

## HAMPSHIRE COUNTY COUNCIL

### Officer Decision Record

<b>Decision Maker:</b>	Director of Universal Services
<b>Title:</b>	Project Appraisal: Southampton and South-West Hampshire Transforming Cities Fund programme: Corridors 1&4 Super and Enhanced bus stops and standard bus stop improvements

**Contact name:** Sandra Judd

**Tel:** 03707 794245

**Email:** [Sandra.Judd@hants.gov.uk](mailto:Sandra.Judd@hants.gov.uk)

#### 1. The decision:

- 1.1. That the Director of Universal Services approves an £0.076 million increase in value in the 2022/23 Capital Programme for Corridor 1 Super and Enhanced bus stops and standard stop improvements from £243,000 to £319,000 to be offset by a £0.076 million reduction in value for Corridor 4 Enhanced bus stops and standard stop improvements from £242,000 to £166,000.
- 1.2. That the Director of Universal Services approves the Project Appraisal for the Southampton and South-West Hampshire Transforming Cities Fund Programme Corridors 1&4 Super and Enhanced bus stops and standard stop improvements scheme as set out in this report.
- 1.3. That the Director gives approval to procure, spend and enter into necessary contractual arrangements, in consultation with the Assistant Director of Legal Services and Monitoring Officer, to implement the schemes, as set out in the supporting report, at a total estimated cost of £485,000 to be funded from the Transforming Cities Fund to be split between both corridors. Corridor 1 at £319,000 and Corridor 4 at £166,000.
- 1.4. That the Director of Universal Services and the Assistant Director of Legal Services and Monitoring Officer progress, enter into, and secure all appropriate licences, agreements, consents, rights, and permissions.

#### 2. Reason(s) for the decision:

The Transforming Cities Fund (TCF) Programme has been prepared jointly by Southampton City Council (SCC) and Hampshire County Council (HCC). It sets out a programme of integrated and complementary transport schemes to transform connectivity and boost productivity across the Southampton City Region.

It is the aspiration of the Southampton Transforming Cities Fund programme to provide Super and Enhanced bus stops and standard stop improvements along two of the five radial corridors that connect to Southampton City Centre to improve the passenger waiting experience and make movement around shelters easier.

Additionally, to make travelling by bus easy, quick, and attractive through combining new physical bus priority schemes, enhanced and super bus stops and innovative technology so that the bus will be the travel mode of choice instead of the car.

**3. Other options considered and rejected:**

The option to 'do nothing' was considered and rejected, as Hampshire County Council have agreed to provide a number of bus stop enhancements as part of the STCF programme which will reduce car dependency and enhance current inefficient and unreliable transport connections.

**4. Conflicts of interest:**

4.1. Conflicts of interest declared by an Executive Member who is consulted by the officer which relates to the decision: None

**5. Dispensation granted by the Head of Paid Service:**

5.1. None

**6. Supporting Information:**

6.1. None

<b>Approved by:</b>  -----	<b>Date:</b>  <b>20 / 02 / 2023</b> -----
<b>Patrick Blogg</b>	
<b>Director of Universal Services</b>	

## HAMPSHIRE COUNTY COUNCIL

### Decision Report

<b>Decision Maker:</b>	Director of Universal Services
<b>Title:</b>	Project Appraisal: Southampton and South-West Hampshire Transforming Cities Fund programme: Corridors 1&4 Super and Enhanced bus stops and standard bus stop improvements

**Contact name:** Sandra Judd

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#### 1. Executive Summary

1.1. The purpose of this paper is to seek approval to implement Super and Enhanced bus stops and standard stop improvements along two of the five radial corridors as part of the Southampton and South-West Hampshire Transforming Cities Fund (TCF) Programme and amend the capital programme. This will upgrade and enhance passenger waiting facilities at a total estimated cost of £485,000 to be funded from the Transforming Cities Fund to be split between Corridor 1 (£319,000) and Corridor 4 (£166,000). The programme of works are due to be completed by Winter 2023.

#### 1.2. Scheme Outline

The County Council together with Southampton City Council has secured £57 million of funding from the Department for Transport's (DfT) Tranche 2 Transforming Cities Fund, which aims to improve productivity by investing in public and sustainable transport infrastructure in and around City Regions.

