

Timetable consultation for December 2018

Opens: 29 September 2017
Closes: 22 December 2017

South Western
 Railway



I am delighted to be giving our stakeholders the opportunity to comment on our detailed December 2018 timetable proposals which follow on from the proposals included as part of FirstGroup and MTR's winning bid for the South Western franchise.

As part of our bid we promised new and better trains, more seats, improved service frequencies and quicker journey times. Our December 2018 timetable proposals will fulfil those commitments through initiatives such as the introduction of an additional 90 as-new vehicles for deployment on fast Portsmouth services which will, in turn, allow re-deployment of existing rolling stock onto those routes and services where additional capacity is most needed.

We're also proposing to increase service frequencies on several routes, including, London to Reading, Windsor and Portsmouth and between

Portsmouth and Southampton. We will also accelerate journeys on a number of our routes, including, London to Southampton, Bournemouth, Weymouth, Portsmouth, Salisbury, Exeter, Farnham and Alton in response to stakeholder feedback provided as part of the extensive consultation which was undertaken during the re-franchising process.

It is really important that we receive feedback on our proposals, whether positive or otherwise, in order that we implement a timetable which best meets the requirements of our existing customers, potential customers and the communities which we serve. Our network includes some of the busiest routes and stations in Europe and it is really important that our timetable optimises use of the available infrastructure which will be enhanced by the completion of Network Rail works such as the re-opening of the former international terminal at London Waterloo.

Thank you for taking the time to review our proposals and we look forward to hearing from you.

Andy Mellors
Managing Director
South Western Railway

December 2018 Timetable Consultation

This comprehensive consultation document has been produced so that you can view our proposed timetable that will come into operation on Sunday 9th December 2018 and have time to make comments prior to the time when we must pass our timetable to Network Rail.

Included in this consultation pack are a full set of Monday to Friday timetables. Most Saturday services are the same as the off-peak Monday to Friday service, where this is not the case more detailed information is provided. On Sundays, as now, maintenance work between Wimbledon and Waterloo limits the number of trains we can operate until lunchtime, but a greatly enhanced service is provided in the afternoon on many routes. Details of frequency are provided for each route.

On-board catering is not shown in these timetables. Trains operated by other operators are not shown in the timetables both for clarity and because they will not yet have been finalised. Other operators current services, including where relevant freight services, have been considered in producing these timetables.

If you have any issues which you feel need to be addressed, then please respond via email to timetable.consultation@swrailway.com. We understand that there are many school journeys made on SWR and feel confident that they are all catered for but if you do find any issues regarding travel to and from school then please contact us on the email address above.

Please ensure that all your comments are with us no later than Friday 22nd December 2017.

Changes to the Suburban timetable make use of the increased length of suburban platforms, and additional platforms at Waterloo made possible by the major upgrade work that has taken place over the last two years. Whilst it isn't possible to increase the length of every suburban service immediately the timetable has been planned to be ready for longer trains.

The new timetable has been designed to deliver more services, more peak capacity and seats, allow the introduction of new suburban rolling stock (starting later in 2019) and increase frequencies on some routes. Most suburban routes have earlier services than now and many routes have later evening trains.

In the morning peak, there will be 17 additional peak services arriving into Waterloo compared to today. In the evening, there will be an increase of 19 peak services departing Waterloo. This combined with the lengthening of many other services compared to today provides an overall increase in peak capacity by 27%. Capacity is crucial for this franchise, which has some of the most crowded trains in the country and more growth forecast.

The Windsor Lines will see a significant increase in services with Waterloo – Reading increasing to four trains per hour throughout the day Monday to Saturday and improved service levels on Sundays from lunch time onwards. Similarly, Waterloo – Windsor also increases from two trains per hour to four trains per hour.

Portsmouth – Southampton gains an extra train per hour, calling at the major stations while the current stopping service is extended beyond Southampton to Weymouth delivering a local service along this important section of the south coast.

The Waterloo – Salisbury – Exeter route has extra services, revised stopping patterns and the experimental service to Yeovil Pen Mill via Westbury has been changed.

We are not providing details of train formations, as the timetable will operate through a period of transition with the introduction of new suburban trains through 2019 and 2020 resulting in all of suburban services being formed of 10-car trains by December 2020. Train formations on the outer Suburban and Main Line routes will also change as rolling stock is released by the introduction of the new inner suburban stock and the cascade of class 442 trains.





