

The Network Rail Waterside Line Project

Summary of feedback from Public Consultation

November 2022

[Page intentionally left blank]

Network Rail (Waterside Line)

Summary of Public Consultation Report

FIGURES	I
TABLES	II
ACRONYMS AND ABBREVIATIONS	II
EXECUTIVE SUMMARY	III
1. INTRODUCTION	4
1.1 Background	4
1.2 Structure of the report	4
2. THE WATERSIDE LINE SCHEME DESCRIPTION	6
2.1 Wider Context	6
2.2 The Waterside Line Project	6
3. PUBLIC CONSULTATION	7
3.1 The Consultation	7
3.2 Statutory Consultees	7
3.3 Community Consultees	7
3.4 Launch Event	8
3.5 Consultation Events	8
3.6 Consultation Promotion	9
3.7 Consultation Materials	9
3.8 Public Consultation Feedback	10
3.9 Stakeholder Feedback	10
3.9.1 Community Feedback	14
4. CONSULTATION STRATEGY	22
4.1 Identification of Consultees	22
4.2 Statutory Consultees - Stakeholder consultation	22
4.4 Community Consultees	24
4.5 Consultation Process	24
5. EARLY STAKEHOLDER ENGAGEMENT	26
5.1 New Forest District Council	26
5.2 New Forest National Park Authority	26
6. SUMMARY	27

FIGURES

Figure 4.1 Consultation process.....	25
--------------------------------------	----

Network Rail (Waterside Line)**Summary of Public Consultation Report****TABLES**

Table 3.1 Public consultation events.....	8
Table 3.2 Stakeholder responses	11
Table 3.3 Would you use a train service which operated between Hythe, Marchwood, Totton and Southampton?	16
Table 3.4 Station preference.....	17
Table 3.5 Community Public Consultation: Responses and Outcomes.....	18
Table 6.1 Summary themes and responses.....	27

ACRONYMS AND ABBREVIATIONS

Acronym	Description
DfT	Department for Transport
EA	Environment Agency
EIA	Environmental Impact Assessment
ES	Environment Statement
HCC	Hampshire County Council
LC	Level Crossing
MP	Member of Parliament
NFDC	New Forest District Council
NFNPA	New Forest National Park
NR	Network Rail
RJR	Restoring your Railway
SWR	South Western Railway
TWA	Transport and Works Act
TWAO	Transport and Works Act Order

Network Rail (Waterside Line)

Summary of Public Consultation Report

EXECUTIVE SUMMARY

The Waterside Line public consultation activity has been split into two parts, early and ongoing engagement with stakeholders, and a period of community consultation. Stakeholder engagement focused on sharing information early and is ongoing, discussions with stakeholders such as the County Council, Local Authority and other transport providers continue through the use of a project steering board and a stakeholder group. Community consultation engaged the local community and statutory stakeholders including landowners, statutory consultees and officers at the Local Authority, New Forest District Council, National Park Authority, and the New Forest National Park.

Prior to beginning consultation activity in August 2022, Network Rail shared the planned approach to community consultation with the Waterside Line Steering Board and the Waterside Line Stakeholder Group as well as the local MP. An Environmental Impact Assessment Scoping Report was also shared with number of statutory planning and environmental organisations to seek their early views on the proposals as part of a request for a Scoping Opinion from the Secretary of State for Transport. A Habitat Regulations Assessment (HRA) has been undertaken and consultation with Natural England has started.

Network Rail undertook public consultation over a five-week period from 8th August to 9th September 2022, culminating in 8 community events across the Waterside peninsula.

The purpose of the consultation is to ensure statutory bodies, landowners, members of the public and other stakeholders have an opportunity to understand and comment on the Waterside line project and potential environmental effects. At the point of publication of this report over 1500 responses have been received resulting in an 80 % advocacy for the proposals. Feedback received as a result of the consultation will be fed into design development.

Community consultation focused upon seeking feedback on the following points;

- Do you agree that the proposals will provide an improved transport offering for the Waterside area?;
- Would you use a train service which operated between Hythe, Marchwood, Totton and Southampton?;
- Which Hythe station location would you prefer?; and
- Do you have any further comments or concerns on the proposals?

The above questions were asked to help the project team understand and acknowledge the advocacy, comments and concerns of stakeholders and the local community in regards to the public consultation. The quantitative and qualitative data is being utilised to inform the next stage of detailed design to produce a final proposal for consideration.

Stakeholder engagement will continue with statutory consultees, and this report is a point in time, a further report will be issued to reflect further consultation activity and will accompany a proposed application for a Transport and Works Act Order.

Network Rail (Waterside Line)

Summary of Public Consultation Report

1. INTRODUCTION

1.1 Background

Network Rail Infrastructure Limited (Network Rail) has been asked by the Department of Transport to develop a proposal to reintroduce passenger services to the Waterside Line between Totton and Hythe known as the Waterside Line project ('the Scheme) in the New Forest District area of Hampshire,

To facilitate the Waterside line project an application for a Transport and Works Act Order (TWAO) to secure land acquisition powers and related planning consents is required, it is estimated that an application will be made in 2023. A Book of Reference, an Environment Statement and a Habitat Regulations Assessment will accompany the application documents.

Network Rail has been carrying out consultation on the current proposals, this is to engage with both the public (community consultation) and statutory consultees (termed stakeholder consultation for the purposes of this Report).

The purpose of consultation is to ensure statutory bodies, landowners, members of the public and other stakeholders understand the Waterside Line scheme and any potential environmental effects. It provides an opportunity to comment on the Waterside Line scheme at key stages of development. Information received because of consultation is considered during design development and construction planning.

Prior to beginning community consultation in August 2022, Network Rail shared an approach to community consultation with the Waterside Line Steering Board and the Waterside Line Stakeholder Group as well as the local MP. Network Rail set out how it proposed to consult people living in the vicinity of the land affected by the proposed development (the community), including members of the public and any organisations or local groups representing them was and feedback on the approach was used to inform the consultation strategy.

Consultation was well publicised to ensure a wide range of individuals and organisations had the opportunity to comment. It is also iterative; issues raised are carefully considered as part of each subsequent development phase. Engagement with stakeholders and the wider community is ongoing and will continue post submission of application to consent the Waterside Line project.

This report summarises the consultation that has been undertaken to date by Network Rail, supported by DfT, South Western Railway and Hampshire County Council.

1.2 Structure of the report

The structure of the report is as follows;

- Section 1: Introduction
- Section 2: Waterside line project description
- Section 3: Public Consultation
- Section 4: Consultation Strategy
- Section 5: Early Stakeholder Engagement

The following appendices are included in this report:

- Appendix A comprises examples of material for public consultation

Network Rail (Waterside Line)

Summary of Public Consultation Report

- Appendix B comprises links to media coverage received for public consultation

Network Rail (Waterside Line)

Summary of Public Consultation Report

2. THE WATERSIDE LINE SCHEME DESCRIPTION

2.1 Wider Context

As part of the government's levelling up agenda, the Waterside Line project has been successful in bidding for development funding as part of the "Restoring your Railway" (RJR) initiative to reopen former branch lines closed during the mid-20th century. The Waterside Line project proposes to reintroduce passenger services to the Waterside Line between Totton and Hythe in the New Forest District area of Hampshire (the 'Scheme')

In summary these components include the delivery of:

- A reopened Marchwood Station
- A new Hythe Station
- Improvements to level crossings
- Other railway permitted development works to existing rail infrastructure. For example, the renewal of existing track and railway signalling system.

