



HOUSE OF COMMONS
LONDON SW1A 0AA

Mr Andy Mellors
Managing Director
South Western Railway
Friars Bridge Court
41-45 Blackfriars Road
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21ST December 2017

Re: new timetable consultation

As the consultation period draws to a close, I am writing to put on the record my concerns, and those of a number of my constituents, at certain proposals contained within.

Starting with Winchester; I have concerns that while there will be 5 one-hour fast trains to Waterloo in the morning peak (we currently have three of course) they will not be much use for Winchester commuters because they come from Dorset and are already full when they get to Winchester.

In addition, just as now, there will be 3 'slower' trains (1hr 20 mins to Waterloo) with capacity for Winchester commuters, but within the proposals these will take an additional, further 15-20 minutes to get to Waterloo and will pick up more passengers from more stations, resulting in a much worse service than now.

Winchester will also lose the fast trains which start from Southampton Airport Parkway, which have the most capacity at Winchester, and a further concern has been raised that no allowance for any increase in demand from Winchester, particularly with the new King's Barton development coming online, has been made.

I have however, received the greatest concern about the potential impact on Shawford and Micheldever Stations. As you know, the published plans could see morning services from Shawford reduced from eight London bound trains to six while services from the capital back to Micheldever in the evening would stop more frequently adding even longer to the daily commute for those I represent.

Some of the proposals bring increased rush-hour services, including to Winchester itself and they're welcome but others trouble me particularly where they impact on smaller rural stations. Passenger data for instance, shows that Shawford is one of the stations on the South Western franchise that has increasing numbers using it so I think more work needs to be done before making a move which could push people away and onto other forms of transport.

Steve Brine MP

Winchester & Chandler's Ford

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With regard to Shawford, I have been contacted by a number of constituents who feel very strongly that you need to ensure that the provision of morning peak service from Shawford is looked into again with the view to returning the number of services to current levels.

In addition, there are concerns about a number of the London bound trains that are formed of two trains being 'joined together' at Eastleigh prior to running towards London via Shawford. If either of the services that join up at Eastleigh are delayed, then this could lead to delays to services from Shawford.

I would echo the view that it is disappointing to see that trains serving Shawford are stopping at more stations, which although not significantly longer would still add an extra five minutes or so. The fastest peak time trains to London from Shawford would require a 5 minutes wait at Winchester.

In addition, after 0848, there is not a train to Winchester from Shawford for another hour. Many local people and students catch the 0919 train from Shawford which has been removed from the new timetable. I believe a solution would be the 0912 from Eastleigh stopping at Shawford to help meet the needs of the local community. I do not think this would significantly affect that train, seeing as it is a stopping service, and will call at Micheldever Station and Woking which the existing train does not. It would also be most advantageous if the XX12 from Eastleigh did stop at Shawford throughout the off peak period.

I also echo the call from Winchester City Council, who would like to see the hourly Waterloo to Portsmouth Harbour stopping service call at Shawford.

With regard to Micheldever I am very clear as you know that this station is a valuable part of the local transport infrastructure.

I have been contacted by a number of constituents who share the concern that all return journeys to Micheldever in the evening rush hour, apart from the 1753 service, are significantly longer than at present in part because the trains divide at Basingstoke and the service will be a stopping service in order to benefit Farnborough and Fleet.

In addition, the Micheldever service is located at the rear part of the train, thus adding between 8-10 minutes to the journey if the service has no other delays.

Moreover, for commuters returning from work leaving Waterloo after 7pm there is a significantly reduced service which will have a significant disadvantage to those who have to be in London a little later – which very many of my constituents need to do.

The consensus solution would be an extra two trains between 7-10pm stopping at Micheldever, and one train other than the 17.53 that runs to Micheldever in less than 1 hour. One idea was that it could be that one of the Winchester trains could have an additional stop at Micheldever on its way down, alongside one fast through train in the morning rush hour.



The parking situation at both smaller stations, especially Micheldever, is still unresolved and my fear is we are seeing some fallout here from the new parking regulations in the village that were right in themselves but should have been part of a more strategic plan. This is a real worry.

I look forward to discussing all of these issues with your senior colleagues early in January which I understand we have in the diary.

Yours sincerely,

Steve Brine MP