Service comparisons have been made with the train service contained in the current May to December 2017 National Rail Timetable.

To find your timetable or timetables please refer to the contents list below:

Contents

Major Interchange Hubs	5
Clapham Junction	5
Woking	5
Table 149 London to Hounslow, Richmond, Kingston, Windsor, Weybridge and Reading	5
Overview	5
Monday to Friday	6
Sundays: Waterloo to Reading	6
Sundays: Other Windsor Lines Routes	7
Table 150 Ascot to Guildford - Aldershot - Ascot with connections	7
Overview	7
Monday to Saturday: Ascot to Aldershot	7
Sunday	7
Monday to Saturday Farnham to Guildford	7
Sunday	7
Table 152 London Waterloo to Chessington South, Dorking, Guildford, Shepperton, Hampton Court, Kingston, and Strawberry Hill	8
Overview	8
Monday to Friday	8
Saturdays	9
Sundays	9
Table 155 London to Woking, Guildford, Alton and Basingstoke.	10
Overview	10
Monday to Friday	10
Saturdays	10
Sundays	10
Table 156 London – Guildford, Haslemere and Portsmouth	11
Overview	11
Monday to Friday	11
Saturdays	11
Sundays	11
Table 158 London – Basingstoke, Southampton, Romsey, Bournemouth and Weymouth	12
Monday to Friday	12
Saturdays	12
Sundays	12
Table 159 Brockenhurst – Lymington including connecting services	13
Monday to Saturday	13
Sunday	13
Table 160 London – Salisbury – Yeovil and Exeter	13
Monday to Friday	13
Saturdays	14
Sundays	14
Waterloo to Bristol and Yeovil via Westbury	14
Monday to Friday	14
Saturday	14
Sunday	14
Table 165 Portsmouth and Fareham to Southampton and Weymouth	15
Overview	15
Monday to Saturday	15
Sundays	15
Table 167 Portsmouth to the Isle of Wight via Ryde	15

Standard Symbols used in these timetables

a	Arrival time	s	Stops to let passengers leave the train only
d	Departure time	u	Stops to let passengers join the train only
MX	Train does not run on Mondays		First Class accommodation available
MSX	Train does not run on Mondays or Saturdays		Train continued in a later column
SO	Train only runs on Saturday Morning		Train continued from an earlier column
FO	Train only runs on Fridays		Train attaches to another
FX	Train does not run on Fridays		Train divides

Major Interchange Hubs

Clapham Junction

The number of suburban services, particularly on the Windsor Lines will increase from the timetable change. At peak times the number of trains calling at Clapham Junction on the Main Fast Lines has been reduced to allow more services to be fitted into the timetable. In the PM peak the number of additional services running through Clapham Junction on the Mainline and Main Suburban lines increases by 15 compared to today. The continued growth in longer distance commuting has led us to this decision but your views on these trade-offs would be appreciated.

Woking

Because of the comments made at two initial pre-consultation meetings we have listened and reinstated the Woking stop in the Waterloo – Weymouth service.

QUESTION: Woking stop in Exeter service

We propose, following the pre-consultation meetings, to stop the Waterloo to Exeter services at Woking. However, instead a Clapham Junction stop could be provided, or even that the service could call alternately every two hours at Woking and every two hours at Clapham Junction.

From the three options, which do you think provides the best interchange opportunities for passengers travelling from the suburban area to Yeovil and Exeter?

Table 149 London to Hounslow, Richmond, Kingston, Windsor, Weybridge and Reading

Overview

Mondays to Saturdays, and on Sunday afternoons, the frequency of services on these routes is greatly enhanced with the Waterloo to Reading and the Waterloo to Windsor routes increasing to four trains per hour throughout the day. The Waterloo to Waterloo via Hounslow, Waterloo to Waterloo via Whitton and Waterloo to Waterloo via Kingston services remain at two trains per hour.

The Waterloo to Weybridge service is split into a Waterloo to Twickenham via Hounslow service (with connections available at Twickenham for Kingston, Reading and Richmond), running every 30 minutes and a Virginia Water to Weybridge shuttle service operating every 30 minutes calling only at Vauxhall, Clapham Junction, Putney, Brentford and Hounslow. For the first time in over a decade a semi-fast service will be provided all day Monday to Saturday on the Hounslow Loop, including the peaks calling only at Brentford and Hounslow. This maintains connectivity from the Hounslow Loop to Feltham and Staines whilst also considerably improving journey times from Hounslow and Brentford to London (up to seven minutes quicker). Earlier and later trains will also be provided on this route. This increases the off-peak Windsor Lines services from 12 trains per hour currently to 16 trains per hour.