While the funding has been made available by the DfT, it is important to note that these schemes also support the County Council's established priorities to improve air quality in local communities, help reduce carbon emissions in line with the climate change strategy, support local business in promoting active travel within their workplace, support the wellbeing of residents by providing active travel options, and contributing to a greener and healthier Hampshire.

The schemes will improve bus stop facilities for waiting bus passengers, accessibility, and the customer experience as well as help facilitate a modal shift away from the private car and onto public transport.

### **Corridor 1 – Waterside (Southampton via Totton, Eling to Holbury)**

- 2 TCF Enhanced bus stops (as detailed in Section 2 Background)
- 1 TCF Super bus stop (as detailed in Section 2 Background)
  
- Standard stop improvements

### **Corridor 4 – Eastleigh (Eastleigh to Fair Oak)**

- 3 TCF Enhanced bus shelters (as detailed in Section 2 Background)
  
- Standard stop improvements

Stakeholder and public consultation was undertaken on all TCF schemes during Summer/Autumn 2021 – details are included later in the report. All other bus stops will have continued engagement as appropriate.

An Equalities Impact Assessment has been undertaken for STCF Super, Enhanced, and standard stop improvements for each scheme and is included in Appendix B.

## **1.3 Alternative Options Considered and Rejected**

The option to ‘do nothing’ was considered and rejected, as Hampshire County Council have agreed to provide a number of bus stop enhancements as part of the STCF programme which will reduce car dependency and enhance current inefficient and unreliable transport connections.

## **1.4 Measures of Success**

The success of outcome objectives will be measured by undertaking post completion bus passenger satisfaction surveys which will include a range of questions around the users’ views on the new/improved bus stop facilities, passenger experience, safety, accessibility, frequency of travel, modal shift, and general feedback. It is proposed that these surveys will be completed inhouse and at bus stops with new cycle stands enabling cycle parking usage surveys to also be undertaken.

An accessibility audit will also be repeated to compare with the ‘before’ audit which informed the scheme development.

In addition, the DfT has a national evaluation programme, which requires regular reporting on scheme build, spend, timescales, scope and key outputs including the number of bus stops upgraded, number of new/upgraded real-time bus information and improved public transport ticketing (buses).

## 2. Background

In April 2019 Atkins was commissioned as part of the Southampton City Region (SCR) TCF outline business case to investigate and recommend potential bus stop locations that required intervention along Corridor 1 and 4. There were three levels of bus stops proposed for the rapid bus corridors: Super, Enhanced, and standard bus stops improvements.

Super Stops are bus stops with high demand, throughout the day, that are at key locations in urban centres, or major interchange points. Super Stops will replace existing bus stop waiting facilities with a Super Bus Shelter in line with the aspirations of the Southampton City Region Basis of Design (SCR BOD).

Enhanced stops are bus stops with high demand, for a significant part of the day, close to important land uses or in denser urban areas. Enhanced stops will replace existing bus stop waiting facilities with an Enhanced Bus Shelter in line with the aspirations of the Southampton City Region Basis of Design (SCR BOD). Enhanced Bus Shelters are slightly smaller than Super Bus Shelters, but the overall footprint of the new Enhanced shelter is larger than the bus shelter currently in situ.

Standard stop improvements will be prioritised by the current condition that they are in, and in discussions with parish and district councils and may include

- New or upgraded passenger waiting facilities include refurbished bus shelters, bus stop flags, timetable cases and timetable information including QR codes to enable waiting passengers to view next bus arrival times via their mobile phone.
- New or upgraded footways, bus stop cages to keep the bus stop clear for bus services and new standard 100mm upstand kerbs where applicable to assist with boarding and alighting at the bus stop.

All these schemes and upgrades will improve waiting facilities for waiting bus passengers and enhance the customer experience including aesthetics, comfort and accessibility and innovative technology, helping facilitate a modal shift away from the private car and onto public transport.

### **3. Corridor 1 Waterside (Southampton via Totton, Eling to Holbury)**

#### **3.1. Finance**

Initially, the schemes were entered into the Capital Programme at a value of £243,000 for Corridor 1, Waterside, and £242,000 for Corridor 4, Eastleigh, with an approved total budget of £485,000. However, as the detailed design has progressed, the distribution of bus stops is not equal across the two corridors. It is therefore recommended that the Director approves a revised capital programme allocation of £319,000 for Corridor 1. There is no net change in overall capital spend across the two corridors.