2.2 The Waterside Line Project

The Waterside Line project will comprise of a series of railway enhancement works and ancillary rail and highways works in an area extending from a point south of Totton junction to the site of the proposed Hythe Railway Station.

In summary, the works that will comprise the Waterside Line project include the:

- Upgrade of several level crossings and exploring the potential closure of level crossings on private land; subject to further landowner discussions;
- Reopening of Marchwood Railway station to include expanding the station from one to two platforms, enhanced passenger facilities and a new forecourt;
- Renewal of track and signalling to allow for increasing the line speed up to a maximum of 60mph, to enable trains to pass at Marchwood and run up to two trains an hour;
- Removal of existing manually operated gated level crossing at Marchwood and replaced with a new full barrier level crossing;
- Construction of a new railway station at Hythe, two locations have been proposed at Jones Lane or New Road; and
- Possible removal of existing manually operated gated level crossing at School Road, Hythe and replaced with a new full barrier level crossing, depending on the final location of Hythe station.

Network Rail (Waterside Line)**Summary of Public Consultation Report****3. PUBLIC CONSULTATION**

Public consultation events took place in August and September 2022.

A formal period of consultation was held between 8th August and 9th September 2022. Community consultation events within this period were held between 10th August and 8th September 2022.

The aim of the public consultation period was to formally announce the Waterside Line scheme to both Statutory and Public stakeholders and present the proposals

The strategic objectives of public consultation were to:

- Ignite awareness of the Waterside Line scheme among a wide range of stakeholders and interested parties;
- Uphold social inclusion, be fair, open and honest;
- Be transparent by recording and reviewing all comments and publish scheme responses;
- Assess the level of support and emerging themes for the Waterside Line and
- Identify concerns and address them where practical and appropriate

Consultation took place on the outline design which was developed through discussion with key stakeholders. The information presented for consultation comprised:

- The problem statement and the need for the Waterside Line scheme;
- The Waterside Line scheme proposals;
- Benefits of the Waterside Line scheme ; and
- The indicative timescale of delivering the Waterside Line scheme.

Public consultation was undertaken in parallel with the request for a Scoping Opinion under Regulation 15 of the Town and Country Planning (Environmental Impact Assessment Regulations) 2017. The Scoping Report was prepared based on the initial design, the location and the key environmental information that could be either directly or indirectly affected features.

3.1 The Consultation**3.2 Statutory Consultees**

Network Rail carried out the public consultation with statutory consultees identified in table 3.1 above. This comprised ongoing day to day meetings, presentations and a public consultation exercise

Potentially affected consultees with an interest in land and property were first sent a letter in June 2022. Each letter encouraged the recipient to get in touch with the team such that the Waterside Line scheme proposals and potential impacts could be discussed directly with the Network Rail team.

3.3 Community Consultees

Several key strategic influencers and entities from across the Waterside and Hampshire area were engaged with the consultation programme and invited to submit views and comments through various consultation protocols

Network Rail (Waterside Line)

Summary of Public Consultation Report

3.4 Launch Event

Prior to the public/community events a launch was held for stakeholder representatives. The event was held on 10th August at St Anne's Neighbourhood Centre in Hythe. Attendees included the MP, ward councillors, representatives of local developers, businesses and stakeholders. Speakers included

- Mark Killick, Network Rail Route Director for Wessex
- Mike Smith, Network Rail Programme Director for Restoring Your Railway.
- Alex Foulds, Commercial Projects Director, South Western Railway
- Nick Wilcox, Department for Transport, Programme Director for Restoring Your Railway

3.5 Consultation Events

Eight public drop-in events were held at venues near to the proposed works. The locations have been identified in Table 3.1 (below) were selected for their visibility, accessibility and locations within the affected communities.

Table 3.1 Public consultation events

Venue	Date	Time
St Anne's Neighbourhood Centre Warrys Close, Hythe, SO45 3QR	Wednesday 10 th August	16:00 – 20:00
Marchwood Junior School Main Road, Marchwood, SO40 4ZH	Thursday 11 th August Monday 5 th September	17:00 – 21:00 18:00 – 22:00
Totton & Eling Community Centre Civic Centre, Totton, SO40 3AP	Friday 12 th August Thursday 8 th September	14:30 – 18:30 14:00 – 18:00
Hythe & Dibden Parish Hall West Street, Hythe, SO45 6AA	Saturday 13 th August Tuesday 6 th September	10:00 – 14:00 16:00 – 20:00
The Jubilee Hall The Square, Fawley, SO45 1DF	Monday 15 th August Friday 9th September	14:00 – 18:00 10:00 – 14:00

Network Rail (Waterside Line)

Summary of Public Consultation Report

Originally, nine public drop in events were scheduled, however following death of HM Queen Elizabeth II on 8th September, Network Rail took the decision to cancel all public events as a mark of respect which included the community consultation event for Friday 9th September at The Jubilee Hall in Fawley

Each event was staffed by representatives from the Network Rail project team and included members of the environmental, design, engineering, property, project management, consenting and consultation teams to answer questions and provide information on the Scheme. Representatives from SWR, HCC and the DfT also attended several events.

3.6 Consultation Promotion

A range of promotional activities were used to raise awareness amongst stakeholders of the consultation. Various stakeholder emails were sent both prior to consultation start at the launch and during the consultation period.

Flyers alerting people to consultation specifics such as dates and webpage information were posted to approximately 30,000 local houses and businesses. A copy of the flyer can be found in the appendices. The flyer was delivered by hand.

Through a targeted approach, the Waterside Line scheme and the consultation details were also published in the local press. Example of press adverts can be found in the appendices.

Digital content was also shared on Network Rail social channels.

Consultation material available at railway stations for public dissemination:

- Southampton Central Station
- Totton Railway Station

3.7 Consultation Materials

The primary consultation asset was a 10 page colour bi fold leaflet – in total 10,000 were printed and distributed at the events and throughout the community. See the appendices for a copy of the leaflet.

Network Rail also commissioned a short animation video to describe the outline proposals and generate interest in the Waterside Line scheme. This was shown on the Waterside Line website in advance and during the consultation period and played at the events.

Several exhibition stands were produced detailing the proposals and these were displayed at each of the events. See the appendices for copies of these stands.

A dedicated webpage is available on the Network Rail website which provided a link to a dedicated consultation portal for the duration of the consultation where the consultation leaflet, animation, exhibition stand information, Hythe and Marchwood factsheets and an FAQ document could be viewed throughout the consultation period. Links to these consultation materials remain available to view via the webpage at networkrail.co.uk/watersideline.

Network Rail (Waterside Line)**Summary of Public Consultation Report****3.8 Public Consultation Feedback**

This report outlines the high-level themes that have emerged as a result of technical and community consultation.