In anticipation of new rolling stock being introduced on the Reading Line during 2019, First Class on this route will be withdrawn from the start of the timetable. Trains used on the route may have First Class sections initially but these will be declassified and available for all ticket holders.

On Sundays, the Reading route again increases to four trains per hour for much of the day with the Hounslow Loop and Kingston – Twickenham – Waterloo increasing to two trains per hour.

QUESTION: Queenstown Road connectivity.

Do you agree with the reduction in calls at Queenstown Road, resulting in a reduction in the number of direct journey opportunities to and from this station?

If not, what other suburban services should call there?

Monday to Friday

At peak times the existing Waterloo to Shepperton services will remain. In the morning these services will be sped up to match the current evening calling pattern offering a 25% quicker journey time and in the evening a better spacing in departures from Waterloo towards Shepperton. This will take the peak service on the Windsor Lines up from the base 16 trains per hour to 18 trains per hour. Additional contra-peak services will operate between Kingston, Twickenham, Richmond and London.

The table below shows the first and last through services on the route:

Station	From London				To London			
	Current first service	Proposed first service	Current last service	Proposed last service	Current first service	Proposed first service	Current last service	Proposed last service
Reading	0505	0455	2350	0010	0542	0521	2312	2321
Windsor via Twickenham	0558	0600	2328	2330	0553	0601	2253	2337
Windsor via Hounslow	n/a	0545	n/a	2345	n/a	0545	n/a	2316
Weybridge via Staines	0622	n/a	2322	n/a	0632	n/a	2233	n/a
Hounslow via Brentford	0622	0542	2352	0027	0531	0516	2316	0001
Hounslow via Whitton	0615	0551	2115	2321	0648	0636	2218	0036
Strawberry Hill via Twickenham	0533	0536	0018	0036	0538	0526	2338	0026
Twickenham via Hounslow	n/a	0510	n/a	0012	n/a	0510	n/a	2340

On Saturdays, the off-peak Monday to Friday service will apply throughout the day providing:

- Waterloo to Reading Four trains per hour
- Waterloo to Windsor Four trains per hour
- Waterloo to Waterloo via Kingston Two trains per hour
- Waterloo to Waterloo via Whitton/Brentford Two trains per hour
- Waterloo to Waterloo via Brentford/Whitton Two trains per hour
- Waterloo to Twickenham via Hounslow Two trains per hour
- Virginia Water to Weybridge Two trains per hour

Sundays: Waterloo to Reading

The Waterloo to Reading service is increased from two to four trains per hour from the 0805 departure from Waterloo with services at 0805, 0820, 0835 and 0850 then at these minutes past each hour until 2205 with later departures at 2235, 2305, 2335, and 0005.

From Reading to Waterloo, the service is half-hourly commencing with the 0716 until 0846 then 0910, 0916, 0940, and 0946 and at these minutes past each hour until 2310 then the last train at 2318. All these services are routed via Twickenham.

Sundays: Other Windsor Lines Routes

- Waterloo to Windsor - every 30 minutes (via Twickenham);
- Waterloo to Kingston via Strawberry Hill - every 30 minutes (with services continuing to Waterloo via Wimbledon from 1230);
- Waterloo to Waterloo via Hounslow- every 30 minutes; and
- Staines to Weybridge - hourly (operating to/from Woking in the morning as now.

QUESTION: Connectivity.

On Sundays, do you support an all-day service every half hour from Hounslow to Waterloo via Twickenham, if this breaks connectivity between Hounslow/Brentford and Feltham/Staines?

If not, then how would you improve this connectivity without an overall increase of trains on the Windsor Lines and without adversely affecting other connectivity between other stations?

Table 150 Ascot to Guildford - Aldershot - Ascot with connections

Overview

This existing Guildford – Aldershot – Ascot service has been split into Guildford to Farnham and Aldershot to Ascot services. Running the Guildford trains through to Alton was examined but with the half-hourly Alton to Waterloo service it proved impossible to fit in these trains due to the single line. This change provides significant benefit for passengers traveling between Farnham and Guildford; this is the flow with the highest volumes without a direct connection on our network.