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	20	6	TCF Tranche 2 (DfT grant)	319
Client Fee Supervision	30	9		
Construction	269	85		
Total	<u>319</u>	<u>100</u>	Total	<u>319</u>

<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in maintenance expenditure	0	0.000
Capital Charges (Depreciation and notional interest charges)	31	0.018

### 3.2. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review
Date (mm/yy)	Feb 2023	Mar 2023	Nov 2023	Nov 2024

### 3.3. Scheme Details

#### *Super Stop Improvements*

The bus shelter located at Totton Precinct will be replaced with a new TCF Super Shelter and will provide free Wi-Fi, Real Time Passenger Information, onwards travel information, timetable information and a wireless charging bench for charging mobile phones. The bus shelter will feature a green living roof and will have a larger shelter footprint to the bus shelter currently in situ.

#### *Enhanced Stop Improvements*

Two bus shelters located at Hythe Hospital and Applemoore, Claypits Lane (towards Southampton) will be replaced with new TCF Enhanced Shelters and will provide Real Time Passenger Information, onwards travel information, timetable information and a wireless charging bench for charging mobile phones. The bus shelters will feature a green living roof and will have a larger shelter footprint to the bus shelter currently in situ. The Hythe Hospital bus stop will also feature 2 Sheffield cycle hoops.

#### *Standard Stop improvements*

Standard stop improvements have been prioritised by the current condition that they are in and where opportunity exists to enhance passenger waiting facilities and the provision of public transport information, prioritised as follows:

- Bus shelters made redundant by the installation of Enhanced Shelters at Applemoore, and Hythe Hospital will be refurbished and re-deployed within the Hythe and Dibden Parish Council administrative area.
- Repair and refurbishment of 6 bus shelters within the Fawley Parish Council administrative area
- Circa 150 QR code plates to enable waiting passengers to view next bus arrival times via their mobile phone.
- Improvements to bus stop kerbs and bus stop hardstands at circa 6 bus stop locations in the Waterside area

## **4. Departures from Standards**

### **4.1. None**

## **5. Community Engagement**

**5.1.** A Waterside Corridor Bus Improvement scheme online digital consultation event was held during July 2021 for Councillors (County, Borough, Town, and Parish) and key Stakeholders including local businesses, community groups and disability groups/forums. The event was well attended by interested parties with a good level of interaction between attendees and County Officers during a question-and-answer session at the end of the event. Following the digital event, an online public survey was launched attracting 38 responses which included the following headline responses:

- Asked to choose which features were more important at bus stops, respondents predominantly selected shelter from the weather and Real Time Passenger Information (RTPI) displays.
- Among respondents who agreed there were comments that the changes would improve bus services, potentially making them more attractive.

**5.2.** All relevant County Councillors, District and Parish Councils were contacted with details and plans with respect to these schemes. There has been specific political support for these proposals from Councillor Harrison (Totton South and Marchwood), Councillor Wade (Dibden and Hythe) and Councillor Dowd (New Forest District Council). Additionally, Hythe and District Parish Council are supportive of the proposals.

**5.3.** Further details on scheme progress will be provided on the TCF web pages detailing the Enhanced bus shelter detailed designs, design concepts and locations. Any future engagement will also direct stakeholders to these webpages for more information.

**5.4.** An Equalities Impact Assessment has been undertaken on this scheme and it has been found to have a positive impact on the protected characteristics of Age, Disability, Pregnancy and Maternity, Race, Religion or Belief, Sex, Poverty and Rurality. These positive impacts arise from the schemes providing improved bus services and accessibility to bus services. With respect to age, the improvements couple with improved timetable reliability, will help to ensure that public transport is a viable option. With respect to disability, the schemes will benefit those with disabilities who use or wish to use public transport, particularly those with mobility impairments that require mobility aids, such as wheelchairs and walking canes. With respect to the protected characteristic of sex, these schemes will have a positive impact on women who are the large proportion of bus users. The scheme focuses on improving bus passenger waiting experience by implementing new shelters. This scheme will make choosing to travel by bus easy, quick, and attractive. Movement around the shelters will be easier, innovative technology, increased aesthetics and comfort will provide an enhanced waiting experience for bus passengers.



