

Strategic Overview of East Hampshire's Railway

An overview of the current provision of national rail services in East Hampshire.



Alton railway station

Railways in the UK

There are several key organisations that make up the structure of Great Britain's railways today, these are:

- **Network Rail** – which owns the national rail infrastructure, including track, signalling, bridges, tunnels, and stations, and is responsible for:
 - Operating the network
 - Managing performance
 - Setting timetables
 - Allocating capacity
 - Leading industry planning
 - Maintaining and renewing the network
- **High Speed 1** is owned by HS1 Limited, but Network Rail High Speed (NRHS) operates and maintains it under a long-term contract, making it a fully integrated part of the UK's high-speed rail system.
- **Train Operating Companies (TOCs)** – which operate passenger train services on Network Rail's infrastructure under government contracts known as franchises and concessions
- **Freight Operating Companies (FOCs)** – which operate freight services on Network Rail's infrastructure, such as Freightliner, they operate without government contracts, competing on service flexibility and cost

- **Rolling stock leasing companies (ROSCOs)** – which own the rolling stock (trains) and lease them to the TOCs
- **Office of Rail and Road (ORR)** – who, in respect to the railways, is the regulator of the rail industry's health and safety performance, holding Network Rail and High Speed 1 to account, and making sure that the rail industry is competitive and fair
- **Rail Delivery Group (RDG)** – who is the membership body for Britain's train operators and Network Rail, they coordinate industry-wide initiatives, as well as managing customer services (including National Rail Enquiries), and coordinate decision making, guidance, and advice through cross-industry governance groups in relation to operational, commercial, and technical policy areas

However, the structure of the railway is undergoing reform. This was initiated by the Williams-Shapps Rail Plan in May 2021, which proposed the establishment of Great British Railways (GBR) as a single, integrated public body that owns the infrastructure and operates the rail network.

The Railways Bill (2025) has further developed the concept of GBR with the focus being on GBR as the “directing mind” responsible for both infrastructure and passenger services, therefore shifting away from the franchise-based model, bringing track and train together again for the first time since privatisation in 1993.

“GBR will usher in a new, agile and commercial industry structure, charged with delivering the Transport Secretary's agenda, from improving performance and growing revenue, to unlocking new house-building opportunities and increasing the use of rail freight.

At the same time, we will deliver a democratic and common-sense approach to running and regulating the sector. The layers of bureaucracy and unnecessary burdens that have taken hold since privatisation will be stripped back. The new model will provide true democratic accountability and cement a better approach to running the railways, with the focus squarely on customers. With GBR at their heart, our plans will deliver on the Transport Secretary's six objectives for a reformed railway – reliable, affordable, efficient, high quality, accessible and safe.

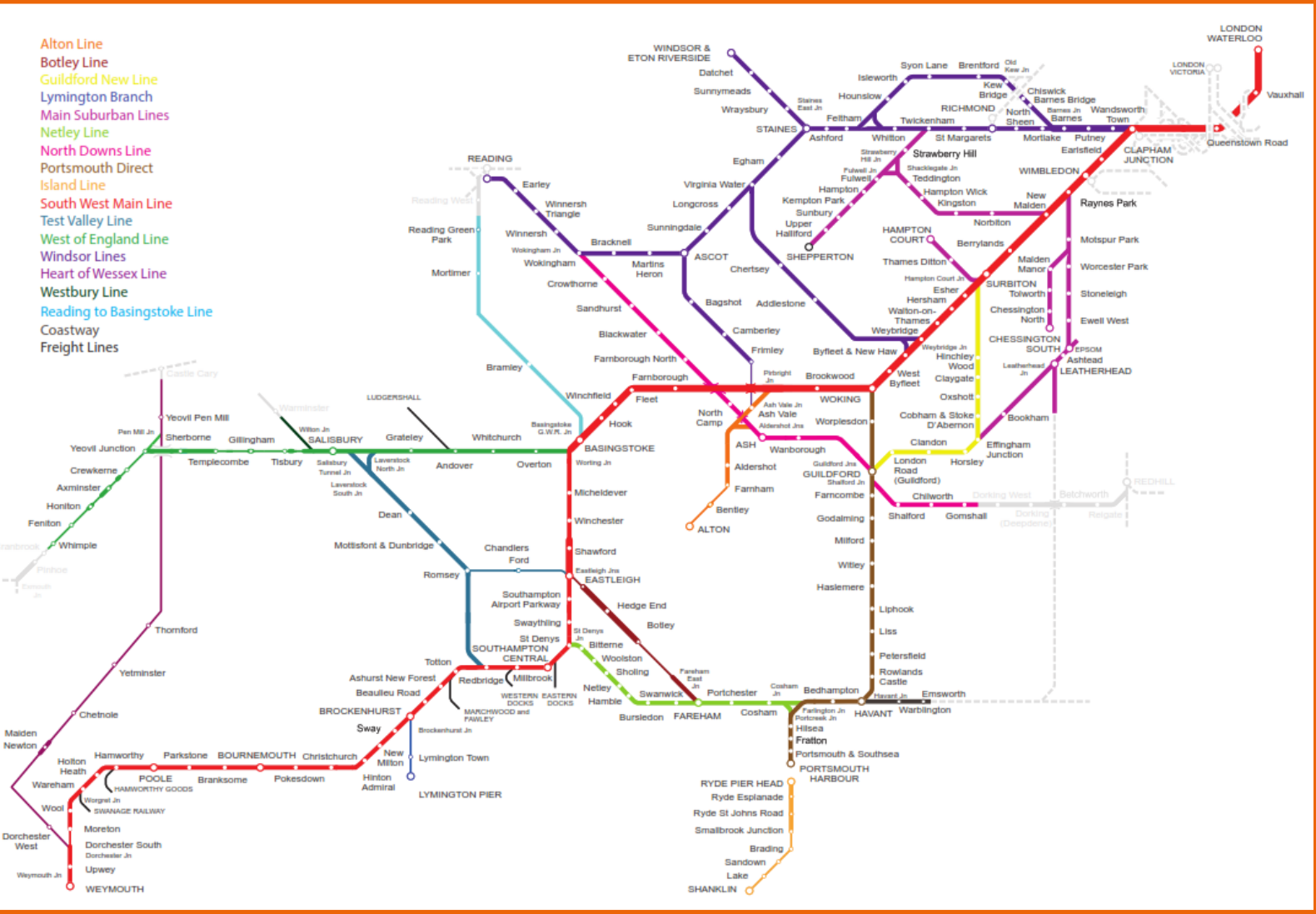
Business Units will be the powerhouse of the organisation, bringing together today's infrastructure management functions provided by Network Rail, and passenger operations currently led by TOCs, into a single local team, providing a locally focused ‘face of the railway’ and managing track and train together. This will provide a single point of leadership for local stakeholders and devolved leaders, as well as enabling the development of local initiatives to encourage more people to use the railway.”

