

System Operator Planning a better network for you



Eastleigh Connectivity

Outline

- Introduction
- Question 1
 - What are the best use options for the Portsmouth Harbour – Southampton (via Eastleigh) services?
- Question 2
 - What are the options for operating 2tph Portsmouth Harbour to London Waterloo via Eastleigh and 1tph Portsmouth Harbour to Southampton via Eastleigh?
- Question 3
 - Could a new station proposed near Allington Lane, between Eastleigh and Hedge End, be accommodated in any of these services?
- Summary

Eastleigh Connectivity - Introduction

Aim of the project was to explore the following:

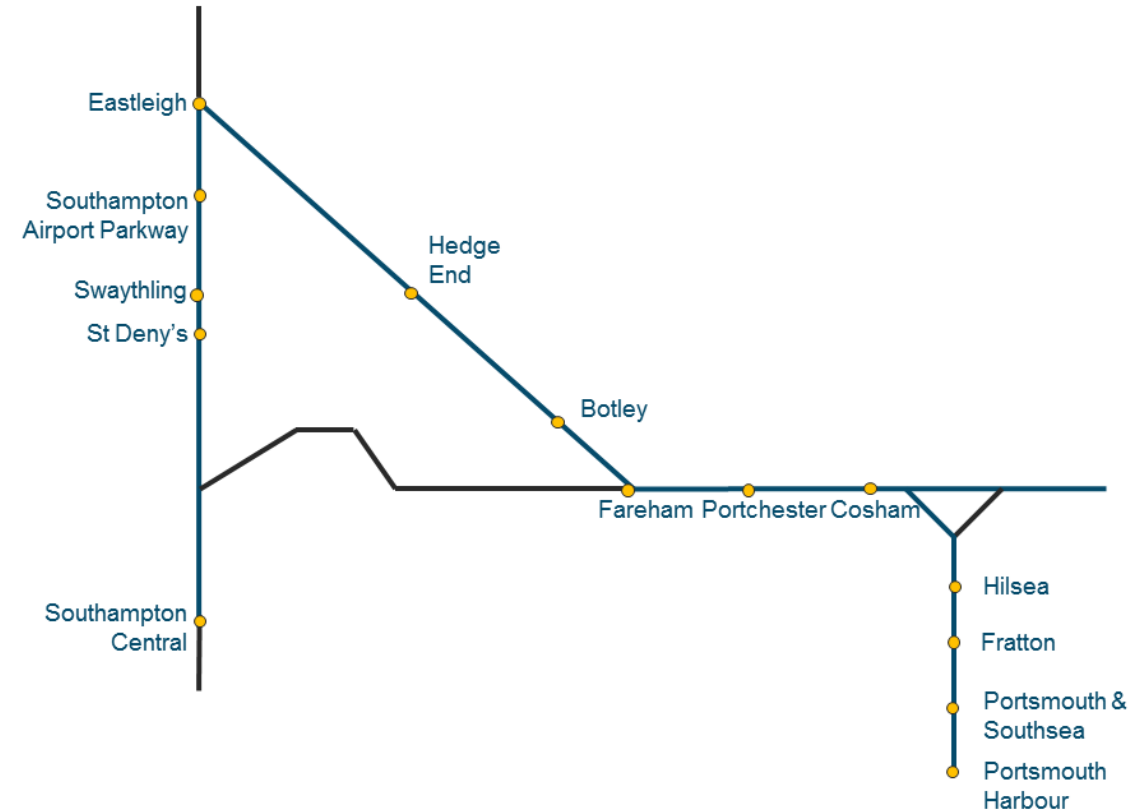
- Best use of rail Capacity in the area for stopping services between Portsmouth Harbour to Southampton Central via Eastleigh Station and also Southampton Airport Parkway
- Potential for a rail connection to a new housing development

Q1 – A stopping service between Portsmouth Harbour and Southampton Central via Eastleigh



What are the Options for Providing a Stopping Service along the Fareham Line?

- Stopping service considered across the whole route stopping at all stations between Portsmouth Harbour and Southampton Central
- No additional stopping paths available between Eastleigh and Southampton Central
- Second option considered Stopping at all stations between Portsmouth Harbour and Eastleigh, but then only Southampton Airport Parkway and Southampton Central