3.9 Stakeholder Feedback

Responses have been received from identified statutory consultees. These can be categorised into the following key themes;

- Environmental Impacts
- Property matters (not presented here but part of ongoing consultation)
- Concerns in relation to level crossings, particularly at Totton
- Interaction with and possible impacts to the local bus and ferry services
- The Waterside Line scheme business case - cost benefit ratio
- Funding of the A326 development scheme (local un-funded highway improvement scheme not competing for funding from the Restoring Your Railway Programme)

Table 3.2 Stakeholder responses, sets out the responses received from consultees along with how these are being addressed at this stage of Scheme development.

These responses formed the start of comprehensive engagement with statutory consultees that will continue in the form of letters, emails, presentations, meetings and site visits.

Network Rail (Waterside Line)**Public Consultation Summary Report****Table 3.2 Stakeholder responses**

Consultee	Summary of response	Network Rail response
New Forest District Council	<p>Broadly speaking the Council is supportive of the Scheme in principle and has specifically referenced the following as points of interest;</p> <ul style="list-style-type: none"> • Taking a strategic view, a rail service could offer a very significant public, economic, environmental and climate change benefits. However, this needs to be considered in the context of other sustainable transport including buses, Hythe ferry, cycling and walking networks, the benefits would not be released if the scheme would impact the viability of other sustainable transport, • the technical work that will inform the business case demonstrating the impact on the environment and communities together with how negative impacts can be mitigated, • encourage Network Rail to explore all reasonable Scheme design refinements and mitigation measures to minimise community severance, local traffic congestion, amenity disturbance to residents, businesses, and any environmental impacts and, • welcome this opportunity for wider community to comment on the proposals at a relatively early stage, and to encourage residents and businesses to express their views. 	<p>Response formed the start of comprehensive engagement with NFDC that continued from close of round one.</p> <p>Key issues were discussed, as part of technical discussions with officers.</p>
New Forest National Park Authority (NFNPA)	<p>NFNPA has endorsed the Scheme and in providing a more sustainable travel option on the Waterside. Key feedback includes;</p> <ul style="list-style-type: none"> • need to better understand environmental aspects in particular air quality, noise, landscape impact, carbon emissions and climate change especially where this may impact on the National Park, • an understanding of civil engineering works within the national park, impacts of downtime at level crossings, light pollution, impacts on tranquillity and climate change and, 	<p>Response formed the start of comprehensive engagement with NFNPA that will continue from close of public consultation.</p>

Network Rail (Waterside Line)

Public Consultation Summary Report

Consultee	Summary of response	Network Rail response
	<ul style="list-style-type: none"> NFNPA would welcome further pre application consultation as detail details emerge. 	
Hampshire County Council (HCC)	Hampshire County Council as a partner in the development of the Scheme, did not respond to the public consultation, however as a statutory consultee they have been closely involved with development and have responded to the EIA scoping report. They will continue to be included in future phases of consultation and information rounds.	Noted. NR will continue to liaise with HCC as part of the EIA process
Natural England (NE)	Natural England with no comments on the current Scheme proposal. They will continue to be included in future phases of consultation and information rounds.	Noted. NR will continue to liaise with NE as part of the EIA process
Environment Agency (EA)	Environment Agency with no comments on the current Scheme proposal. They will continue to be included in future phases of consultation and information rounds.	Noted. NR will continue to liaise with the EA as part of the EIA process
Historic England (HE)	HE responded with no comments on the current Scheme proposal. They will continue to be included in future phases of consultation and information rounds.	Noted
Go South Coast (Buses)	The proposals will impact our customers and not meet the strategic aims of the scheme by increasing social exclusion, reducing access to sustainable transport and worsen connectivity and therefore impacting negatively on levelling up	Response formed the start of comprehensive engagement with Go South Coast that continue from close of round one.
Association of British Ports (ABP)	<p>ABP is supportive of the Scheme however highlight the following points;</p> <ul style="list-style-type: none"> services rely on rail connectivity to transport freight, which includes rail transfer of containers, bulk products thereby reducing HGV traffic on local roads, as a UK gateway port, we expect demand for freight to grow significantly over the medium and long term driving additional demand for rail connectivity and to accommodate this demand and further expansion of the port will be rail connected 	Noted.

Network Rail (Waterside Line)

Public Consultation Summary Report

Consultee	Summary of response	Network Rail response
	<ul style="list-style-type: none">therefore, in planning for the reintroduction of passenger on the Fawley Branch line, also consider the potential for future rail freight capacity to be deployed on this section of the network via Southampton and onto the West Coast Mainline route.	

Network Rail (Waterside Line)

Public Consultation Summary Report

3.9.1 Community Feedback

A total of 1508 responses were received from the public during the public consultation by online, email and post

1430 of those who had filled in the survey had the chance to answer the following questions

- Do you agree that the proposals will provide an improved transport offering for the Waterside area?
- Would you use a train service which operated between Hythe, Marchwood, Totton and Southampton?
- Which Hythe station location do you prefer?
- Do you have any other comments or concerns on the proposals?

86 % of responses were made online, and 14 % by post and email jointly

On the question of whether the proposals offered an improved public transport offering for the Waterside area was 84 % (combination of Strongly Agree and Agree). A breakdown of advocacy can be seen in table 5.3

On the question of whether the respondent would use a train service on the Waterside, support was 80 %. A breakdown of advocacy can be seen in table 5.4

For those that responded with a disagree or strongly disagree, reasoning was placed on the potential disruption at level crossings, the level of disturbance during construction and operation.

Table 6.4 below sets out the key themes of responses from community consultees

In summary, the key local issues in the responses were:

- Concerns of impact and need for car parking at Hythe and Marchwood Stations,
- the Waterside Line scheme should extend beyond Hythe and down to Fawley,
- road congestion at level crossings, particularly Totton,
- cost benefit ratio; and
- impact upon existing bus and ferry services.

Network Rail (Waterside Line)

Public Consultation Summary Report

Table 3.3 Do you agree that the proposals will provide an improved transport offering for the Waterside area?

GRADIENT	NUMBER	PERCENTAGE
STRONGLY AGREE	1041	73 %
AGREE	152	11 %
NEUTRAL	50	3 %
DISAGREE	44	3 %
STRONGLY DISAGREE	143	10 %
TOTAL	1430	100 %

Network Rail (Waterside Line)

Public Consultation Summary Report

Table 3.4 Would you use a train service which operated between Hythe, Marchwood, Totton and Southampton?