Source: A railway fit for Britain's future: government response – executive summary (11 November 2025), Department for Transport (DfT)

These changes and reforms are already underway; an Integrated Business Unit (IBU) has been initiated for the South Western Railway, formed of a combination of the SWR train operator and Network Rail's Wessex Route.

Additionally, there is an intention for GBR to collaborate with devolved governments (Scotland, Wales) and Mayoral Strategic Authorities (MSA) to work collaboratively in providing regional input and partnership working to deliver for local transport.

The South Western Railway



The South Western Railway/ Wessex Route

The South Western Railway consists of Network Rail's Wessex Route and the main Train Operating Company (TOC), South Western Railway (SWR).

South Western Railway (SWR), the TOC, transferred into public ownership on 25 May 2025, and is now managed by the government's Department for Transport Operator Ltd (DFTO) as part of a broader plan to bring all UK rail operators under public control, as the railways shift towards Great British Railways (GBR) and rail reform.

In terms of geography, the South Western Railway stretches from London Waterloo to:

- Windsor & Eton Riverside
- Reading
- Shepperton
- Hampton Court
- Chessington South

- Guildford via Epsom and Claygate
- Alton
- Portsmouth Harbour via Guildford and Eastleigh
- Whimble

In addition, it also includes:

- North Downs Line between Wokingham and Gomshall
- Basingstoke and Reading Line (to south of Reading)
- Test Valley Lines via Romsey and Chandler's Ford
- Heart of Wessex Line between Weymouth and south of Castle Cary
- The Island Line (Isle of Wight)

Passenger train services are operated by:

- SWR
- Great Western Railway (GWR)
- CrossCountry
- Southern (GTR)

The Railway in East Hampshire

There are two railway lines that pass within the boundaries of East Hampshire:

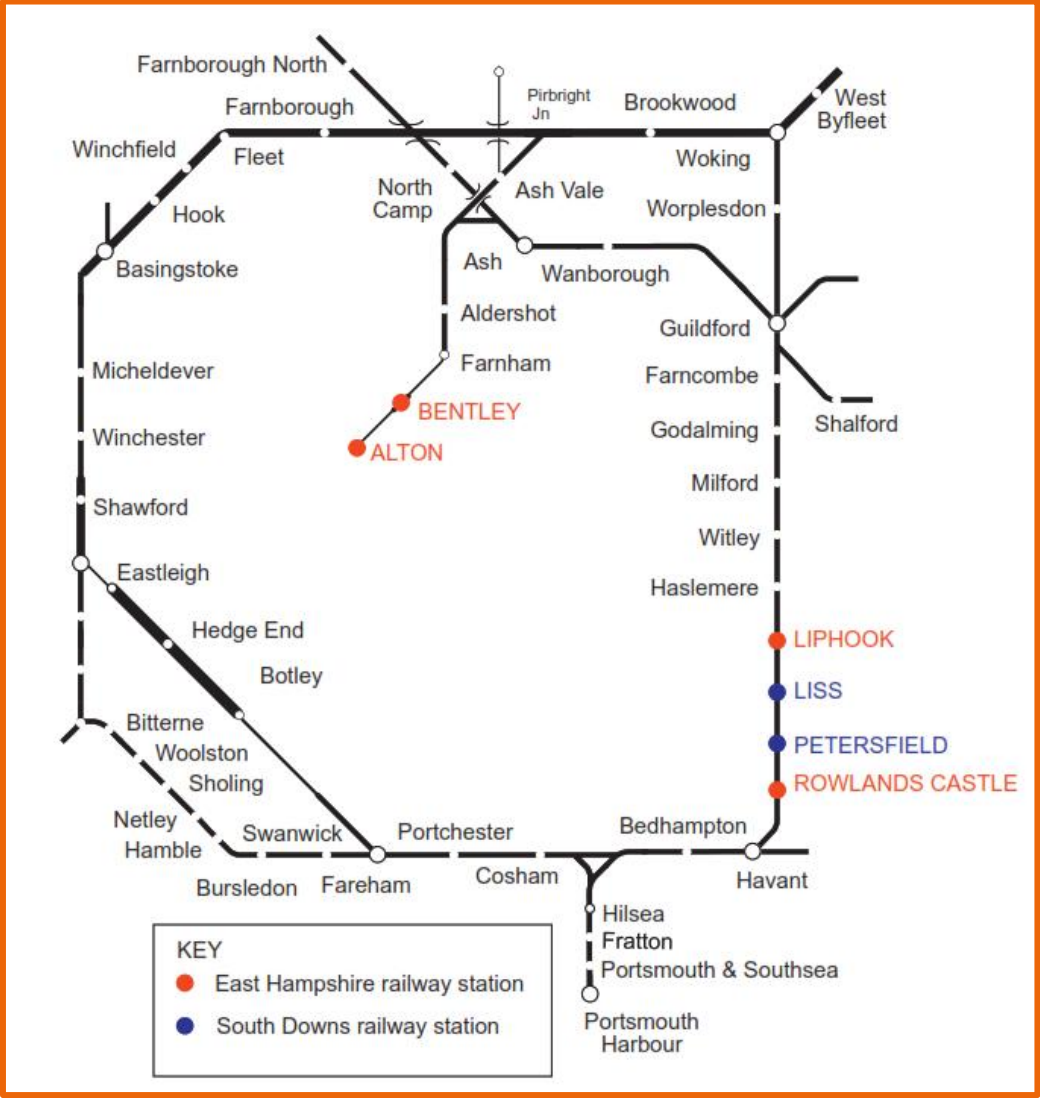
- The Alton Line which diverges from the South West Main Line (SWML) at Pirbright Junction and includes the stations of Alton and Bentley. The Alton Line is electrified with 750V DC third rail and provides two trains per hour to/from London Waterloo
- The Portsmouth Direct Line, between Woking Junction and Portsmouth Harbour, includes the stations of Liss, Liphook, Rowlands Castle and Petersfield. The Portsmouth Direct Line is electrified with 750V DC third rail and provides a variety of stopping and fast services to/from London Waterloo

Liss and Petersfield Stations are within the South Downs National Park (SDNP), and whilst parts of Liphook are within the SDNP, the station itself is within East Hampshire District Council’s (EHDC) planning authority jurisdiction.