The limited peak through service to/from Waterloo via Staines that used this route is discontinued with the enhanced four trains per hour on Waterloo to Reading services providing connections into the half-hourly Ascot to Aldershot service, for Bagshot, Camberley and Frimley. Improved connections at Ash Vale allow Camberley and Frimley passengers good connections with the Alton to Waterloo route at least 10 minutes quicker to London than the current journeys via Ascot.

Monday to Saturday: Ascot to Aldershot

First service at 0607 from Ascot then every 30 minutes until 0007.

First service at 0544 from Aldershot then every 30 minutes until 2344.

Sunday

Ascot to Aldershot runs hourly throughout the day.

Monday to Saturday Farnham to Guildford

First service at 0531 from Farnham then every 30 minutes until 2301.

First service at 0605 from Guildford then every 30 minutes until 2335.

Sunday

Farnham to Guildford runs hourly throughout the day.

Table 152 London Waterloo to Chessington South, Dorking, Guildford, Shepperton, Hampton Court, Kingston, and Strawberry Hill

Overview

Mondays to Saturdays most routes have an earlier start of service and later finish of service. In anticipation of increasing services on these routes to 10 coaches, some changes have been made at peak times but these changes should be beneficial to commuters. On Sunday afternoons, the frequency of the Waterloo – Epsom and Waterloo – Kingston routes increases to four trains per hour.

Monday to Friday

The half-hourly Waterloo to Shepperton service starts earlier with a 0502 Waterloo to Shepperton service then every 30 minutes until 0002. Frequencies and stopping patterns on most routes have not changed with the greatest benefits derived from the introduction of 10 car trains on services as deliveries of new rolling stock take place during 2019.

Most morning peak additional services between Epsom and Waterloo will start back from Guildford providing additional journey opportunities to Waterloo from Bookham, Leatherhead and Ashted. In the evening peak, as now, most of the extra trains terminate at Epsom.

The following significant changes apply:

- An additional 'fast' Guildford via Cobham service in both the AM and PM peaks;
- One extra AM peak train from Kingston to Waterloo, and five extra PM peak trains from Waterloo to Kingston;
- Later last trains and improved frequencies after 2200; and
- In the off-peak there is no overtaking between Effingham Junction and Waterloo, providing four usable services per hour.

The table below shows current and proposed first and last through services:

Station	From London				To London			
	Current first service	Proposed first service	Current last service	Proposed last service	Current first service	Proposed first service	Current last service	Proposed last service
Chessington South	0616	0537	2300	2307	0638	0623	2238	2253
Dorking	0624	0626	2309	2356	0547	0525	2234	2255
Guildford via Bookham	0639	0541	2342	2341	0458	0455	2246	2253
Guildford via Cobham	0603	0529	2350	2359	0537	0544	2307	2314
Shepperton via Kingston	0512	0502	2357	0002	0610	0542	2310	2342
Strawberry Hill via Kingston	0627	0517	0042	0047	0455	0457	2337	0013
Hampton Court	0606	0544	2336	2344	0554	0532	2254	0002

The Waterloo to Strawberry Hill (continuing to Waterloo via Twickenham) service commences with an 0533 Wimbledon to Waterloo followed by a Waterloo to Waterloo via Kingston train at 0547 then every 30 minutes until 0017 Waterloo to Strawberry Hill.

Additional peak services operate as below:

- 0652 Teddington to Waterloo via Kingston;
- 0719 Strawberry Hill to Waterloo via Kingston;
- 0749 Strawberry Hill to Waterloo via Kingston;
- 0819 Strawberry Hill to Waterloo via Kingston;
- 0849 Strawberry Hill to Waterloo via Kingston;
- 0919 Strawberry Hill to Waterloo via Kingston;
- 0655 Guildford to Waterloo via Cobham (fast Surbiton to Waterloo);
- 0725 Guildford to Waterloo via Cobham (fast Surbiton to Waterloo);
- 0755 Guildford to Waterloo via Cobham (fast Surbiton to Waterloo);
- 1653 Waterloo to Strawberry Hill via Kingston;
- 1723 Waterloo to Strawberry Hill via Kingston;
- 1753 Waterloo to Strawberry Hill via Kingston;
- 1823 Waterloo to Strawberry Hill via Kingston;
- 1853 Waterloo to Strawberry Hill via Kingston;
- 1816 Waterloo to Guildford via Cobham (fast Waterloo to Surbiton); and
- 1846 Waterloo to Guildford via Cobham (fast Waterloo to Surbiton).