GRADIENT	NUMBER	PERCENTAGE
STRONGLY AGREE	857	60 %
AGREE	288	20 %
NEUTRAL	69	5 %
DISAGREE	50	3 %
STRONGLY DISAGREE	166	12 %
TOTAL	1430	100 %

Network Rail (Waterside Line)

Public Consultation Summary Report

Table 3.5 Station preference

GRADIENT	NUMBER	PERCENTAGE
JONES LANE	164	12 %
NEW ROAD	305	21 %
NO PREFERENCE	961	67 %
TOTAL	1430	100 %

Network Rail (Waterside Line)

Public Consultation Summary Report

Table 3.5 Community Public Consultation: Responses and Outcomes

Themes	Number of mentions	Detail	Network Rail's position (at the time)	Outcome (from consultation and project development)
Support for the Scheme	516	Numbers of responses of support from a Hythe & Fawley postcode (SO45)	The support to complete the project is well received, and we must follow the Transport & Works Act Order legislation which has a predetermined cycle time and scrutiny process.	N/A
	240	Numbers of responses of support from a Marchwood & Totton postcode (SO40)	The support to complete the project is well received, and we must follow the Transport & Works Act Order legislation which has a predetermined cycle time and scrutiny process.	N/A
	173	Why is the Scheme not continuing to Fawley?	To keep control of costs and Scheme viability the proposed Scheme will terminate at Hythe, however the line to Fawley Oil Refinery will remain operational leaving open a potential option for a future project	Network Rail will continue to monitor the interest of a station at Fawley
	97	Encouraging completion	The support to complete the project is well received. A business case to fund the next stage of design development and delivery of the Scheme is being prepared. A Transport & Works Act Order to authorise the works will be prepared as part of the next stage should funding be made available.	N/A
Opposition	83	Hythe and Fawley postcode (SO45)	All construction methodologies are being scrutinised. Disruption is an acute concern of the Scheme, and all mitigation options are being pursued through the design process.	Ongoing
	80	Marchwood and Totton (SO40)	All construction methodologies are being scrutinised. Disruption is an acute concern of the	Ongoing

Network Rail (Waterside Line)

Public Consultation Summary Report

Themes	Number of mentions	Detail	Network Rail's position (at the time)	Outcome (from consultation and project development)
			Scheme, and all mitigation options are being pursued through the design process.	
Car Parking	133	Need for car parking at stations	The Scheme does not propose further or new car parking.	N/A
Impact on existing bus service	179	Concerns the Scheme will have a negative impact upon the existing bus services	We want to ensure the viability for all modes of public transport	Engagement with the ferry operator
Impact on existing ferry service	102	Concerns the Scheme will have a negative impact upon the existing ferry service	We want to ensure the viability for all modes of public transport	Engagement with the ferry operator
Cost	105	Comments on Cost/Affordability/funding of the project	The project is currently unfunded, and the cost of the project will emerge as the design progresses. A full business case process will be followed to assess if the project offers value for money.	Ongoing reviews as part of the business case process.
Environment	68	The noise generated from the proposal and works	As part of the consenting process, an Environment Impact Assessment is being undertaken this will include assessment of noise and vibration impacts arising from the Scheme. An Environment Statement will be published this will include noise generation findings and any proposed mitigation measures.	A noise mitigation strategy will be developed and integrated into the design.
	55	The proposal will benefit the environment by encouraging patronage via rail vs private car	The scheme looks to promote an alternative to private car and an improved transport offering in the local area.	As part of the consenting process, an Environment Statement will publish a

Network Rail (Waterside Line)

Public Consultation Summary Report

Themes	Number of mentions	Detail	Network Rail's position (at the time)	Outcome (from consultation and project development)
				traffic and transport mitigation strategy
Level crossings	56	The impact of the new service could increase the downtime of the barriers at Junction Road level crossing, Totton and at Marchwood	<p>Junction Road level crossing is not within the project scope, however the project team will work with Hampshire County Council to develop a solution for the level crossing downtime.</p> <p>The Scheme proposes to upgrade Marchwood Level Crossing from manual gates to a monitored barrier level crossing which will reduce the existing barrier downtime</p>	Network Rail and Hampshire County will continue to work together towards further mitigation measures at both Totton and Marchwood level crossings
Train service	54	Cost of a train ticket	The pricing of train tickets is yet to be determined but should the Scheme receive funding, ticket prices will be developed together with stakeholders	Noted
	27	Passenger timetable	The project proposes up to 2 trains an hour and a passenger timetable will be developed subject to funding	Network Rail and the operator will develop a timetable that will go out to consultation prior to service.

Network Rail (Waterside Line)

Public Consultation Summary Report

Network Rail (Waterside Line)**Summary of Public Consultation Report**

4. CONSULTATION STRATEGY

4.1 Identification of Consultees

4.2 Statutory Consultees - Stakeholder consultation

The Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 (the Rules) set out the procedure for submission of a draft Order under the Transport and Works Act (TWA).

Stakeholder consultation includes engagement with those organisations listed within Schedule 5 and 6 of the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 (“the Application Rules”) (see Table 3.1) the relevant local authorities and any owner, lessee, tenant, or occupier of land potentially impacted by the Scheme (listing in the Book of Reference which supports the Order application).

Schedule 5 identifies the organisations that must be served with a copy of the application and supporting documents. Schedule 6 identifies those organisations that must be notified that of the application.

Table 3.1 of this report sets out the groups and organisations that must be served a copy of the application or notified of this Scheme under the Application Rules. Sections 4, 5 and 6 explain how, and when, these groups were consulted.

Stakeholders with land interests that could potentially be affected by the Waterside Line scheme formed a key component of the consultation exercise. A comprehensive land referencing exercise took place ahead of public consultation identifying all land interests, and all landowners are being consulted on any proposed changes during development of the proposed Scheme. Landowners identified to be affected by the proposals were formally written to in July 2022, ahead of public consultation in August 2022.

The Environment Agency, Natural England and the local planning authorities have been consulted on

Along with consultation as part of the statutory consents process, a close working relationship has been established with the Local and National Park authorities, New Forest District Council and New Forest National Park Authority.

Network Rail (Waterside Line)

Summary of Public Consultation Report

Network Rail (Waterside Line)

Public Consultation Summary Report

4.4 Community Consultees

Community consultees comprised: local Members of Parliament (MPs), local councillors, interest groups and members of the local community and the wider public.

4.5 Consultation Process

Network Rail set out a comprehensive programme for statutory and community consultation. This programme was adapted over time in response to consultation feedback and design as it progressed. Figure 3.1 sets out the key stages of consultation from early engagement in 2021 through to proposed TWA0 deposit in 2023.