The following table shows the peak (arrivals at London Waterloo between 08:00 and 08:59) and off-peak (arrivals at London Waterloo between 11:00 and 11:59) trains per hour (tph) from the four stations within EHDC. Counts are based on representative hours for the peak and off-peak periods.

Station	Peak (tph)	Off-peak (tph)
Alton	2tph in each direction	2tph in each direction
Bentley	2tph in each direction	1tph in each direction
Liphook	3tph to London Waterloo 2tph towards Portsmouth	1tph in each direction
Rowlands Castle	2tph in each direction	1tph in each direction

There is no regular freight traffic that passes through East Hampshire, only Network Rail engineering trains and seasonal track treatment machines. The oil train between Holybourne and Fawley Refinery stopped operations in September 2016.



East Hampshire railway stations

Introduction to station profiles

The following sections of this document are focussed on providing an overview of each of the stations within the East Hampshire District local authority area.

Commuting

All stations within the local authority area have a strong London commuter focus. Commuter behaviour has changed since the Covid-19 pandemic with many passengers no longer travelling five days a week into London and other employment centres, particularly those in the so called “white collar” employment who may work from home on some days of the week. This is reflected in the graphs showing the entries and exits at each station based on Office of Rail and Road (ORR) data.

Passenger demand varies by day of the week, with trends across the Wessex network showing that Tuesday, Wednesday and Thursday have the highest demand, followed by Monday, with Friday having the lowest weekday demand. Weekend demand returned strongly after the Covid-19 pandemic with leisure activity attracting passengers as well as those travelling from stations to tourist and leisure destinations such as London.

Station Travel Plans

The station profiles use data from surveys undertaken as part of SWR’s Station Travel Plans (STP) programme. STPs are a management tool that enable the Station Facility Operator (SFO) of a railway station, in this case SWR, to work with partners and stakeholders to identify and exploit opportunities to improve access to and from stations.

They include an audit of the infrastructure and services supporting access to the station, as well as customer feedback to help determine customer journey patterns and satisfaction. Whilst the passenger surveys have small sample sizes, they provide a qualitative indication of the modes used to access the station.

Local stakeholder knowledge and insight is required to make any decisions on improving access to stations.

Passenger Demand Analysis

Passenger demand analysis for each station has been undertaken by Network Rail’s Economic Analysis team. The analysis has used DfT’s EDGE (Exogenous Demand Growth Estimator) demand forecasting framework which is the industry-standard approach for forecasting rail passenger demand.

EDGE uses Demand Driver Generator (DDG) input files to estimate rail demand growth in line with Transport Analysis Guidance (TAG). The DDG files are datasets of forecasted variables that impact rail demand growth and include population, employment and GDP/capita growth, among others. The DDG forecasts are produced by the DfT and are updated after the publication of economic forecasts from the Office for Budget Responsibility (OBR). The latest DDG vintage is known as the Apr-25 DDG.

The population forecasts in the DDG files are presented at the local authority level and are based on Centre for Economic and Business Research (CEBR) local authority forecasts constrained to national ONS population projections. They do not explicitly consider additional housebuilding as per a Local Plan. However, as population growth forecasts are driven by migration trends and are often shaped by housing, they may be implicitly assuming housing growth within the Local Authority. They are commercially confidential.

Population in EDGE is increased at the local authority level and demand is estimated per station based on a variety of factors such as ticket types sold and journey lengths to and from each station.

Based on the DfT EDGE central case, the East Hampshire District local authority area is expected to see **757,292** additional journeys made from stations within its boundaries, including those stations in the South Downs National Park. This means that rail demand in East Hampshire is forecast to grow by **28%** between March 2024 and March 2044.

Each station profile will state the figure when split out per station, recognising that this is based on a variety of factors as described above.

East Hampshire District Council Station Profiles



Alton Station

Alton station is within the East Hampshire District local authority area, to the north of the district. It is the terminus of the Alton Line that diverges from the South West Main Line (SWML) at Pirbright Junction. It is the terminus station of the Alton Line.

The station has three platforms. Platforms 1 and 2 are used by SWR services towards London Waterloo, whilst Platform 3 is used by heritage railway trains, *'The Watercress Line'* towards Four Marks, Ropley and Alresford.

The station building, includes a staffed ticket office, and is located on Platform 1 adjacent to a forecourt/ car park area. There are no automatic ticket gates. The platforms are linked by an accessible footbridge with stairs and lifts.

There are two entrances to the station, both from the forecourt on to Platform 1, either via the booking hall in the station building (when open) or via a side gate to the south of the station building. Platforms 2 and 3, which share an island, are accessed via the accessible footbridge from Platform 1.

The ticket office is open as follows:

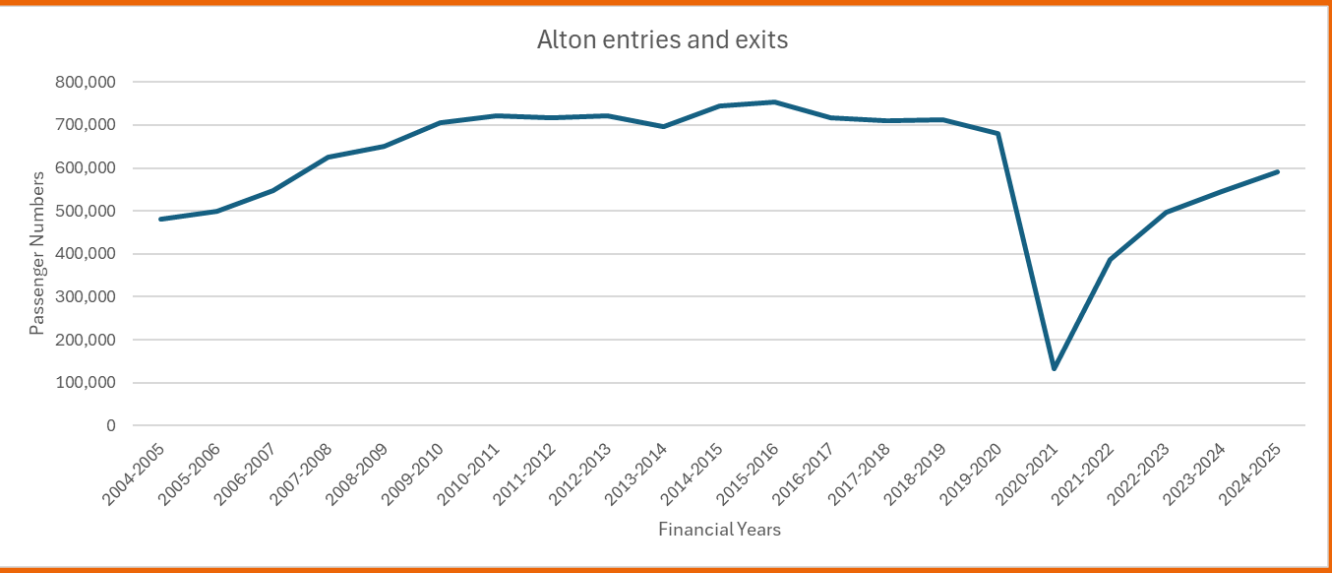
Monday to Friday	06:30 – 19:00
Saturday	07:30 – 17:30
Sunday	08:30 – 16:00

A joint SWR / EHDC scheme to improve-the forecourt was delivered over 2022 and 2023. This included improvements to footways, wayfinding, bus interchange, passenger drop off and car park provision.

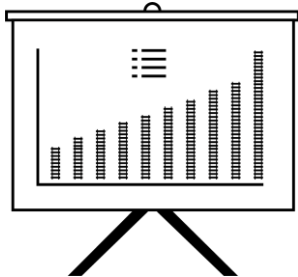


Alton – passenger demand

The graph below, using ORR entry/exit data, clearly shows the impact of the Covid-19 pandemic and the subsequent level of recovery. Passenger numbers at Alton have not yet returned to pre-pandemic levels.



As described in the introduction to this station profile, page 5, Network Rail’s Economic Analysis team have used the DfT EDGE model to provide an estimate of the number of potential additional rail journeys that could be taken from Alton station in the period to 2044.



Additional journeys = **205,820**

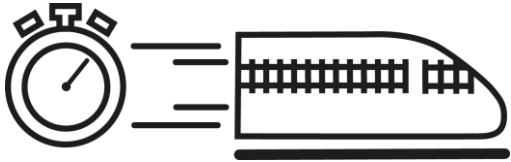
Alton – journey times

The following table shows the shortest weekday journey times that are experienced by passengers travelling from Alton station.

Key destination	Shortest Journey Time from Alton
London Waterloo	1h 06m
Clapham Junction	1h 01m
Woking	0h 36m
Guildford	0h 43m (interchange at Aldershot)
Brookwood	0h 31m
Aldershot	0h 19m
Farnham	0h 10m

Relatively slow line speeds on the Alton Line contribute to the journey times of over an hour into London Waterloo and Clapham Junction.

Some morning peak services run fast from Woking to London Waterloo without calling at intermediate stations, providing the shorter end-to-end journey time shown above, but providing less connectivity with other destinations.



Alton – interchange and connectivity*



Key Interchange and Connectivity Facts

- Hampshire’s 14th busiest station
- 50 cycle parking spaces
- Nearest bus stop: station forecourt
- Most frequent bus service: Stagecoach 64, every 25 minutes Mon-Fri; every 30 minutes Sat/Sun
- 180 car park spaces (4 of which are blue badge spaces) – parking charges in operation
- Kiss & Ride facility
- No EV charging points

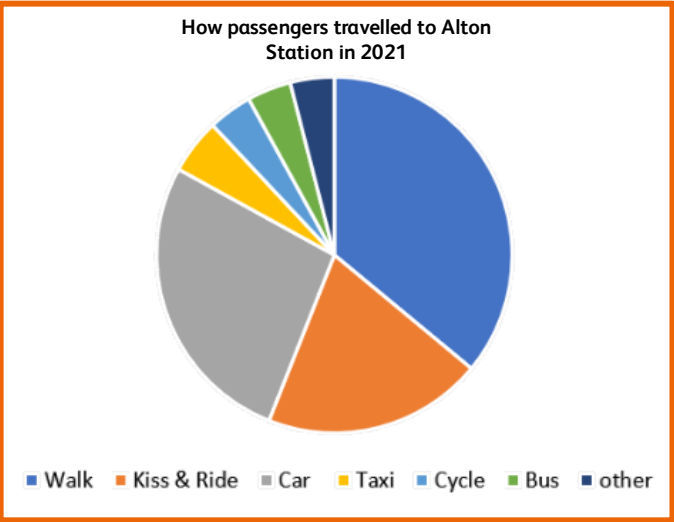
*taken from ‘[Hampshire Station Interchange Plan](#)’, jointly produced by Hampshire County Council and SWR.

Alton station is a fully accessible station with step free access to Platform 1 via side gate or ticket office and access to Platforms 2/3 via lifts. The ticket office is fitted with automatic powered entry doors allowing ease of access for passengers with reduced mobility. Both platforms have tactile paving along the platform edge.

There are 4 Blue Badge parking spaces, however, the blue hatched area does not connect with a dropped kerb for level access to the footpath and station entrance.

A Station Travel Plan (STP) survey was undertaken at Alton station on a day during October 2021 to understand how people travel to Alton station.

There were 58 complete responses. This is a sufficient sample size to gain some useful information, but is not large enough to generate statistically significant results.



Most people (36 %) walked to the station and a substantial proportion, 27 %, parked at or near the station, whilst a further 20 % were dropped off (Kiss & Ride). The following pie-chart shows this split.

The following interventions are suggested should Section 106 or Community Infrastructure Levy (CIL) funds become available.