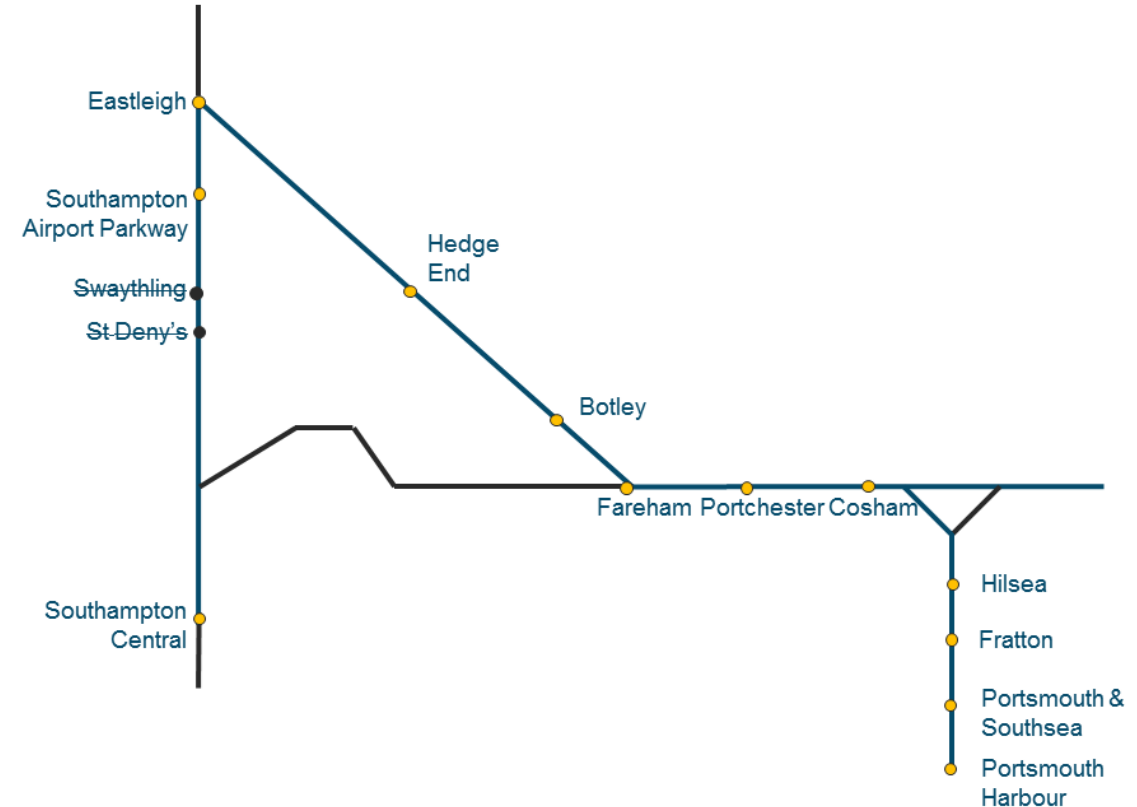


Q1 – A stopping service between Portsmouth Harbour and Southampton Central via Eastleigh



Could these services be increased to 1 train per hour (tph) to provide connectivity?

- Paths were looked at with Swaythling and St Deny's stops removed
- A working path was found for each hour looked at
 - except for one hour due to a British Pullman Charter Service
- Platform Capacity constraint at Southampton Central and Eastleigh stations mean the paths cannot be accommodated



Q1 – A stopping service between Portsmouth Harbour and Southampton Central via Eastleigh



What does this mean to capacity at Southampton and Eastleigh?

- Southampton Central:
 - paths identified require a long turnaround - current capacity does not allow for a service to spend 30 minutes on a platform,
 - Use of loops outside the station not possible due to junction margins and other services using the station at the times the new paths would need it.
- Eastleigh station:
 - Theoretical capacity calculated (in report) - however the timings of the identified paths do not have the available platforms to stop and reverse,
 - At Portsmouth Harbour 2 of the platforms are in constant use, the remaining 2 platforms have high usage , this restricts possibilities of any paths in addition to those in this piece of analysis



Eastleigh Station

Q2 – Additional service to London Waterloo via Eastleigh

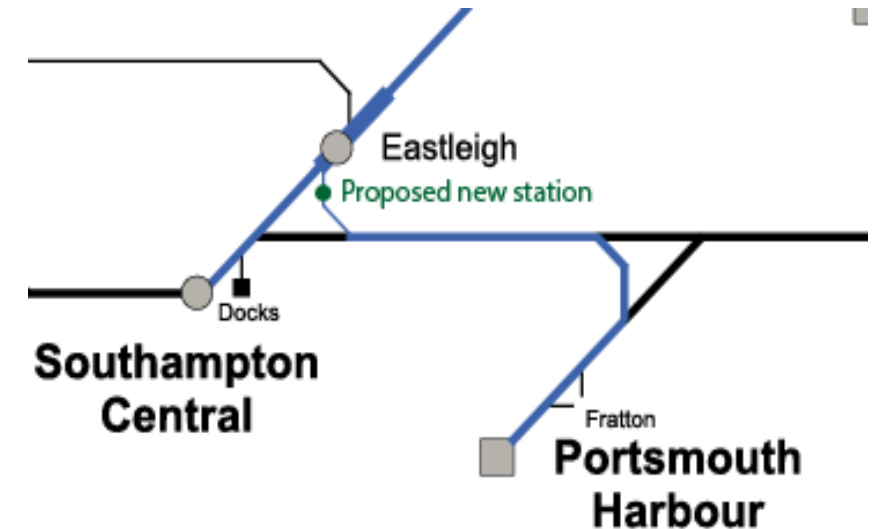
- December 18 timetable currently has 1 train per hour between London Waterloo and Portsmouth Harbour via Eastleigh
- Analysis could not find a suitable path that would work across the route
- Timetable recast combined with minimum margins
 - May be possible to accommodate an additional Portsmouth Harbour to London Waterloo service each hour
 - Further analysis would be needed to ensure there is capacity at Portsmouth Harbour Station and on the Single line sections



London Waterloo station

Q3 – New Station at Allington Lane Stop?

- May add around 2 minutes to overall Journey Times
- Will be able to serve current London Waterloo Portsmouth Harbour services via Eastleigh.
- Additional time has been found by utilising one or more of the following:
 - removing dwell time at Fareham
 - arriving at the Portsmouth Harbour later
 - departing Portsmouth Harbour earlier.
- Due to the constraints of the single line it would not work with the identified paths for Portsmouth Harbour to Southampton Central



Summary

- Question 1 - Paths have been identified that can stop at most stations along the route except Swaythling and St Deny's however due to platform capacity constraints at Eastleigh and Southampton Central stations these paths cannot be accommodated
- Question 2 - Currently there is 1tph between London Waterloo and Portsmouth Harbour stopping at all stations on the Fareham line however it is not possible to increase to 2tph due to constraints with the timetable structure and speed differentials between services
- Question 3 - A new station would be able to prove an additional stop on the existing Portsmouth Harbour to London Waterloo service. However for the addition Southampton to Portsmouth via Eastleigh paths identified, it would not be possible to accommodate an additional stop in these services.

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