedestrian and vehicle environment. In addition, tactile paving must be angled in the direction of the crossing, all of which have been incorporated and designed into the Proposed Scheme. In addition, once the Proposed Scheme is operational a site visit is to be organised with the local community and representatives of vulnerable groups to familiarise users with the new junction and given support as to the best way to navigate through it.

6.6.4. The aim of the Proposed Scheme is to improve the provision for pedestrians. The design has been informed by input by disability group representatives in the local community. The additional crossings on the approach to the Proposed Scheme enables persons with a disability, who may feel less confident crossing in the centre of the two roundabouts, more opportunities to cross. The Proposed Scheme will also retain the disabled parking space outside the row of facilities. The Proposed Scheme is considered to have a **long term, positive, low impact** on this protected characteristic group.

6.7. EQIA SUMMARY

6.7.1. **Table 6-2** and **Table 6-3** present a summary of overall effects to each protected characteristic group for construction and operation respectively.

Table 6-2 – Summary of Construction Effect

Protected Characteristic	Summary of Construction Effect
Sex	Short term, negative, low
Religion or Belief	Short term, negative, low
Age	Short term, negative, low
Disability	Short term, negative, low

Table 6-3 – Summary of Operational Effect

Protected Characteristic	Summary of Construction Effect
Sex	Long term, positive, low
Religion or Belief	Long term, positive, low
Age	Long term, positive, low
Disability	Long term, positive, low

7. STAGE 3: MONITOR OUTCOMES

- 7.1.1. This EqIA remains a live document and will be reviewed and updated by WBC to reflect any other emerging equality issues or impacts that may arise throughout the lifecycle of the Proposed Scheme. Further design work required in response to public consultation feedback will need to be reviewed and any changes to this EqIA updated.
- 7.1.2. In addition to maintaining the EqIA, the following monitoring measures should be approved and implemented by the Applicant:
- Appointment of a Community Liaison Officer;
 - Provision of a Construction Management Plan;
- 7.1.3. If approved, the nominated Contractor or WBC would be required to appoint a Community Liaison Officer to regularly communicate with the local community on the progress, programme of works and on-going monitoring of the Contractor's compliance with the Proposed Scheme commitments and community requirements. The Community Liaison Officer would be responsible for the on-going monitoring of equality issues and for identifying any emerging impacts and to develop any further appropriate mitigation measures. Any emerging equality issues and appropriate mitigation measures shall be updated within the above EqIA.
- 7.1.4. The implementation of a Construction Management Plan is recommended to set out the approach to traffic management, access points, access for pedestrians and cyclists and temporary closures or diversions of roads and footpaths to help minimise impacts to the local community during construction.

8. SUMMARY

- 8.1.1. This Screening and EqIA has assessed the Proposed Schemes potential to disproportionately affect protected characteristic groups under the Equality Act 2010.
- 8.1.2. The EqIA screening demonstrated the Proposed Scheme has the potential to affect the following protected characteristics:
- Sex (including Pregnancy and Maternity);
 - Religion or Belief;
 - Age; and
 - Disability.
- 8.1.3. The EqIA screening noted there was no evidence to suggest the remaining protected characteristics (race, sexual orientation and gender reassignment) would be disproportionately affected by the Proposed Scheme.
- 8.1.4. The full EqIA presented the likely effects of the Proposed Scheme on sex, religion or belief, age and disability protected characteristics. The EqIA identified several construction effects that are likely to impact protected characteristic groups. The effects identified are summarised below:
- Changes to the pedestrian and road network – Any temporary changes to and/or diversions of the local road and pedestrian network is likely to impact protected characteristic groups. Persons with reduced mobility or specific travel needs (such as the elderly, persons with a disability, pregnant women and new mothers) and people who lack confidence when changing their typical travel patterns, or adapting to new ones or have perceived safety and severance issues (primarily young children and the elderly);
 - Increased congestion and journey times – During construction there is the potential for works and traffic management to cause congestion which may lead to increases in journey times by vehicles, cyclists and bus services to local community facilities catering for protected characteristic groups.
 - Access to local services and community facilities – Construction works and associated traffic management could reduce access to local services and community facilities immediately surrounding the Proposed Scheme. Construction works may also reduce the willingness to travel for the elderly, disabled, pregnant women and new mothers due to perception of safety and changes to existing travel routes.
- 8.1.5. Despite the above effects, the implementation of mitigation and monitoring measures including the appointment of a Community Liaison Officer and the implementation of a Construction Management Plan will minimise the likelihood of these effects arising. The Construction Management Plan should consider and include the following measures relevant to this EqIA:
- Construction works should be undertaken outside of term time to avoid impacts on local schools;
 - Industry best practice core working hours should be adopted (08:00 to 18:00 on weekdays) and from 08:00-13:00 on Saturdays, with no Sunday working
-