Saturdays

On Saturdays, the weekday off-peak frequency applies throughout the day with routes having the same start and finish times as Monday to Friday. Train formations will reflect the growth in travel on Saturdays with fewer four coach suburban trains and many services growing to 10-car trains as new rolling stock is introduced.

Sundays

Until around 1300 a similar level of service as now applies to allow the maintenance of the tracks on the approach to Waterloo.

The service levels for Sunday mornings will be:

- Waterloo to Dorking – hourly;
- Waterloo to Guildford via Bookham – hourly;
- Wimbledon to Guildford via Cobham – hourly;
- Waterloo to Chessington – every 30 minutes;
- Waterloo to Hampton Court – every 30 minutes; and
- Waterloo to Shepperton via Kingston – every 30 minutes.

From around 1300, the service levels are enhanced on some routes to provide four trains per hour between Waterloo and Epsom and between Waterloo and Kingston.

Table 155 London to Woking, Guildford, Alton and Basingstoke.

Overview

The half-hourly Alton service ceases to call at West Byfleet, calling at Clapham Junction (all off-peak services), Surbiton and Woking before calling at all stations (except Bentley which continues to be served on an hourly basis) to Alton.

The half-hourly Waterloo to Basingstoke stopping service will call at Surbiton, Walton-on-Thames, Weybridge, West Byfleet, Woking then all stations to Basingstoke. Farnborough and Fleet are also half-hourly by the Portsmouth via Eastleigh / Southampton semi-fast services.

In the Monday to Friday morning peak three services will run non-stop between West Byfleet and Waterloo.

In the evening peak, the Waterloo to Woking 'stopping' service runs non-stop from Waterloo to Surbiton to allow the additional Kingston peak services to operate.

The following significant changes apply:

- Faster PM peak trains to stations between Esher and Woking;
- Additional non-stop peak services to and from West Byfleet;
- Better spacing of fast trains from Surbiton to Waterloo;
- Additional early morning train from Farnham to Waterloo, so passengers can arrive in Waterloo 35 minutes earlier; and
- Last direct train from Waterloo to Alton departs 35 minutes later at 23:58.

QUESTION: Hook and Winchfield AM peak calls

We have provided a peak period train service that is in line with our agreed train service levels, however this results in Hook and Winchfield having a half hourly service with no AM peak-period additions while Farnborough and Fleet will have six trains per hour.

Two of these six trains are slower than the other services from Fleet and Farnborough and are unlikely to be as attractive to commuters from there as they can travel later and arrive in Waterloo at a similar time.

Do you agree that the peak train service we are providing at these stations is the right one or should we consider some adjustment of calls on the slower services?

Saturdays

The weekday off-peak service will operate throughout the day.

Sundays

Until around 1300 the current frequency of services on these routes remains unchanged with:

- Waterloo to Woking – every 30 minutes with services continuing to Guildford;
- Waterloo to Basingstoke – hourly service (combined with Alton service between Waterloo and Woking); and
- Waterloo to Alton – hourly service (combined with Basingstoke service between Waterloo and Woking).

From around 1300 the service frequency increases to the Saturday frequency and stopping pattern with:

- Waterloo to Woking – every 30 minutes;
- Waterloo to Basingstoke – every 30 minutes;
- Waterloo to Alton – every 30 minutes; and
- Farnborough and Fleet served every 30 minutes by 'fast' services.

QUESTION: Worplesdon Sunday Services

We are providing Worplesdon with its first Sunday service for some years. Currently this is planned to start from around 1230 when the enhanced Sunday Portsmouth Line service commences.

Do you support the introduction of Sunday services at Worplesdon?

Do you feel that it needs Sunday morning trains if these could be provided?

Table 156 London – Guildford, Haslemere and Portsmouth

Overview

Mondays to Saturdays, the Portsmouth Line has been improved by the extension of the current Waterloo – Haslemere trains through to Portsmouth. During peak times six trains per hour will operate between Waterloo, Guildford, Godalming, Haslemere with many extending further south providing a metro-style service every 10 minutes between Guildford and London and overall a 30% increase in peak services.