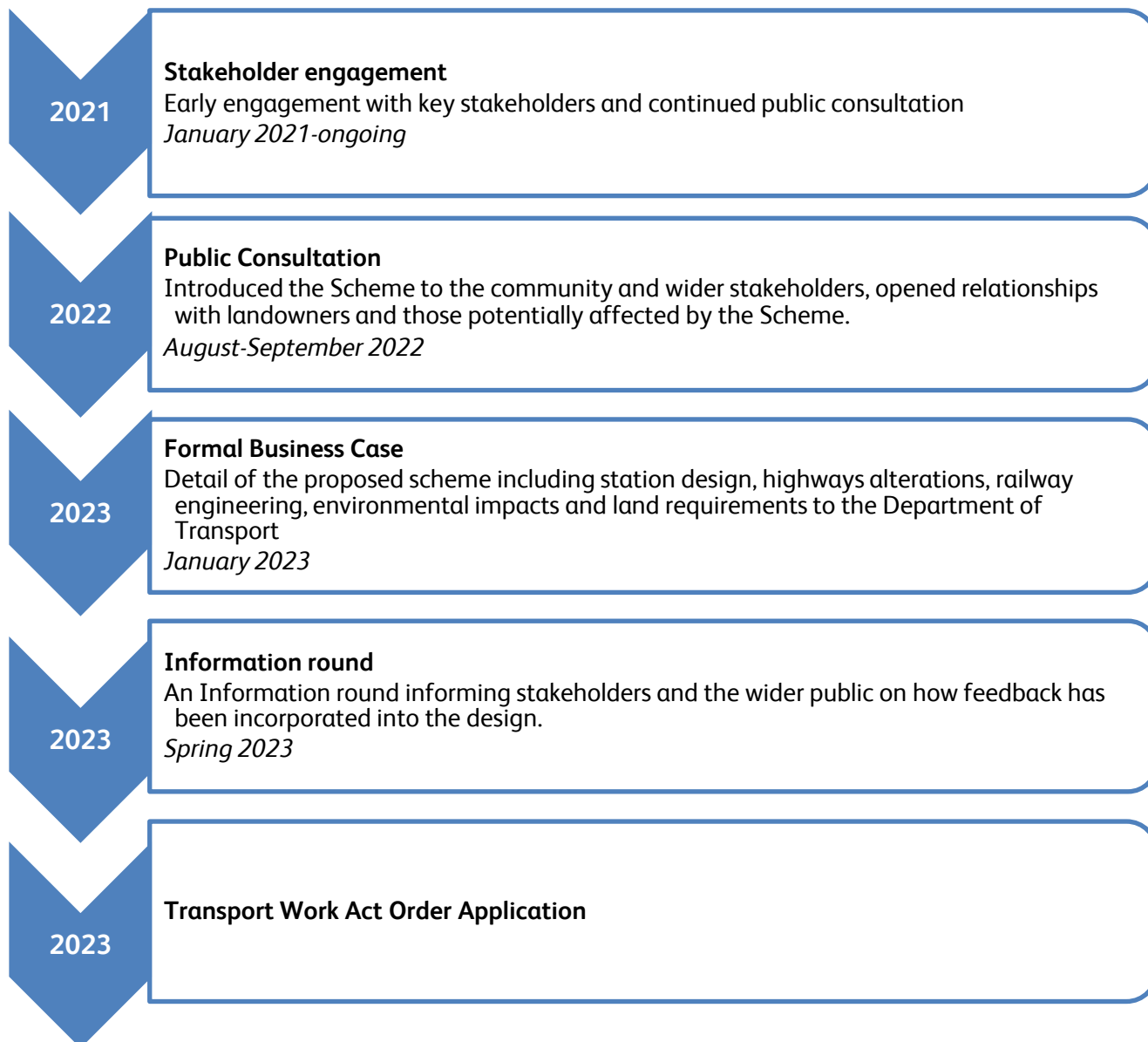
The early stakeholder engagement focused on the Local Planning Authority and Hampshire County Council whilst public consultation engaged all statutory and community consultees.

Public consultation included a formal period where key information was shared with consultees (statutory and community). Statutory consultees and local communities were invited to consultation events to view proposals, meet the project team and to record their feedback. Scheme information was also provided on the Network Rail Waterside Line webpage. Sections 5 and 6 explain in more detail the consultation mechanisms, the feedback received and outcomes.

Consultation was not limited to the public consultation period; it is ongoing with site visits, meetings, emails, phone calls, bespoke meetings and presentations. Technical consultation on the EIA is also ongoing with a range of statutory consultees; and specifically, with officers at the New Forest District Council and New Forest National Park Authority, and a Habitat Regulations Assessment has been shared with Natural England for comment.

Network Rail (Waterside Line)

Public Consultation Summary Report

Figure 4.1 Consultation process

Network Rail (Waterside Line)**Public Consultation Summary Report**

5. EARLY STAKEHOLDER ENGAGEMENT

5.1 New Forest District Council

Network Rail has been engaging with New Forest District Council in respect of the Waterside Line scheme since 2021

As the local planning authority, the council is a key stakeholder, particularly in respect to the benefits the Scheme might provide local communities.

Early engagement with New Forest District Council covered the following topics:

- The overall context of the Scheme – transference of knowledge about the proposals
- The land likely to be required not in Network Rail ownership
- Early Marchwood and Hythe Station concepts as well as proposed works to existing level crossings

5.2 New Forest National Park Authority

Network Rail has been engaging with New Forest District Council (NFDC) in respect of the Waterside Line scheme since 2021

As the authority for the New Forest National Park NFDC is a key stakeholder, particularly in respect to the benefits to the community and conservation of the New Forest.

Early engagement with New Forest National Park Authority covered the following topics:

- The overall context of the scheme – transference of knowledge about the proposals
- The proposed Scheme programme of development
- Early Scheme concepts, Marchwood and Hythe station concepts as well as proposed works to existing level crossing

6. SUMMARY

Through the consultation process Network Rail will take onboard suggestions in response to feedback from both statutory and community consultees.

Network Rail is committed to ongoing consultation and engagement with interested parties. This commitment also extends to after the application has been submitted to the Secretary of State for Transport. Stakeholder engagement will continue as the TWA Order progresses through the procedures process, and beyond to the completion of the Scheme. Network Rail will continue to work with local authorities so that the Scheme can be introduced with the minimum of disruption.

Table 6.1 Summary themes and responses

Theme/works	Key project response to consultation and project development
Car Parking at stations	Car parking is not included within the scope of the design. Both Hythe and Marchwood stations are restricted in terms of their land availability and further land acquisition will lead to increased costs which will question the financial viability of the Scheme. Cycle parking will be provided and close proximity to the existing bus and walking routes will promote sustainable transport to and from the stations
Environmental Impacts	An Environmental Statement detail proposed mitigation measures will be made available and will accompany the application for a TWAO. Stakeholders adversely affected by the Scheme will be contacted by Network Rail
Level Crossings	The upgrade of two level crossings is included within the scope of the scheme. Network Rail will continue to work with statutory and community stakeholders to produce a design that meets safety requirements and keeps congestion to a minimum.
Passenger service	Should the Scheme receive funding, a proposed passenger timetable will be made available for consultation prior to entry into service
Scheme to Fawley	Network Rail will closely monitor the appetite for an extension to Fawley.

Network Rail (Waterside Line)
Public Consultation Summary Report



APPENDICES

Network Rail (Waterside Line)**Public Consultation Summary Report****APPENDIX A – PUBLIC CONSULTATION MATERIALS**

A1: Half page press advert



Public consultation

8 Aug to 9 Sept 2022

Seeking your views about: Reintroducing passenger services on the Waterside Line

Network Rail is consulting on proposals to restore passenger services to the Waterside Line, the line that once connected Totton with Marchwood, Hythe and Fawley. Please come along to one of our consultation events to find out more.