## 6. Corridor 4 - Eastleigh to Fair Oak

### 6.1. Finance

Initially, the schemes were entered into the Capital Programme at a value of £243,000 for Corridor 1 and £242,000 for Corridor 4, with an approved total budget of £485,000. However, as the detailed design has progressed, the distribution of bus stops is not equal across the two corridors. It is therefore recommended that the Director approves a revised capital programme allocation of £166,000 for Corridor 4. There is no net change in overall capital spend across the two corridors.

<u>Estimates</u>	<u>£'000</u>	<u>% of total</u>	<u>Funds Available</u>	<u>£'000</u>
Design Fee	16	10	TCF Tranche 2 (DfT grant)	166
Client Fee	30	18		
Supervision Construction	120	72		
Total	<u>166</u>	<u>100</u>	Total	<u>166</u>

<u>Maintenance Implications</u>	<u>£'000</u>	<u>% Variation to Committee's budget</u>
Net increase in maintenance expenditure	0	0.000
Capital Charges (Depreciation and notional interest charges)	16	0.009

### 6.2. Programme

	Gateway Stage			
	3 - Project Appraisal	Start on site	End on site	4 - Review

Date (mm/yy)	Feb 2023	Mar 2023	Nov 2023	Nov 2024
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### 6.3. Scheme Details

#### *Enhanced Stop improvements*

Two bus shelters located at Alan Drayton Way and Eastleigh Train Station will be replaced with new TCF Enhanced Shelters and will provide Real Time Passenger Information, onwards travel information, timetable information and a wireless charging bench for charging mobile phones. The bus shelters will feature a green living roof, Sheffield Cycle hoops and will have a larger shelter footprint to the bus shelter currently in situ.

A new bus stop is also proposed on Spring Lane, Bishopstoke to replace the proposed removal of the Clear Channel owned bus shelter located at Riverside as part of the TCF Bishopstoke Bus Priority Scheme. The new bus stop will feature a new TCF Enhanced Shelter with the same features as detailed above.

#### *Standard Stop Improvements*

Given Standard stop improvements have already been identified and are currently being delivered through s106 funding opportunities the need for TCF Standard stop intervention is limited.

However, the bus shelter made redundant by the installation of the Enhanced Shelter at Eastleigh Train Station will be refurbished and re-deployed within the Eastleigh Borough Council administrative area and to align with the Waterside TCF scheme, circa 80 roundels promoting the TCF rapid bus corridor will be installed on top of bus stop flags at various locations along the Bishopstoke corridor

### 6.4. Departures from Standards

None

### 6.5. Community Engagement

All County Councillors, District and Parish Councils were contacted with details and plans with respect to these schemes, there has been specific political support for these proposals from Councillor Parker-Jones (Bishopstoke and Eastleigh).

### 6.6. Public Consultation

Further details on scheme progress will be provided on the TCF web pages detailing the Enhanced bus shelter detailed designs, design concepts and locations. Any future engagement will also direct stakeholders to these webpages for more information.

**6.7.** An Equalities Impact Assessment has been undertaken on this scheme and it has been found to have a positive impact on the protected characteristics of Age, Disability, Pregnancy and Maternity, Race, Religion or Belief, Sex, Poverty and Rurality. These positive impacts arise from the schemes providing improved bus services and accessibility to bus services. With respect to age, the improvements couple with improved timetable reliability, will help to ensure that public transport is a viable option. With respect to disability, the schemes will benefit those with disabilities who use or wish to use public transport, particularly those with mobility impairments that require mobility aids, such as wheelchairs and walking canes. With respect to the protected characteristic of sex, these schemes will have a positive impact on women who are the large proportion of bus users. The scheme focuses on improving the bus passenger waiting experience by implementing new shelters. This scheme will make choosing to travel by bus easy, quick, and attractive. Movement around the shelters will be easier, innovative technology, increased aesthetics and comfort will provide an enhanced waiting experience for bus passengers.