Monday to Friday peak services have been improved with earlier fast trains to Waterloo without losing stopping services and connectivity.

Portsmouth fast services will operate all day with 10-car class 442 trains with 2+2 seating.

On Sundays, the current two trains per hour service, one fast and one stopping is increased, from 1230 to two fast and one stopping train.

Monday to Friday

The current pattern of services is revised so that the current Waterloo to Haslemere service is extended through to Portsmouth & Southsea. Godalming calls are increased to four trains per hour and Liphook to two trains per hour.

Many of the current peak services on the Portsmouth Line are retimed by a few minutes. The following significant changes apply:

- Standard departure time for 'fast' Portsmouth Harbour to Waterloo trains is 'xx.05' and 'xx.35';
- New 0507 fast from Portsmouth Harbour arriving Waterloo at 0649;
- New 0535 fast from Portsmouth Harbour arriving Waterloo at 0712;
- After 2100 the currently hourly service between Portsmouth and Guildford will be improved to half-hourly. One of these services provides an additional late fast service between Portsmouth and London;
- The current stopping service from London Waterloo to Portsmouth Harbour runs hourly from 2045. We will operate a half-hourly service up to 2349; and
- Later Waterloo – Portsmouth Harbour fast departing at 0009.

Saturdays

On Saturdays, the off-peak weekday service of four trains per hour between Waterloo and Portsmouth will operate throughout the day.

Sundays

On Sunday mornings Waterloo to Portsmouth will continue to have two trains per hour with one stopping service and one 'fast' train per hour.

From 1230 departures from Waterloo increase to two 'fast' trains per hour and the hourly stopping service continuing.

Table 158 London – Basingstoke, Southampton, Romsey, Bournemouth and Weymouth

Monday to Friday

The current service pattern is replaced by:

- Waterloo to Weymouth – one train per hour calling at Woking, Winchester, Southampton Airport, Southampton Central, Brockenhurst, Bournemouth, Poole, Wareham, Wool, Dorchester South and Weymouth;
- Waterloo to Poole – one train per hour calling at Clapham Junction, Basingstoke, Winchester, Southampton Airport, Southampton Central, Brockenhurst, New Milton, Christchurch, Pokesdown, Bournemouth, Branksome, Parkstone and Poole;
- Waterloo to Portsmouth Harbour – one train per hour calling at Clapham Junction, Woking, Farnborough, Fleet, Basingstoke, Micheldever, Winchester, Eastleigh, Hedge End, Botley, Fareham and all stations to Portsmouth Harbour; and
- Waterloo to Southampton Central – one train per hour calling at Clapham Junction, Woking, Farnborough, Fleet, Basingstoke, Winchester, Shawford, Eastleigh, Southampton Airport, St Denys and Southampton Central.

Upwey, Moreton, Holton Heath, Hamworthy, Hinton Admiral, Sway, Beaulieu Road, Ashurst (New Forest) and Totton lose their regular through service to Waterloo instead being served by the Portsmouth – Weymouth service in the future. Except for Beaulieu Road and Holton Heath all have a limited peak service to and from Waterloo.

The following significant changes apply:

- St Denys gains a regular through service to Waterloo;
- Off-peak fast services will be significantly quicker than at present, 12 minutes faster from Weymouth, seven minutes faster from Bournemouth and six minutes faster from Southampton;
- Arriving in London before 0800, the service from Southampton and Winchester is significantly improved;
- We have addressed the current gap in the early morning services between London and Southampton;
- The vast majority of fast services will now run as 10-car trains between Waterloo and Bournemouth providing additional off-peak capacity and evening capacity;
- Fleet gains an extra stop in a fast service per hour providing two fast trains and two stopping trains each hour to Waterloo; and
- Wool will receive two trains per hour all day.

QUESTION: South Dorset and Hampshire Local Services

Stakeholders have asked for faster journeys and improved service intervals. We plan that journeys from Weymouth to London will be up to 12 minutes faster and for the two trains per hour between Weymouth and Bournemouth to be spaced much nearer to a half-hourly frequency, Wool will see both Weymouth trains calling there. This however requires the link from some less busy stations to London to be broken at off-peak times with the trains instead providing cross Southampton connectivity to Fareham and Portsmouth. Same platform connections will be provided at Brockenhurst for passengers using the local service to connect to/from London.