Consultation dates

St Anne's Neighbourhood Centre Warrys Close, Hythe, SO45 3QR	Wed 10 Aug	16:00 – 20:00
Marchwood Junior School Main Road, Marchwood, SO40 4ZH	Thurs 11 Aug Mon 5 Sept	17:00 – 21:00 18:00 – 22:00
Totton and Eling Community Centre Palm Room, Civic Centre, Testwood Lane, Totton, SO40 3AP	Fri 12 Aug Thurs 8 Sept	14:30 – 18:30 14:00 – 18:00
Hythe and Dibden Parish Hall West Street, Hythe, SO45 6AA	Sat 13 Aug Tues 6 Sept	10:00 – 14:00 16:00 – 20:00
Jubilee Hall The Square, Fawley, SO45 1DF	Mon 15 Aug Fri 9 Sept	14:00 – 18:00 10:00 – 14:00

How to have your say

For more information on our proposals you can visit:
[Networkrail.co.uk/watersideline](https://www.networkrail.co.uk/watersideline)

or e-mail us at:
Watersideline@networkrail.co.uk


or contact us:
[@NetworkRailWssx](https://twitter.com/NetworkRailWssx)

Network Rail (Waterside Line)

Public Consultation Summary Report


A2: Invitation flyer





Public consultation

8 August to 9 September 2022



Seeking your views about: Reintroducing passenger services on the Waterside Line

Network Rail is consulting on proposals to restore passenger services to the Waterside Line to improve connectivity to Southampton and beyond.

We want to hear the views of passengers, local residents and businesses as we develop our proposals. Please come along to one of our consultation events to find out more.

WM058742 Waterside Consultation A5 flyer.indd 1 07/07/2022 09:59

Consultation dates

St Anne's Neighbourhood Centre Warrys Close, Hythe, SO45 3Q	Wed 10 Aug	16:00 – 20:00
Marchwood Junior School Main Road, Marchwood, SO40 4ZH	Thurs 11 Aug Mon 5 Sept	17:00 – 21:00 18:00 – 22:00
Totton and Eling Community Centre Palm Room, Civic Centre, Testwood Lane, Totton, SO40 3AP	Fri 12 Aug Thurs 18 Sept	14:30 – 18:30 14:00 – 18:00
Hythe and Dibden Parish Hall West Street, Hythe, SO45 6AA	Sat 13 Aug Tues 6 Sept	10:00 – 14:00 16:00 – 20:00
Jubilee Hall The Square, Fawley, SO45 1DF	Mon 15 Aug Fri 9 Sept	14:00 – 18:00 10:00 – 14:00


How to have your say

For more information on our proposals you can visit:
Networkrail.co.uk/watersideline

or e-mail us at:
Watersideline@networkrail.co.uk

You can also call Network Rail's
National Helpline on:
03457 11 41 41

or contact us:
[@NetworkRailWssx](https://twitter.com/NetworkRailWssx)



WM058742 Waterside Consultation A5 flyer.indd 2 07/07/2022 09:59

Network Rail (Waterside Line)

Public Consultation Summary Report

A3: Exhibition stands



Network Rail

Reintroducing passenger services on the Waterside Line

In February 2020, the government launched the 'Restoring Your Railway' initiative, a £500 million programme to enable opportunities to reopen former railway lines and add new stations to the railway.

Following an initial exploration of opportunities by Hampshire County Council, we are developing proposals and would now like to seek your feedback.

Our proposals

Proposed train service

- We anticipate that, in the daytime, up to two passenger services per hour will operate on the line in each direction between Southampton Central and a new station at Hythe.
- We anticipate that services could operate at a reduced frequency in less busy times.

Track and signalling upgrades

- Improvements are required to the track and signalling and to allow for increasing the line speed up to a maximum of 60mph.

Reopening of Marchwood station

- Lengthening the station's platform and potentially adding a second platform.
- Refurbishing the station and upgrading station facilities for safe operation.
- The provision of a new station forecast, cycle parking facilities and connections for onward travel.

A new Hythe station

- Constructing a new railway station in Hythe town with associated facilities.
- The provision of a new station forecast, cycle parking facilities and connections for onward travel.

Level crossing upgrades

- Upgrade of several level crossings.
- Exploring the potential closure of level crossings on private land, subject to further landscape discussions.

The Waterside Line

The Waterside Line is located on the western banks of Southampton Water and once connected Totton and the settlements of Marchwood, Osney and Hythe.

The line opened for passenger services in 1925 but these were eventually shut-down. One of the last four stations closed in 1965, followed by the others three in February 1966, as part of the 'Beeching cuts' which saw many of Britain's railways close to reduce operating costs.

While passenger services ended after just 40 years, transport of coal and to Totton railway ceased in 2016, but freight services still on the line today.

The Waterside rail corridor

Marchwood station

The existing station will be improved and will consider convenience of access, including walking and cycling routes, safe space, impact on road users, access to parking, bus interchange, and constructability, operational arrangements and consultation feedback.

Hythe station

Two locations are under consideration. The first preferred location for the station will consider convenience of access, including walking and cycling routes, safe space, impact on road users, access to parking, bus interchange, cost, constructability, operational arrangements and consultation feedback.

Department for Transport

South Western Railway

Hampshire County Council

Network Rail

Reintroducing passenger services on the Waterside Line

What are the benefits?

Reintroducing passenger services on the Waterside Line would strengthen and restore transport links for and from Waterside communities, support their growth, provide a more sustainable mode of transport and support government and industry objectives.

To assist grow the communities of Marchwood and Hythe has given through residential and commercial developments. This has led to increasing congestion on local roads, particularly the A33, making essential journeys longer.

The proposed reintroduction of rail services on the Waterside Line would help alleviate and completely prevent congestion by providing a credible alternative with a journey time of around 20 minutes between Hythe and Southampton Central station.

Regular rail services on the Waterside Line would enhance the travel opportunities available to Waterside residents and visitors, to be supported by local buses and with passengers walking and cycling to and from the stations.

Enhanced connectivity

Between the Totton and Waterside area and Southampton, for commuting and meeting further needs.

Encouraging sustainable modal shift

By offering a viable alternative from cars to public transport.

Fostering social inclusion

By improving access to education, employment and key services for those without access to a car.

Supporting economic growth

By providing new opportunities for business and leisure travel, through onward connections to the local area, Southampton Airport, London and beyond.

Consenting the proposals

Our proposals for restoring passenger services on the Waterside Line require work to take place outside the railway boundary. Where we are proposing to use land or build outside of the railway boundary, we may need to prepare an application for a Transport and Works Act Order (TWAO) from the Secretary of State for Transport. A submission of a TWAO is proposed in 2021 (subject to funding). Should a TWAO be required, we would still consent the proposal through the planning application process.

We'd like to hear your views on our proposals, which we will consider as the project develops.

Managing impacts

Environmental Impact Assessment (EIA)

We're carrying out an EIA of our proposals and have begun baseline environmental surveys of the railway corridor and surrounding areas. These surveys are helping to inform our design.

The EIA will identify impacts to the local community as well as the physical environment, and any mitigation measures we may take to reduce construction and operational effects of moving trains.

The findings of the assessment will be presented in an Environmental Statement that will be submitted with our application for a Planning Application or TWAO. A sustainability strategy is also being prepared to maintain opportunities to contribute to sustainable development, focusing on People, Planet and Profit.