## **Remainder of this report covers both corridors 1 and 4 combined**

### **7. Statutory Procedures**

7.1. None

### **8. Land Requirements**

8.1. All TCF bus stop works will take place within existing highway boundaries.

### **9. Maintenance Implications**

9.1. The County Council's Bus Stop and Shelter Infrastructure provider will include all associated costs for the provision and maintenance of the TCF shelters for a five-year period to enable the County Council to purchase an enduring asset. Due to the bespoke nature of the shelters, this price includes the provision of replacement parts which are not standard. This pricing structure protects each asset and ensures it is in the same condition when the five-year period expires as it was when installed.

9.2. Following this period, the revenue costs to maintain these assets will be met from the existing Bus Shelter infrastructure budget as approved by Passenger Transport. Standard stop improvements, where applicable, will be maintained through existing maintenance arrangements with the respective local council.

9.3. With regards to Real Time Passenger Information installed as part of the scheme, the ongoing maintenance and operation of the system will be met from existing RTPI revenue budgets.

## 10. Climate Change Impact Assessments

10.1 Hampshire County Council utilises two decision-making tools to assess the carbon emissions and resilience of its projects and decisions. These tools provide a clear, robust, and transparent way of assessing how projects, policies and initiatives contribute towards the County Council's climate change targets of being carbon neutral and resilient to the impacts of a 2°C temperature rise by 2050. This process ensures that climate change considerations are built into everything the Authority does.

## 11. Carbon Impact RAG Status

Colour	Criteria	Place an X in the relevant box
<b>GREEN</b> (below net zero)	The main scheme objective promotes choice of modes to reduce car dependency which aligns with the County Council's climate change strategy.	X
<b>AMBER</b> (net zero)	The scheme contains an element of improvement to walking, cycling and passenger transport provision within its scope. However, this is not the key objective. List the elements in the box below.	
	List of elements that make this RAG amber:	
<b>RED</b> (above zero)	Scheme may contain elements that would increase carbon emissions.	

### Brief Explanation of Carbon RAG

Overall, the proposed schemes seek to encourage a modal shift toward active travel for journeys, bringing benefits in terms of reduced local congestion and associated air quality, and environmental benefits, including reductions in carbon emissions from vehicles

### Climate Change Adaptation

## 12. The Adaptation Project Screening Tool has assessed the schemes presented within this report and the following findings have been identified:

The TCF Programme supports three strategic priorities as follows:

- Hampshire maintains strong and resilient economic growth and prosperity; People in Hampshire live safe, healthy, and independent lives. The bus stop

enhancement schemes will improve access to public transport information, make waiting times better, give more sustainable transport options and improve connectivity between transport modes and allow access to employment.

- People in Hampshire enjoy a rich and diverse environment. The bus stop enhancement schemes promote the attractiveness of public transport as an alternative to the private car. More travel by sustainable transport modes can protect and improve Hampshire's environment and quality of life.
- People in Hampshire enjoy being part of strong, inclusive, resilient communities. This is on the basis of the schemes enabling a modal shift toward active travel for local journeys, providing more travel choices, and bringing benefits in terms of reduced local congestion and associated air quality and environmental benefits, including reductions in carbon emissions from vehicles.
- Results from the screening tool suggest that vulnerability to climate is considered to be low. However, Corridor 1 schemes particularly Hythe Ferry Stop scored higher than the remaining schemes with respect to its vulnerability to sea level rise/coastal flooding and heavy rainfall/surface flooding. This is due to the proximity of this scheme to tidal bodies of water.
- During extreme periods of wet weather there is the potential for localised surface water flooding
- The schemes were not considered vulnerable to any other climate variables

### **13. Carbon Mitigation**

**13.1.** In the longer-term use, the schemes enable sustainable travel, thereby encouraging reductions in emissions with increased use, particularly where other carbon polluting travel modes are replaced. In the short-term during construction, carbon emissions from this project arise from the use of highway materials to construct the schemes, e.g., concrete and steel and from plant and equipment needed to undertake the work.

**13.2.** Carbon emissions will be mitigated by sourcing construction materials and plant locally wherever possible and prioritising the use of recycled materials where practical. On completion, the schemes will encourage a modal shift toward active travel for journeys, bringing benefits in terms of reduced local congestion and associated air quality, and environmental benefits, including reductions in carbon emissions from vehicles.