Do you support the speeding up of services from Weymouth with improved service intervals between Weymouth and Bournemouth and the change in connectivity for smaller stations?

Saturdays

On Saturdays, the off-peak Monday to Friday frequency and pattern of trains will operate throughout the day.

Sundays

On Sunday mornings, the timetable is little changed as the number of lines available in the Waterloo area, due to maintenance, limits the level of train service. Commencing with trains arriving or departing Waterloo from 1300, the service level will steadily increase to the off-peak weekday service.

Chandlers Ford

Most services on this route are unchanged.

The 0614 Totton to Romsey starts back from Romsey (via Southampton and Eastleigh) at 0611 to operate as a circular service as in the usual calling pattern.

One hour later than present is a 2256 Salisbury – Romsey – Southampton – Eastleigh – Romsey service replacing the 2258 Romsey to Romsey. 2207 Romsey – Eastleigh – Romsey is extended to Salisbury.

Table 159 Brockenhurst – Lymington including connecting services

Trains are retimed to make connections with the revised Waterloo – Weymouth route services. Traditionally the connections have been focused towards the London trains, and passengers wanting to travel to Bournemouth are not well catered for. One of the features of the new Main Line timetable structure is that it facilitates good connections in both directions.

Monday to Saturday

Trains will operate every half-hour and the last service in each direction will be one hour later than now. This provides a connection with the 2142 departure from Waterloo.

Sunday

The half-hourly service on the route is amended to provide connections with the revised main line service (see table 158).

Table 160 London – Salisbury – Yeovil and Exeter

Reduced journey times and extended services are the main changes to services on this route. Yeovil Pen Mill continues to be served, on an experimental basis, by several services per day either as through services from Waterloo or as a shuttle service from Yeovil Junction. Dilton Marsh will now be served by some of these services. There are more evening services to Salisbury. Train service formations west of Salisbury have been increased to target known overcrowding.

Please also refer to the question posed over Woking or Clapham Junction stops.

Details of services to Yeovil Pen Mill via Westbury are shown in a separate section of this document below.

Monday to Friday

The following significant changes apply:

- New 0550 Exeter St David's to Waterloo (0619 Honiton starting back at Exeter) calling additionally at Exeter Central;
- 0644 Exeter to Waterloo runs non-stop Andover to Waterloo with additional 0853 Salisbury to Waterloo service to cover intermediate stops. The 0644 Exeter to Waterloo service provides a headline journey time Salisbury to Waterloo of just 74 minutes;
- Salisbury to Waterloo stopping service retimed to depart Salisbury at xx.53 and calls Clapham Junction;
- 0718 Yeovil Junction to Exeter St David's (0843) - new service;
- 0918 Gillingham to Waterloo starts Salisbury at 0953;
- 1053 Salisbury to Waterloo starts back from Yeovil Junction at 0930;
- 1253 Salisbury to Waterloo starts back from Yeovil Pen Mill at 1145;
- 1453 Salisbury to Waterloo starts back from Yeovil Pen Mill at 1345;
- New 0605 Waterloo to Exeter St David's (0740 Salisbury to Waterloo starting back at Waterloo);
- 0722 Basingstoke to Gillingham withdrawn and replaced by an 0739 Southampton Central (via Romsey) to Yeovil Pen Mill (0922) service which still provides a similarly timed school train between Salisbury, Tisbury and Gillingham;
- 0655 Waterloo to Salisbury – new service which allows current 0710 Exeter service to start later at 0724;
- 0755 Waterloo to Salisbury – is extended to Yeovil Pen Mill;
- 0855 Waterloo to Salisbury is extended to Yeovil Pen Mill (via Westbury);
- 0955 Waterloo to Salisbury is extended to Yeovil Junction;
- 1155 Waterloo to Salisbury is extended to Yeovil Pen Mill;
- 1255 Waterloo to Yeovil Junction (via Westbury) terminates at Salisbury;
- 2026 Exeter St David's to Basingstoke is extended to Waterloo;
- 2055 Waterloo to Salisbury – new service;
- 2125 Waterloo to Yeovil Junction is extended to Exeter St David's calling at Crewkerne, Axminster, Honiton, Feniton, Cranbrook, Pinhoe, Exeter Central and Exeter St David's;
- 2155 Waterloo to Salisbury – new service;
- 2225 Waterloo to Salisbury is extended to Gillingham (and on Fridays to Yeovil Junction); and
- 2255 Waterloo to Salisbury – new service.

