

Cabinet

Dorset County Council



Date of Meeting	6 December 2017
<p><u>Cabinet Member</u> Cllr Daryl Turner – Cabinet Member for Natural and Built Environment</p> <p><u>Lead Director</u> Mike Harries – Corporate Director for Environment and Economy</p>	
Subject of Report	Dorset County Council’s response to South Western Railway’s consultation on proposed timetable changes from December 2018
Executive Summary	<p>The County Council has been contacted as a key stakeholder by South Western Railways (SWR) to provide a response to their consultation regarding proposed timetable changes to their services from December 2018.</p> <p>SWR propose to run two trains per hour off peak from Weymouth – one fast direct to London Waterloo, the other stopping at all stations to Portsmouth so that journeys from Weymouth to London will be up to 12 minutes faster and the two trains per hour between Weymouth and Bournemouth to be spaced much nearer to a half-hourly frequency. Wool will get an increase to 2 trains per hour in each direction.</p> <p>So this can be achieved, off peak direct services to and from London will not be provided from Upwey, Moreton and Holton Heath. Instead passengers must change trains either at Brockenhurst or Southampton to connect to/from London. An indication of the numbers likely to be affected can be found in the table included in the main body of the report. There will still be direct trains to/from London to Upwey and Moreton in peak times.</p> <p>The questions pertinent to Dorset are focussed on timetable 158 for the Weymouth – Waterloo Service and timetable 160 for the West of England line covering Sherborne and Gillingham.</p> <p>DCC are asked:</p> <ul style="list-style-type: none"> • 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?

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	<ul style="list-style-type: none"> Do you feel that the seasonal Saturday through service that operates between Waterloo, Yeovil Pen Mill and Weymouth, via Maiden Newton, should continue?
Impact Assessment:	<p>Equalities Impact Assessment:</p> <p>To be carried out by South Western Railway.</p>
	<p>Use of Evidence: The Local Transport Plan 3 adopted by the Local Authorities and the Transforming Dorset document produced by Dorset LEP influenced the recommendations.</p>
	<p>Budget: Not applicable</p>
	<p>Risk Assessment:</p> <p>To be carried out by South Western Railway.</p>
Recommendation	<p>That the Cabinet:</p> <p>(i) respond positively to the proposal of speeding up of services from Weymouth with improved service intervals between Weymouth and Bournemouth and the change in connectivity for smaller stations;</p> <p>(ii) respond positively to the proposal of seasonal Summer Saturday service between Waterloo and Weymouth via Gillingham, Yeovil and Maiden Newton.</p>
Reason for Recommendation	<p>(i) The aspiration for faster journey times to London are included in the Local Transport Plan 3 adopted by the Local Highway Authorities and the Dorset LEP Strategic Economic Plan. It has also been a long held aspiration to have a more even interval between train services. There will still be provision to commute to and from London and there is little difference in the frequency of local service between Weymouth, Dorchester, Poole, Bournemouth and Southampton Central meeting the needs of most of Dorset's rail passengers.</p> <p>(ii) The County Council has in the past contributed to a trial summer Saturday service on the route and more services on the Weymouth-Bristol line are included in LTP3.</p>
Appendices	<p>Appendix 1 – Top 12 Destinations per Dorset Station provided by SWR.</p>
Background Papers	<p>https://www.southwesternrailway.com/contact-and-help/timetable-consultation</p> <p>https://www.dorsetforyou.gov.uk/article/417819/View-the-Local-Transport-Plan</p>

	https://dorsetlep.s3.amazonaws.com/SEP%20Pics%20&%20Docs/6342%20LEP%20Strategic%20Economic%20Plan%20v3%20LOW%20RES.pdf
Officer Contact	Name: Kelly Flynn, Sustainable Transport Officer Tel: 01305 224687 Email: k.a.flynn@dorsetcc.gov.uk

1. Weymouth Mainline - Summary of Current Rail Service

- 1.1 The current Weymouth to Waterloo service takes between 2h 46min and 3 hours and can be achieved with no changes. There are 2 trains per hour (tph) at 17 and 43 minutes apart with the first train of the day from Weymouth arriving at London Waterloo at 08:50.
- 1.2 In the morning peak Upwey and Moreton has 6 direct trains to London, Holton Heath has 5.
- 1.3 After 08:39 alternate trains from Weymouth do not stop at Moreton, Wool or Holton Heath, meaning there is 1 direct tph to London Waterloo. Moreton and Wool passengers are usually given the option to go back to Dorchester south using the Weymouth bound train and change to the faster London bound train instead of waiting for the stopping train. Holton Heath is not offered the same alternative to hourly service as the Weymouth bound train does not call there.
- 1.4 There are 2 (tph) from Wareham to London in morning peak times.
- 1.5 Wool and Hinton Admiral (serving East Christchurch and Highcliffe) have 1 tph off peak in each direction to/from Waterloo, with the service from Hinton Admiral terminating at Parkstone.
- 1.6 2 tph stop at Southampton Airport and the current 'stopping' train calls at Clapham Junction.