### **14. Recommendation(s)**

**14.1.** That the Director of Universal Services approves an £0.076 million increase in value in the 2022/23 Capital Programme for Corridor 1 Super and Enhanced bus stops and standard stop improvements from £243,000 to

£319,000 to be offset by a £0.076 million reduction in value for Corridor 4 Enhanced bus stops and standard stop improvements from £242,000 to £166,000

- 14.2.** That the Director of Universal Services approves the Project Appraisal for the Southampton and South-West Hampshire Transforming Cities Fund Programme Corridors 1&4 Super and Enhanced bus stops and standard stop improvements scheme as set out in this report.
- 14.3.** That the Director gives approval to procure, spend and enter into necessary contractual arrangements, in consultation with the Assistant Director of Legal Services and Monitoring Officer, to implement the schemes, as set out in the supporting report, at a total estimated cost of £485,000 to be funded from the Transforming Cities Fund to be split between both corridors. Corridor 1 at £319,000 and Corridor 4 at £166,000.
- 14.4.** That the Director of Universal Services and the Assistant Director of Legal Services and Monitoring Officer progress, enter into, and secure all appropriate licences, agreements, consents, rights and permissions.

## **LTP3 Priorities and Policy Objectives**

### **3 Priorities**

- To support economic growth by ensuring the safety, soundness and efficiency of the transport network in Hampshire
- Provide a safe, well maintained and more resilient road network in Hampshire
- Manage traffic to maximise the efficiency of existing network capacity, improving journey time reliability and reducing emissions, to support the efficient and sustainable movement of people and goods

### **14 Policy Objectives**

- Improve road safety (through delivery of casualty reduction and speed management)
- Efficient management of parking provision (on and off street, including servicing)
- Support use of new transport technologies (i.e. Smartcards; RTI; electric vehicle charging points)
- Work with operators to grow bus travel and remove barriers to access
- Support community transport provision to maintain 'safety net' of basic access to services
- Improve access to rail stations, and improve parking and station facilities
- Provide a home to school transport service that meets changing curriculum needs
- Improve co-ordination and integration between travel modes through interchange improvements
- Apply 'Manual for Streets' design principles to support a better balance between traffic and community life
- Improve air quality
- Reduce the need to travel, through technology and Smarter Choices measures
- Promote walking and cycling to provide a healthy alternative to the car for short local journeys to work, local services or school

Develop Bus Rapid Transit and high quality public transport in South Hampshire,  
to reduce car dependence and improve journey time reliability

Outline and implement a long term transport strategy to enable sustainable  
development in major growth areas

**Other**

Please list any other targets (i.e. National Indicators, non LTP) to which this  
scheme will contribute.



**CORPORATE OR LEGAL INFORMATION:****Links to the Strategic Plan**

<b>Hampshire maintains strong and sustainable economic growth and prosperity:</b>	Yes
<b>People in Hampshire live safe, healthy and independent lives:</b>	Yes
<b>People in Hampshire enjoy a rich and diverse environment:</b>	Yes
<b>People in Hampshire enjoy being part of strong, inclusive communities:</b>	Yes

**Other Significant Links**

<b>Links to previous Member decisions:</b>	
<u>Title</u>	<u>Date</u>
<b>Direct links to specific legislation or Government Directives</b>	
<u>Title</u>	<u>Date</u>

**Section 100 D - Local Government Act 1972 - background documents**

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

DocumentLocation

## Impact Assessments

### 1. Equalities Impact Assessment:

1.1. The proposals in this report have been developed with due regard to the requirements of the Equality Act 2010, including the Public Sector Equality Duty and the Council's equality objectives. The website contains a summary [assessment of the impacts](#) on developing Hampshire's highway network and transport systems.

1.2. Statutory considerations:

<b>Impact</b>	
Age	Positive
Disability	Positive
Sexual Orientation	Neutral
Race	Positive
Religion and belief	Positive
Gender Reassignment	Neutral
Sex	Positive
Marriage and civil partnership	Neutral
Pregnancy and maternity	Positive
<b>Other policy considerations</b>	
Poverty	Positive
Rurality	Positive
Other factors	None
Geographical impact	Waterside (Hythe, Applemore) and Eastleigh

The proposed improvements along Corridors 1 and 4 are envisaged to provide a mainly positive impact to the above user groups with protected characteristics.