Saturdays

The Saturday train service follow the off-peak weekday service with Waterloo – Salisbury stopping services extended to Yeovil Junction on a two-hourly basis.

Sundays

On Sundays, the frequency is broken down into:

- Sunday Mornings – hourly Waterloo-Exeter service; and
- Sunday Afternoons – hourly Exeter service, hourly Waterloo – Salisbury service.

Unlike the current service the Waterloo – Salisbury service will serve all stations between Basingstoke and Salisbury and the Exeter train will only call at Andover.

Please refer to the question posed over Woking or Clapham Junction stops.

Waterloo to Bristol and Yeovil via Westbury

Monday to Friday

The existing Bristol service will continue to operate with the following additional service:

- 1625 Waterloo to Bristol TM (1911);
- 2000 Bristol TM to Salisbury (2115) connects into 2125 Salisbury to Waterloo (2255); and
- Some services will call additionally at Dilton Marsh.

Services between Yeovil and Waterloo via Westbury are revised and the following will operate:

- 0648 Yeovil Pen Mill to Waterloo (0944);
- 1042 Yeovil Junction to Waterloo (1341);
- 1646 Yeovil Junction to Waterloo (1942);
- 1928 Yeovil Pen Mill to Waterloo (2224);
- 2128 Yeovil Pen Mill to Salisbury (2246);
- 0855 Waterloo to Yeovil Pen Mill (1138); and
- 1725 Waterloo to Yeovil Pen Mill (2012).

Saturday

The same level of service as currently provided will continue.

QUESTION: Saturday seasonal service Waterloo – Yeovil - Weymouth

Do you feel that the seasonal through service that operates between Waterloo, Yeovil Pen Mill and Weymouth, via Maiden Newton, should continue?

Sunday

The same level of service as currently provided will continue.

QUESTION: Weekend Service to Bristol/Yeovil Pen Mill

At weekends, our proposal is to continue the current level of train service on these routes.

We are considering an early lunchtime service between Bristol and Waterloo on Sundays with corresponding Salisbury to Bristol additional service. Do you consider that this additional service is best timed to improve journey opportunities on this route?

If not, then when would you want this extra service to run?

Table 165 Portsmouth and Fareham to Southampton and Weymouth

Overview

There are major service improvements on this route. An additional hourly service runs between Portsmouth Harbour and Southampton calling at Portsmouth & Southsea, Fratton, Cosham, Portchester, Fareham, Swanwick, St Denys and Southampton Central.

This service is equally spaced with the existing GWR fast service to provide a better service overall between Portsmouth and Southampton.

In the AM peak, two additional all stations services are provided from Fareham into Southampton Central offering a half-hourly service from local stations.

The existing stopping service between Portsmouth & Southsea and Southampton is extended to Weymouth, providing a through stopping service along the south coast. This train replaces the existing Waterloo to Poole and Waterloo to Weymouth (beyond Poole) stopping services beyond Southampton.

Monday to Saturday

A full Monday to Friday timetable can be found on the timetable consultation page of the SWR website. The full stopping pattern for these trains between Southampton and Weymouth can be found in table 158. On Saturdays, the same service will operate except for peak additional services. Portsmouth to Waterloo via Eastleigh services are also shown in this table.

Sundays

The current hourly Portsmouth to Southampton service is extended, as on weekdays, to Weymouth commencing with the 0842 from Portsmouth & Southsea and the 1055 from Weymouth. Last trains are 2100 Weymouth to Portsmouth & Southsea and 2242 Portsmouth & Southsea to Bournemouth.

Earlier services operate, calling at all stations at:

- 0635 Southampton to Portsmouth & Southsea;
- 0748 Southampton to Portsmouth & Southsea;
- 0848 Southampton to Portsmouth & Southsea;
- 0845, 0945 and 1045 Poole to Portsmouth & Southsea;
- 0637 Portsmouth Harbour to Southampton; and
- 0742 Portsmouth & Southsea to Southampton.

Table 167 Portsmouth to the Isle of Wight via Ryde

There will be a separate, comprehensive consultation on the development of Island Line soon.

We are working with the ferry and hovercraft operators to maintain connectivity between the Isle of Wight and mainland services.