

# Waterside Line; Frequently Asked Questions (FAQ)



## General questions

1. What is the Waterside scheme?

The reintroduction of passenger services between Southampton via Totton to Marchwood and Hythe known as the Waterside Line. Proposals would see the reopening of Marchwood Station and construction of a brand new station at Hythe.
2. What are the main wider benefits?

Reintroducing passenger services on the Waterside Line would strengthen and improve transport links to and from the Waterside communities, support their growth, provide a more sustainable mode of transport and support government and industry objectives.
3. Who pays for it?

Network Rail has been given £7m to develop proposals for reintroducing passenger services and the associated infrastructure by the government. No funding to deliver the proposals has been agreed however should the proposals be given the go ahead a funding package would need to be agreed, funding sources would likely be from Central Government and interested third parties.
4. What happens with the feedback received?

A Consultation Report will capture and summarise the responses received and will also report on how the project team will take account of the feedback and what views have influenced the development of the scheme.
5. Is the scheme a good use of taxpayers money?

The success of this scheme depends on a strong and positive business case which represents good value for money for the taxpayer and is affordable. We would not have reached this point in the scheme if we did not believe that this would be a good use of taxpayer's money. The consultation process and the final business case will ultimately tell us if reintroducing passenger services on the Waterside Line is the right thing to do.

6. Will this project take money away from the A326 scheme?

All government funded schemes are assessed on their own merits, taking into account affordability and value for money.

7. Why does the scheme stop at Hythe?

To ensure that proposals are cost effective and (if approved) could be delivered quickly the government has asked Network Rail to present proposals to reintroduce passenger services on the existing railway as far as Hythe. Should the proposed new railway prove popular then a further extension of the railway could be considered in the future.

Both station options at Hythe are located on an existing bus route which serves the Waterside communities south of Hythe and we will continue to engage with the bus operator to understand impacts and identify opportunities to integrate public transport links.

8. Are level crossings safe?

Every level crossing is assessed to understand its level of risk. We believe the most effective way of reducing level crossing risk is to eliminate the crossing completely by closing it. Where we cannot do this we will look at options to make the crossing safer.

9. Will this scheme have an impact upon the bus and ferry services?

We are offering an additional mode of public transport to the Waterside Community, to develop our proposals further we are engaging with the bus and ferry service operators. The proposed new stations are located on existing bus routes and both proposed Hythe station options are only a short walk from the ferry terminal (under 10 minutes).



## What will we build



1. Will there be parking at the stations?  
The proposals include a number of disabled parking bays as well as space for drop off, pick up and taxis.  
The proposals do not include a material increase in parking spaces. At Marchwood no parking is proposed. Hythe station (New Road) will be linked to the existing public car park and at Hythe station (Jones Lane) there will limited car parking and a new footpath to New Road public car park.
2. Will there be cycle stands will there be and will they be secure?  
Cycles stands will be provided for at the new stations. These will take the form of cycle bars or hoops allowing the owner to secure the cycle.
3. Will there be protection from the weather on the platforms  
The platforms will have covered seating areas
4. Will the stations have good access to buses?  
Access to local buses has been taken into consideration when developing proposals at Marchwood Station and for both options at Hythe, the stations are in close proximity to existing bus routes
5. Will the stations be sustainable?  
Proposals will align with local policy and Network Rail's wider sustainability commitments. Environmental appraisal and tools to understand social value, along with feedback from this consultation will be used to drive sustainable choices in design and construction.
6. Which level crossings will be upgraded?  
We are considering upgrades at Jacobs Gutter Lane, Marchwood (Main Road), Pumpfield Farm and School Road. All level crossings will undergo a risk assessment to identify which crossings require upgrades as a result of the new passenger trains.
7. Will you be putting up fencing along the railway?  
We will risk assess the railway and in areas identified we will install new fencing to keep the railway safe and secure. In sensitive areas, this fencing could be painted to help blend into the surrounding environment.