2. Weymouth Mainline - Proposed Service

- 2.1 The proposed service will have 2 tph off peak at 23 and 37 minutes apart therefore more evenly spread across the hour, one fast to London the other a new hourly stopping service to Portsmouth. The fast train Weymouth to Waterloo will have a journey time of 2h34m offering a time saving of up to 12 minutes with the first train of the day arriving in London at 08:22.
- 2.2 The first 3 trains of day will be fast, direct trains to London stopping at Upwey and Moreton, Dorchester South, Wool and Wareham and there will be 3 late afternoon/early evening fast, direct trains from London that stop at Moreton and Upwey. Hinton Admiral will also get 3 fast, direct trains to London in the morning peak and 3 from London in the afternoon/evening peak thereby still offering a commuter service.
- 2.3 In the morning peak Upwey and Moreton will have 7 train services – 3 direct to London, 4 stopping to Portsmouth. Holton Heath will get 3 stopping services to Portsmouth with no direct train to London.

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- 2.4 There will be two morning peak time trains from Holton Heath to Waterloo, the first one gets into London 25 minutes later than the current service.
- 2.5 There will be 2 extra stopping local trains from Wareham to Bournemouth early morning, where it will join the fast train to London Waterloo meaning that Wareham will have 3 tph (one going to Portsmouth) in morning peak times.
- 2.6 There will be no direct off peak trains to London from Upwey, Moreton, Holton Heath and Hinton Admiral. Instead there will be one stopping service to Portsmouth requiring a (same platform) change at Brockenhurst or Southampton to get to Waterloo for passengers travelling from Upwey, Moreton and Holton Heath.
- 2.7 In off peak times Hinton Admiral will no longer have a direct train service to London or the other hourly service to Southampton. These will be replaced by an hourly stopping service to/from Portsmouth. Connection to London onto a fast train can be made either at Brockenhurst (16 min wait) or Southampton (10 min wait) with an overall journey time 3 minutes faster than the current timetable.
- 2.8 Hinton Admiral will get a direct stopping service to Weymouth.
- 2.9 Throughout the day Wool will have an additional train service in each direction per hour.
- 2.10 There is little difference in the frequency of local service between Weymouth, Dorchester, Poole, Bournemouth and Southampton Central, however there will be a reduction to 1 tph direct to Southampton Airport Parkway.
- 2.11 There will no longer be a direct service to Clapham Junction from most Dorset stations (although Christchurch will get 1 per hour). You would need to change trains at Woking or London Waterloo to get to Clapham Junction. Clapham Junction only features in the top 12 destinations list (Appendix 1) 4 times with 1% of journeys from these stations to Clapham.

3. Other Information

- 3.1 A reduction in journey time to London is included in the Local Transport Plan 3 adopted by the Local Authorities, and Dorset LEP's Strategic Economic Plan.
- 3.2 DCC officers have looked at the potential impact of the additional trains stopping at Wool on the level-crossing barrier downtime and the barriers are likely to be down for slightly longer (approximately 5 minutes instead of 3.5 minutes), but less frequently so overall barrier downtime will probably be less. This has not been verified by SWR or Network Rail.
- 3.3 The media headline of one direct train per hour to London does seem on the face of it a dramatic decline in service provision for Dorset. However, thorough interrogation of the consultation proposals included in this report shows that there will be some betterment as well as new travel opportunities and consideration has been given by South Western Railways to achieving some of our rail aspirations.

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3.4 Table showing passenger and population data.

Station	Population ¹	Number of Households (existing) ¹	Approx. no. of proposed new dwellings ²	% trips to London ³	% Trips to Dorset and Southampton ³	Annual Trips to London ³	Approx Daily Total trips to London (annual trips/365 days)	Daily Total Passengers (London Train) On ⁴	Daily Total Passengers (London Train) Off ⁴	Daily Total Passengers (Weymouth Train) On ⁴	Daily Total Passengers (Weymouth Train) Off ⁴
Weymouth*	58,295	25,359	2,000	19%	49%	42,910	118	1,392	-	-	1,176
Upwey***	6,336	3,176	900	9%	66%	2,182	6	87	16	15	64
Dorchester South	19,481	8,449	2,000	9%	76%	8,718	24	790	395	333	686
Moreton**	2,754	1,148	600	11%	80%	2,850	8	Not collected			
Wool	5,689	2,015	1,000	14%	70%	9,121	25	Not collected			
Wareham	5,654	2,557	200	19%	61%	22,469	62	563	141	156	434
Holton Heath	N/A	N/A	N/A	5%	82%	181	0.5	Not collected			
Christchurch	49,480	21,475	950	Not provided			0.0	410	316	340	374

* Population and households for Weymouth & Portland less Upwey, Broadwey and Littlemoor

** Population figures for Moreton and Crossways

*** Population figures for Upwey, Broadwey and Littlemoor

¹ Data provided by Dorset Area Statistics on dorsetforyou.com

² Data included in current adopted local plans which are under review

³ Data provided by SWR

⁴ Data collected by DCC Aug 16

3.5 These proposals are for the duration of the franchise (7 years), although South Western Railways will have another opportunity to 'tweak' the timetable in this period.

Mike Harries
Corporate Director for Environment and Economy
 December 2017