Interventions					
Aim	Recommendations	Owner	Cost	Complexity	Impact
Walk	H1 Reduce the number of parked cars on northern side of Station Road to improve pedestrian access.	Rail / HCC	>£50K	H	H
	H3 Improve cycle access through the car park and approach roads and to the station entrance including segregated cycle access.	Rail / HCC	£10K-£50K	M	H
Cycle	B2 Provide secure cycle parking within station area.	Rail	>£50K	M	M
	H4 Support the feasibility and delivery of a e-cargo bike hire scheme.	Rail/HCC	£10K-£50K	M	H
Bus	C3 Explore opportunities to improve interchange with bus and rail, including route 13.	Rail / HCC	<£10K	H	H
	C4 Promote interchange with route 64 as a key missing link in the rail network.	Rail / HCC	<£10K	L	M
Car	H6 Provide dropped kerbs and tactile paving within Kiss & Ride parking area.	Rail / HCC	£10K-£50K	L	H
	H7 As part of the CIL Active Travel Hub scheme explore the feasibility of car club bays in the forecourt area.	Rail / HCC	£10K-£50K	M	M

Which interventions come forward to implementation and delivery will depend how schemes are prioritised and what funding opportunities become available from central Government and other sources.

Bentley Station

Bentley station is within the East Hampshire District local authority area, in the north of the district. It has historically functioned as a commuter station serving the village (which is 1.6km distant to the north of the rail station) and other small surrounding communities. It is the next station to Alton in the direction of London on the Alton Line that diverges from the South West Main Line (SWML) at Pirbright Junction.

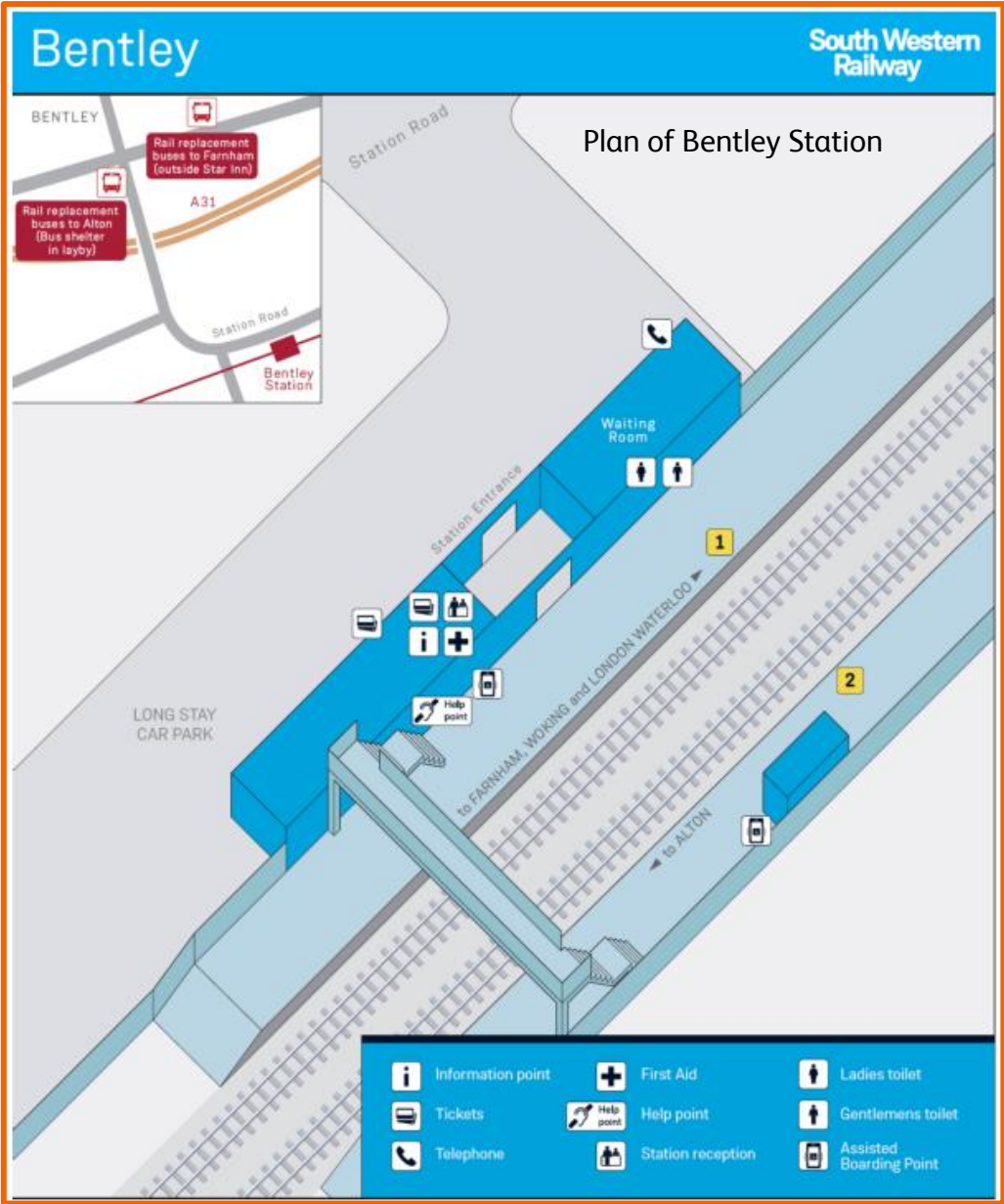
The station has two platforms. Platforms 1 and 2, which are used by SWR services to/from London Waterloo. There is a disused platform adjacent to Platform 2 which was once used for services to Bordon, these services ceased in 1957.

The main station building is located adjacent to Platform 1 on the north side of the station, as is the forecourt / car park, accessed from Station Road. Platform 1 is accessed either from the forecourt, through the booking hall, when open, or by a stepped side gate adjacent to the station building. Platform 2 is accessed from Platform 1 by an overbridge with steps only. The stepped footbridge was renewed in 2025.

There is alternative access to both platforms through a wicket gate just to the north-east of the station building which leads to a short ramp back up to Platform 1, or a foot crossing over the railway line which has a ramp to Platform 2, although its primary purpose is to provide access to Alice Holt Forest. The foot crossing is a *Public Footpath Crossing with Whistleboards*; this means that people using the crossing must look both ways and listen for the sound of an approaching train’s whistle.