## How will we build it

### 1. Where will the construction sites be located?

The main construction sites will be located at the stations to support the build with supporting sites along the route where infrastructure changes are necessary

### 2. How will this project be constructed?

Much of the construction activities will occur within the existing railway boundary. The stations and level crossing works will extend outside of the railway boundary and construction deliveries are proposed to be by both rail and road

### 3. How long will construction take?

The construction is currently planned across 2024 and 2025 (subject to funding) and will be at different sites at different times during this period, should the scheme go ahead more detailed construction plans will be shared

### 4. How are you managing impacts upon the environment?

We are working with statutory organisations and technical experts such as the Environment Agency and Hampshire County Council to understand and to limit impacts to the environment wherever possible. As part of the design and consenting process, we are carrying out an Environmental Impact Assessment. The supporting Environment Statement will lay out details of any impacts to the environment and include appropriate mitigation measures.

To reduce the effects of construction on communities and the environment, we will require the appointed Construction Contractor to agree a Code of Construction Practice (CoCP) in consultation with the Local Planning Authority. As part of the CoCP a Construction Environmental and Social Management Plan will be developed and implemented to manage traffic and noise aspects during construction.



## How will it run

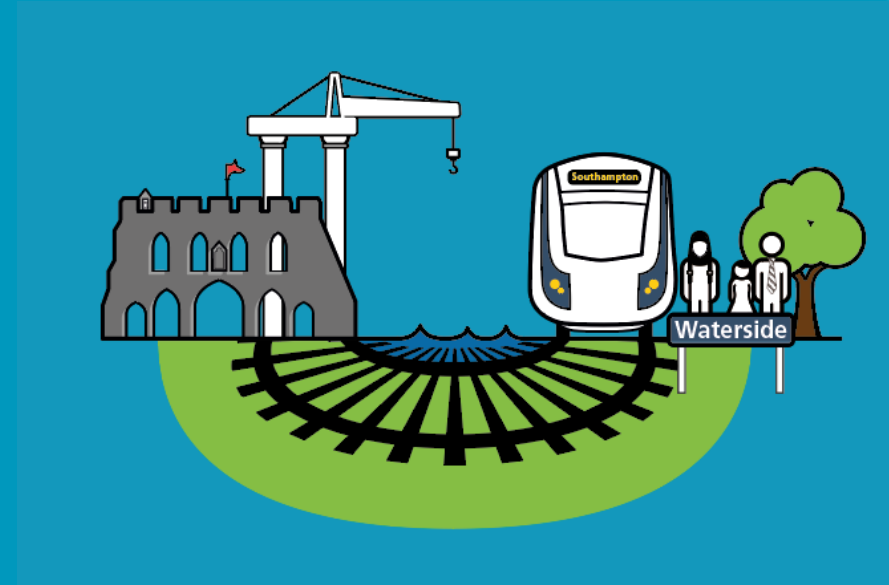
1. What type of train will run on the line?  
The scheme is currently planning to open with a 2 or 3 car diesel train.
2. Will all trains stop at both Marchwood & Hythe?  
Yes
3. Marchwood level crossing and School Road level crossing are currently staffed by a person, how is it safer to have a level crossing monitored remotely than by a staff member at the crossing itself?  
The crossing will be monitored from a position of safety and avoid the need for the operator to walk into traffic and open/close the gates manually. The proposed upgrades provide a safe, modern and efficient method for protecting users crossing the railway; this also saves time on opening and closing the barriers.
4. Will the roads be busier as a result of level crossing barriers being down more often?  
Yes the new train services will mean more trains travelling over the level crossings the barriers will need to close when this happens. The current proposals mean this could happen up to four times within one hour, this could mean that the roads near the level crossings will be busier. However, the project is undertaking a transport assessment as part of the Environmental Impact Assessment and will use this report to implement mitigation measures where appropriate.
5. Will the barriers at Totton level crossing be down more often as a result of the Waterside Line proposals?  
Yes there will be more trains travelling over the level crossing resulting in the barriers being down more often, we will work with the highway authority and continue to look at how we can reduce the impact of this.
6. Will the level crossings be noisier and brighter?  
Where level crossings are upgraded they may be noisier and/or brighter to align to current standards and improve safety at the level crossings. All level crossings will undergo a risk assessment to identify which crossings require upgrades as a result of the new passenger trains.



To find out more

Visit [www.networkrail.co.uk/watersideline](http://www.networkrail.co.uk/watersideline) where you can download a range of factsheets, maps and other information about the scheme

Come along to one of our drop in events where you will have the opportunity to view our proposals and speak to members of the Waterside Line team. Please visit [www.networkrail.co.uk/watersideline](http://www.networkrail.co.uk/watersideline) for details about the events in your area.



#### Contact us

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