Decision timeline

October 2021: Funding allocated for development of proposals.

August/September 2022: Public consultation.

Earlyfield 2023: Outcomes of DfT FBC review.

Throughout 2022: Development of proposals.

Early 2023: Full Business Case (FBC) submission to the DfT.

*The decision on whether or not the scheme receives funding to be built.

Have your say

We want your feedback to help us develop the detail of our proposals. You can submit your feedback by sending in our Feedback form, or by taking our online survey by Friday 3 September at: networkrail.co.uk/waterside

You can also email your feedback to: Waterside@networkrail.co.uk

For further information you can call Network Rail's National Helpline on: 03457 11 61 61

Follow the Network Rail Waterside on Twitter at: @networkrailwaterside

Department for Transport


South Western Railway

Hampshire County Council

Background

In February 2020, the Department for Transport (DfT) launched the 'Revitalising Your Railway' initiative, a £500 million programme to enable opportunities to improve current railway lines and add new stations to the railway network.

In October 2021 the DfT awarded funding from this initiative to the Waterside Line, following an initial exploration of opportunities by Hampshire County Council to develop proposals. We would now like to share our progress with you and seek your feedback.




The Waterside Line


The Waterside Line is located on the western banks of Southampton Water and runs connected Towns and the settlements of Marchwood, Chichester and Hythe.

The line is currently a passenger railway line, 1925, but there were originally scheduled One of the early stations closed in 1965, followed by the others in February 1966, as part of the 'Beeching cut' which saw many of Britain's railways close to reduce operating costs.

While passenger services ended after just 40 years, transport of goods on to and from the railway ceased in 2016, but freight services still use the line today.



The Waterside rail corridor



Key

- Waterside rail corridor
- Current Station
- Proposed Waterside railway station
- Current Level Crossing
- New Hythe District Council Local Plan - Commercial Area

Marchwood Station (original station building to be re-used)

New Forest National Park

Hythe (improved new station)

Marchwood Station (original station building to be re-used)

Hythe (improved new station)

Our proposals

Proposed train service

- We anticipate that, in the daytime, up to two passenger services per hour will operate on the line to each direction between Southampton Central and Chichester via Hythe.
- We anticipate that services could operate at a reduced frequency at non-busy times.

Track and signalling upgrades

- Improvements are required to the track and signalling and to other facilities for increasing the speed of the line to its maximum of 125mph.

Level crossing upgrades

- Upgrades of several level crossings
- Expanding the potential closure of level crossings on private land, subject to further discussions

Marchwood station

Reopening of Marchwood station

- Lengthening the station's platform and potentially adding a second platform
- Refurbishing the station and upgrading station facilities for self-operation
- The provision of a new station forecast, cycle parking facilities and connections for onward travel

A new Hythe station

- Constructing a new railway station in Hythe town with associated facilities
- The provision of a new station forecast, cycle parking facilities and connections for onward travel

Level crossing upgrades


- Upgrades of several level crossings
- Expanding the potential closure of level crossings on private land, subject to further discussions

The Waterside Line


The Waterside Line is located on the western banks of Southampton Water and runs connected Towns and the settlements of Marchwood, Chichester and Hythe.

The line is currently a passenger railway line, 1925, but there were originally scheduled One of the early stations closed in 1965, followed by the others in February 1966, as part of the 'Beeching cut' which saw many of Britain's railways close to reduce operating costs.

While passenger services ended after just 40 years, transport of goods on to and from the railway ceased in 2016, but freight services still use the line today.



The Waterside rail corridor



Key

- Waterside rail corridor
- Current Station
- Proposed Waterside railway station
- Current Level Crossing
- New Hythe District Council Local Plan - Commercial Area

Marchwood Station (original station building to be re-used)

New Forest National Park

Hythe (improved new station)

Marchwood Station (original station building to be re-used)

Hythe (improved new station)

Our proposals

Proposed train service

- We anticipate that, in the daytime, up to two passenger services per hour will operate on the line to each direction between Southampton Central and Chichester via Hythe.
- We anticipate that services could operate at a reduced frequency at non-busy times.

Track and signalling upgrades

- Improvements are required to the track and signalling and to other facilities for increasing the speed of the line to its maximum of 125mph.

Level crossing upgrades

- Upgrades of several level crossings
- Expanding the potential closure of level crossings on private land, subject to further discussions

Marchwood station

Reopening of Marchwood station

- Lengthening the station's platform and potentially adding a second platform
- Refurbishing the station and upgrading station facilities for self-operation
- The provision of a new station forecast, cycle parking facilities and connections for onward travel

A new Hythe station

- Constructing a new railway station in Hythe town with associated facilities
- The provision of a new station forecast, cycle parking facilities and connections for onward travel

Level crossing upgrades


- Upgrades of several level crossings
- Expanding the potential closure of level crossings on private land, subject to further discussions

The Waterside Line


The Waterside Line is located on the western banks of Southampton Water and runs connected Towns and the settlements of Marchwood, Chichester and Hythe.

The line is currently a passenger railway line, 1925, but there were originally scheduled One of the early stations closed in 1965, followed by the others in February 1966, as part of the 'Beeching cut' which saw many of Britain's railways close to reduce operating costs.

While passenger services ended after just 40 years, transport of goods on to and from the railway ceased in 2016, but freight services still use the line today.



The Waterside rail corridor



Key

- Waterside rail corridor
- Current Station
- Proposed Waterside railway station
- Current Level Crossing
- New Hythe District Council Local Plan - Commercial Area

Marchwood Station (original station building to be re-used)

New Forest National Park

Hythe (improved new station)

Marchwood Station (original station building to be re-used)

Hythe (improved new station)

Our proposals

Proposed train service

- We anticipate that, in the daytime, up to two passenger services per hour will operate on the line to each direction between Southampton Central and Chichester via Hythe.
- We anticipate that services could operate at a reduced frequency at non-busy times.

Track and signalling upgrades

- Improvements are required to the track and signalling and to other facilities for increasing the speed of the line to its maximum of 125mph.

Level crossing upgrades

- Upgrades of several level crossings
- Expanding the potential closure of level crossings on private land, subject to further discussions

Marchwood station

Reopening of Marchwood station

- Lengthening the station's platform and potentially adding a second platform
- Refurbishing the station and upgrading station facilities for self-operation
- The provision of a new station forecast, cycle parking facilities and connections for onward travel

A new Hythe station

- Constructing a new railway station in Hythe town with associated facilities
- The provision of a new station forecast, cycle parking facilities and connections for onward travel

Level crossing upgrades


- Upgrades of several level crossings
- Expanding the potential closure of level crossings on private land, subject to further discussions

The Waterside Line


The Waterside Line is located on the western banks of Southampton Water and runs connected Towns and the settlements of Marchwood, Chichester and Hythe.

The line is currently a passenger railway line, 1925, but there were originally scheduled One of the early stations closed in 1965, followed by the others in February 1966, as part of the 'Beeching cut' which saw many of Britain's railways close to reduce operating costs.