- Key road and pedestrian routes should remain open throughout construction;
 - Where this is not possible, any changes to the public road and pedestrian network shall be clearly communicated to the local community prior to construction;
 - Any diversions shall be clearly signposted and appropriate and safe for persons with reduced mobility or other requirements (i.e. maintaining step free access and an appropriate width);
- 8.1.6. Following the implementation of the above measures, the Proposed Scheme is considered to have a short term, negative, low effect for all protected characteristic groups.
- 8.1.7. During operation, the Proposed Scheme aims to provide a pedestrian orientated environment that will benefit both pedestrians and cyclists. Additional crossings on the approaches to the Proposed Scheme will benefit persons who are less confident crossing near the centre of the Proposed Scheme, such as persons with reduced mobility, the elderly, pregnant women and new mothers and young children.
- 8.1.8. The Proposed Scheme will likely have a long-term, positive, low effect for all protected characteristic groups. However, further consideration of the central crossing, the pattern used for the crossing is recommended to ensure the Proposed Scheme does not act as a barrier to movement, particularly for protected characteristic groups.
- 8.1.9. This EqIA is a live document and shall be updated with any emerging equality issues, mitigation measures

9. REFERENCES

- Ref.1 HM Government (2010). The Equality Act 2010.
- Ref.2 Wokingham Borough Council (2017). Public Sector Equality Duty
- Ref.3 Highways England (2017) Equality Impact Screening and Assessment (EqIA) overview and guidance – Helping you to consider the needs of people
- Ref.4 HM Government (2015) Indices of Multiple Deprivation 2015 (online).
- Ref.5 NOMIS (2013). Usual Resident Population KS101EW (online).
- Ref.6 NOMIS (2013). Age Structure KS102EW (online).
- Ref.7 NOMIS (2013). Sex QS104EW (online).
- Ref.8 NOMIS (2013) Marriage and Civil Partnership Status KS103UK (online).
- Ref.9 NOMIS (2013). Ethnic Group KS201EW (online).
- Ref.10 NOMIS (2013). Religion QS208EW (online).
- Ref.11 NOMIS (2013). Car or Van Availability KS404EW (online).
- Ref.12 Public Health England (2018). Local Authority Health Profiles: Wokingham (online).
- Ref.13 NOMIS (2013). Long Term Health Problem or Disability QS303EW (online).
- Ref.14 Wokingham Borough Council (2019) My Nearest PRow Map (online)
- Ref.15 Department for Transport (2018). National Travel Survey 2017 (online).
- Ref.16 Department for Transport (2018). Walking and Cycling Statistics, England: 201 (online).
- Ref.17 Van de Pol, G. *et al.* (2006). The Pregnancy Mobility Index: a mobility scale during and after pregnancy. *Acta Obstetrica et Gynecologica Scandinavica*. Volume 85, Issue 7, pp. 786-791.
- Ref.18 Highways England (2016). National Road Users Satisfaction Survey 2015 to 2016 (online).
- Ref.19 National Children's Bureau (2009) Better Places to Play Through Planning (online)
- Ref.20 Age UK (2014) Improving Later Life, Services for Older People – What works (online)