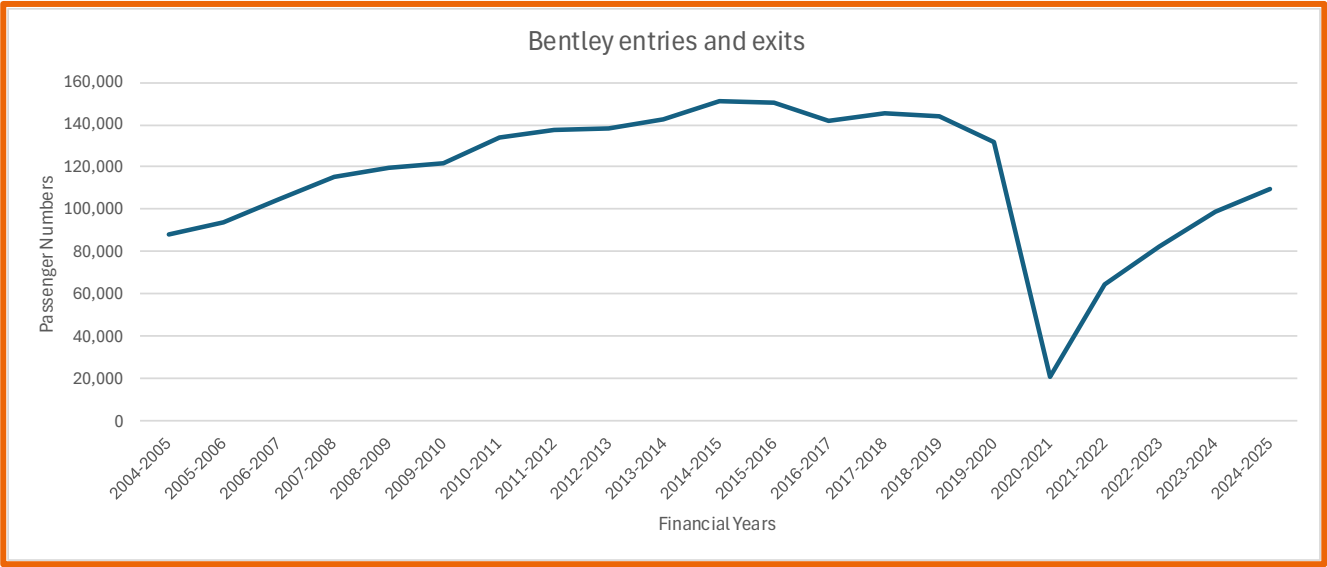
The ticket office is open as follows:

Monday to Friday	07:30 – 19:00
Saturday	Closed
Sunday	Closed

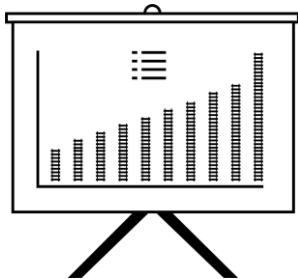


Bentley – passenger demand

The graph below, using ORR entry/exit data, clearly shows the impact of the Covid-19 pandemic and the subsequent recovery. As a predominately commuter station the recovery from the pandemic has not reached pre-pandemic levels.



As described in the introduction to this station profile, page 5, Network Rail’s Economic Analysis team have used the DfT EDGE model to provide an estimate of the number of potential additional rail journeys that could be taken from Bentley station in the period to 2044.



Additional journeys = **45,376**

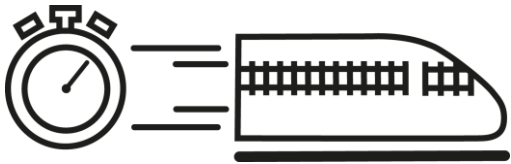
Bentley – journey times

The following table shows the shortest weekday journey times that are experienced by passengers travelling from Bentley station.

Key destination	Shortest Journey Time from Bentley
London Waterloo	0h 59m
Clapham Junction	0h 58m
Woking	0h 30m
Guildford	0h 37m (interchange at Aldershot)
Brookwood	0h 25m
Aldershot	0h 13m
Farnham	0h 05m

Relatively slow line speeds on the Alton Line contribute to the journey times of just under an hour into London Waterloo and Clapham Junction.

Some morning peak services run fast from Woking to London Waterloo without calling at intermediate stations, providing the shorter end-to-end journey time shown above, but providing less connectivity with other destinations



Bentley – interchange and connectivity*



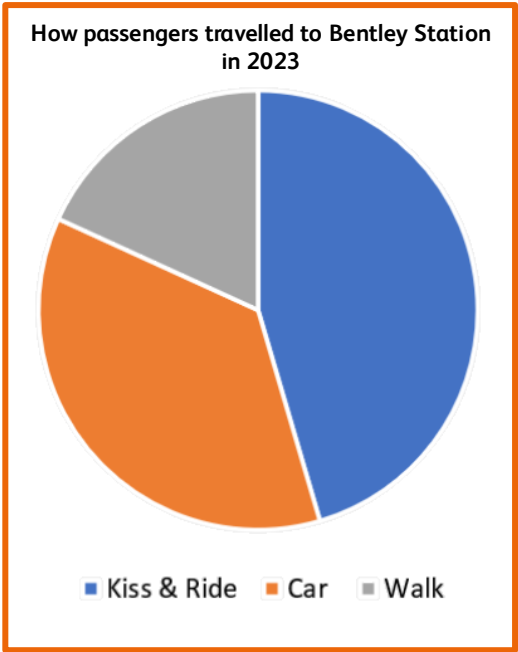
Key Interchange and Connectivity Facts

- Hampshire’s 40th busiest station
- 23 cycle parking spaces
- Nearest bus stop: 1.6km walk from station in the centre of Bentley
- Most frequent bus service: Stagecoach 65, every 60 mins Mon-Sun – does not directly serve the station
- 98 car park spaces (2 of which are blue badge spaces) – parking charges in operation
- The forecourt is used informally as a Kiss & Ride facility
- No EV charging points

*taken from ‘[Hampshire Station Interchange Plan](#)’, jointly produced by Hampshire County Council and SWR.

Bentley is a partially step-free station. There are 2 Blue Badge spaces at the station but do not have compliant hatching, 1 of which potentially obstructs access to cycle lockers when occupied.

A Station Travel Plan (STP) survey was undertaken at Bentley station on 30 January 2023 to understand how people travel to the station. There were 13 complete responses. This is not large enough to generate statistically significant results.