While passenger services ended after just 40 years, transport of goods on to and from the railway ceased in 2016, but freight services still use the line today.



The Waterside rail corridor



Key

- Waterside rail corridor
- Current Station
- Proposed Waterside railway station
- Current Level Crossing
- New Hythe District Council Local Plan - Commercial Area

Marchwood Station (original station building to be re-used)

New Forest National Park

Hythe (improved new station)

Marchwood Station (original station building to be re-used)

Hythe (improved new station)

Our proposals

Proposed train service

- We anticipate that, in the daytime, up to two passenger services per hour will operate on the line to each direction between Southampton Central and Chichester via Hythe.
- We anticipate that services could operate at a reduced frequency at non-busy times.

Track and signalling upgrades

- Improvements are required to the track and signalling and to other facilities for increasing the speed of the line to its maximum of 125mph.

Level crossing upgrades

- Upgrades of several level crossings
- Expanding the potential closure of level crossings on private land, subject to further discussions

Marchwood station

Reopening of Marchwood station

- Lengthening the station's platform and potentially adding a second platform
- Refurbishing the station and upgrading station facilities for self-operation
- The provision of a new station forecast, cycle parking facilities and connections for onward travel

A new Hythe station

- Constructing a new railway station in Hythe town with associated facilities
- The provision of a new station forecast, cycle parking facilities and connections for onward travel

Level crossing upgrades


- Upgrades of several level crossings
- Expanding the potential closure of level crossings on private land, subject to further discussions

The Waterside Line


The Waterside Line is located on the western banks of Southampton Water and runs connected Towns and the settlements of Marchwood, Chichester and Hythe.

The line is currently a passenger railway line, 1925, but there were originally scheduled One of the early stations closed in 1965, followed by the others in February 1966, as part of the 'Beeching cut' which saw many of Britain's railways close to reduce operating costs.

While passenger services ended after just 40 years, transport of goods on to and from the railway ceased in 2016, but freight services still use the line today.



The Waterside rail corridor



Key

- Waterside rail corridor
- Current Station
- Proposed Waterside railway station
- Current Level Crossing
- New Hythe District Council Local Plan - Commercial Area

Marchwood Station (original station building to be re-used)

New Forest National Park

Hythe (improved new station)

Marchwood Station (original station building to be re-used)

Hythe (improved new station)

Our proposals

Proposed train service

- We anticipate that,

Public consultation

8 August to 9 September 2022

Seeking your views about: Reintroducing passenger services on the Waterside Line

Network Rail is consulting on proposals to restore passenger services to the Waterside Line, the line that once connected Totton with Marchwood, Hythe and Fawley.

Proposals include restoring services to Marchwood and a new station at Hythe, to improve connectivity to Southampton and beyond. Please come along to one of our consultation events to find out more.



Consultation dates

St Anne's Neighbourhood Centre Warrys Close, Hythe, SO45 3QR	Wed 10 Aug	16:00 – 20:00
Marchwood Junior School Main Road, Marchwood, SO40 4ZH	Thurs 11 Aug Mon 5 Sept	17:00 – 21:00 18:00 – 22:00
Totton and Eling Community Centre Palm Room, Civic Centre, Testwood Lane, Totton, SO40 3AP	Fri 12 Aug Thurs 8 Sept	14:30 – 18:30 14:00 – 18:00
Hythe and Dibden Parish Hall West Street, Hythe, SO45 6AA	Sat 13 Aug Tues 6 Sept	10:00 – 14:00 16:00 – 20:00
Jubilee Hall The Square, Fawley, SO45 1DF	Mon 15 Aug Fri 9 Sept	14:00 – 18:00 10:00 – 14:00

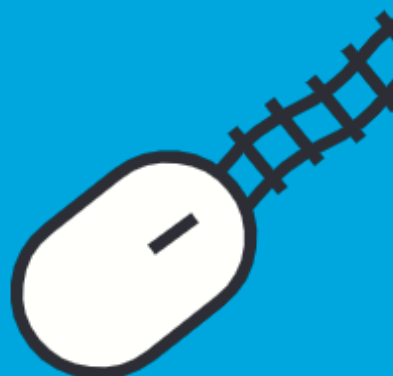
How to have your say

For more information on our proposals you can visit:
[Networkrail.co.uk/watersideline](https://www.networkrail.co.uk/watersideline)

or e-mail us at:
Watersideline@networkrail.co.uk

You can also call Network Rail's National Helpline on:
03457 11 41 41

or contact us:
@NetworkRailWssx





**APPENDIX B: STATUTORY CONSULTEES (SCHEDULE 5 & 6 EXCLUDING
POTENTIALLY AFFECTED**

Network Rail (Waterside Line)

Public Consultation Summary Report



Statutory consultees (Schedules 5 & 6) excluding landowners/tenants and leaseholders				
Regional Authority	Hampshire County Council			
Local Authorities (including highways dept)	New Forest District Council	New Forest National Park Authority		
Parish Councils	Totton & Eling Parish Council	Marchwood Parish Council	Hythe Parish Council	Fawley Parish Council
Government Agencies	Environment Agency	Natural England	Department for Transport	
Train and Freight Operator Groups	South Western Railway	DB Schenker	Network Rail	The Office of Rail Regulation.
Transport system - Bus operator	Go South Coast subsidiary of The Go-Ahead Group			
Unions	The Associated Society of Locomotive Engineers and Firemen (ASLEF)			
Statutory undertakers				
- Electricity and Gas	Scottish & Southern Electricity ESP Utilities Group	Scotia Gas Networks	SSE Utility Solutions (including Indigo Pipelines)	GTC (including Envoy)
- Water and Sewerage	Southern Water			
- Pipeline	National Grid	Esso Petroleum Company Limited	Marchwood Power Ltd	Linesearch
- Telecom	Lumen Technologies (formerly CenturyLink Communications UK Limited)	Vodafone Limited	BT Openreach	Sky UK Ltd Virgin Media

APPENDIX C: MEDIA COVERAGE

<https://www.hampshirelive.news/news/hampshire-news/more-details-ambitious-plans-restore-7444977>

<https://www.railadvent.co.uk/2022/09/public-consultation-on-plans-to-reopen-waterside-line-in-hampshire.html>

<https://www.advertiserandtimes.co.uk/news/take-part-in-waterside-railway-consultation-urges-forest-co-9271345/>

<https://www.advertiserandtimes.co.uk/news/public-views-sought-on-reopening-waterside-railway-9266755/>

<https://trundleage.co.uk/2022/07/waterside-line-consultation-website-launches/>

<https://www.newcivilengineer.com/latest/consultation-launched-on-restoring-hampshire-rail-route-for-passenger-10-08-2022/>

<https://www.bbc.co.uk/news/uk-england-hampshire-62467318>

<https://www.railfreight.com/railfreight/2022/08/16/southampton-fawley-branch-a-step-closer-but-it-doesnt-go-to-fawley/>

<https://ukdaily.news/southhampshire/network-rail-announces-a-public-consultation-to-reopen-passenger-rail-services-on-the-waterside-line-3986.html>