Kiss & Ride was the most frequent access mode followed by car and walking.

The following interventions are suggested should Section 106 or Community Infrastructure Levy (CIL) funds become available.

Interventions					
Aim	Recommendations	Owner	Cost	Complexity	Impact
Walk	A1 Consider the provision of a marked pedestrian walkway in the forecourt to reduce pedestrian / vehicle conflict	Rail	£10k - £50k	L/M	M/ H
	A2 Provide pavement on Station Road, linking station to pedestrian route to village	HCC	>£50K	H	H
	A3 Improve surfacing on approach to pavement crossing, removing rough areas	Rail	£10k - £50k	L/ M	M/ H
	A4 Promote walking trails in Alice Holt Forest to rail passengers and provide signage to the forest	Rail / HCC	£10k - £50k	M	M/ H
	A5 Provide signage from station entrance to route towards village	Rail / HCC	<£10k	L	L
Cycle	B1 Consider the potential for allocation of road space to cycles, particularly to the north providing a route between the station and village	HCC	>£50K	M/ H	H
	B2 Improve cycle storage, including shelter and better / more visible CCTV	Rail	£10k - £50k	M/ L	M
	B3 Promote use of cycle lockers	Rail / HCC	<£10k	L	M/ L
Car	D1 Provide formal Kiss & Ride facilities, including parking space(s) and customer waiting area	Rail	£10k - £50k	M/ H	M
	D2 Mark Blue Badge parking spaces compliantly, and potentially re-locate to avoid gradient	Rail	£10k - £50k	M	L/ M

There is a Bentley CIL project (EHDC CIL, with HCC as the applicant and deliverer) to improve a footpath within the vicinity of the station.

Liphook Station

Liphook station is within the East Hampshire District local authority area, to the east of the district. The village is close to the A3 and sits on the parallel London Waterloo to Portsmouth railway line, the Portsmouth Direct Line.

Liphook Station is situated in a ‘cul-de sac’ around 800m to the south of the village centre. It attracts commuters and leisure users travelling to London, neighbouring commercial centres, and south to Portsmouth and the South Coast. There is a significant inward student flows to Bohunt Secondary School within 15 minutes walk of the station. The town of Bordon is just over five miles to the north-west, around 15 minutes’ drive to Liphook, which is its nearest station.

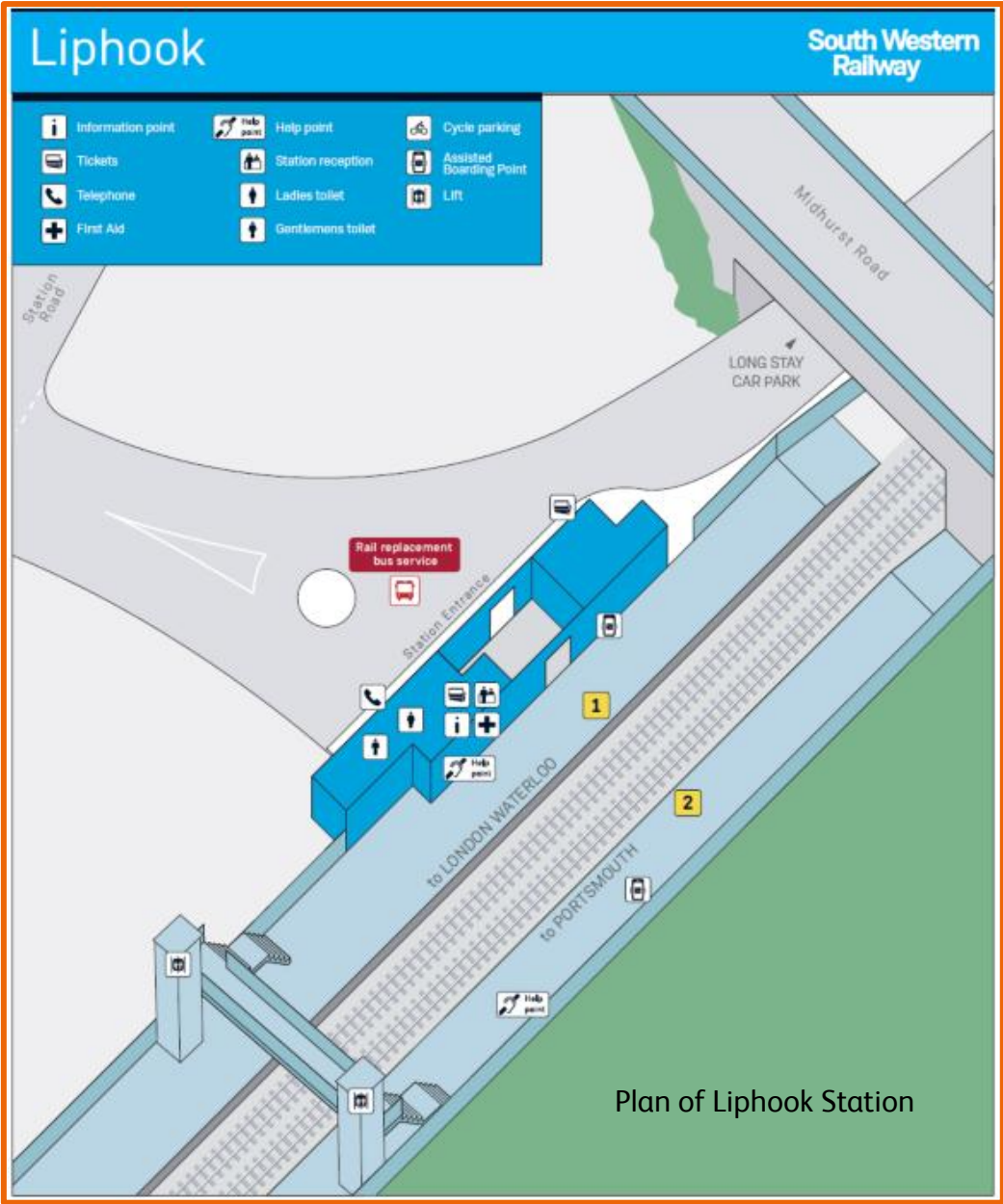
The station has two platforms. Platforms 1 and 2, which are used by SWR services to/from London Waterloo and Portsmouth Harbour. The platforms are linked by an accessible footbridge with stairs and lifts. Access to the platforms is from the north side only, via a station forecourt and building.

There are two entrances to the station, both on the Platform 1 side, neither of which has staffed automatic ticket gates. One is via the main station building and one (for out of hours access) is further along Platform 1. Both are accessible from the station forecourt, off Station Road.

The main booking hall has a waiting room which is only open when the ticket office is staffed.

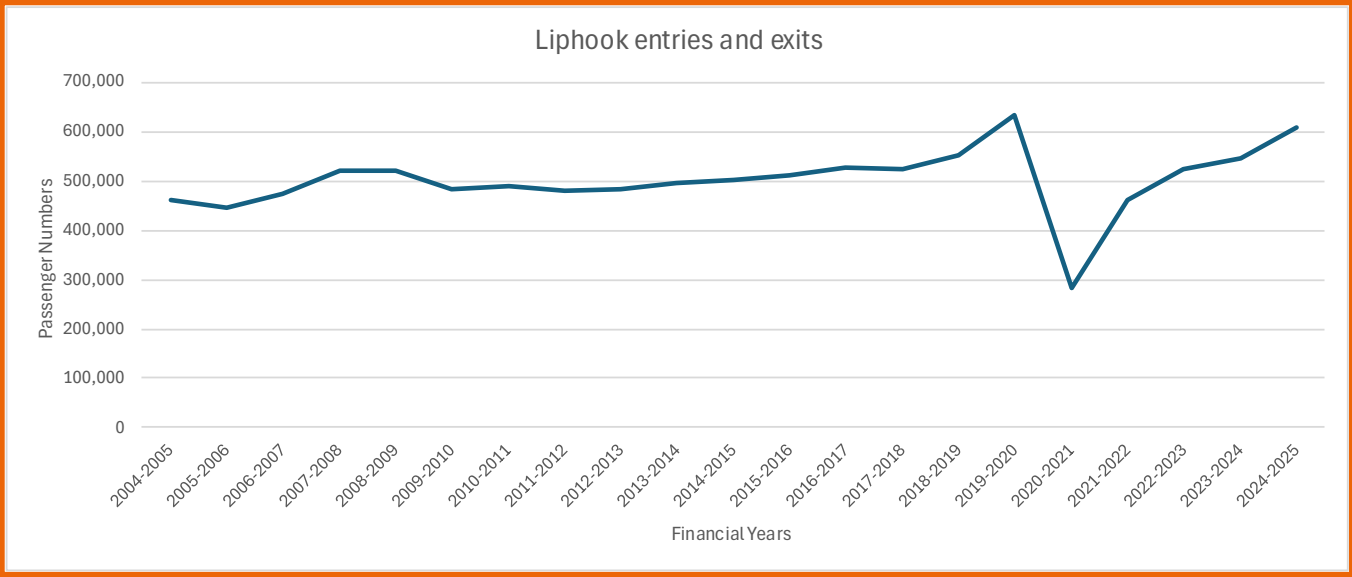
The ticket office is open as follows:

Monday to Friday	06:20 – 17:35
Saturday	07:45 – 14:00
Sunday	10:00 – 13:00

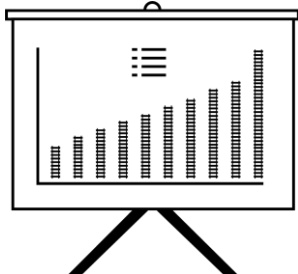


Liphook – passenger demand

The graph below, using ORR entry/exit data, clearly shows the impact of the Covid-19 pandemic and the subsequent recovery. Although not reaching pre-pandemic levels, the mix of commuter, leisure and education demand may reflect the relatively strong recovery seen at Liphook.



As described in the introduction to this station profile, page 5, Network Rail’s Economic Analysis team have used the DfT EDGE model to provide an estimate of the number of potential additional rail journeys that could be taken from Liphook station in the period to 2044.



Additional journeys = **94,274**

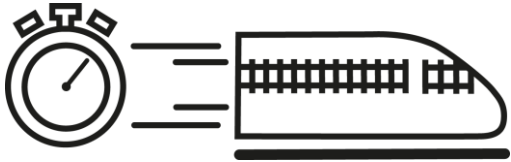
Liphook – journey times

The following table shows the shortest weekday journey times that are experienced by passengers travelling from Liphook station.

Key destination	Shortest Journey Time from Liphook
London Waterloo	1h 01m
Clapham Junction	0h 56m
Woking	0h 34m
Guildford	0h 24m
Petersfield	0h 11m
Rowlands Castle	0h 21m
Portsmouth Harbour	0h 46m

The topography through which the Portsmouth Direct Line passes means that there are steep gradients and winding curves, this can mean some journey times are relatively slow, particularly southward.

Some local journeys times are short and therefore offer a competitive service, such as to Petersfield or Rowlands Castle.



Liphook – interchange and connectivity*



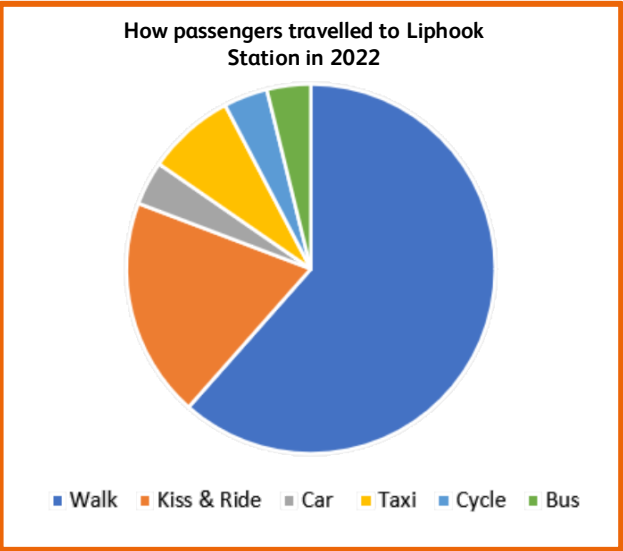
Key Interchange and Connectivity Facts

- Hampshire’s 13th busiest station
- 56 cycle parking spaces
- Nearest bus stop: station forecourt
- Bus frequency: 3 journeys a day, Monday, Wednesday and Friday only
- 70 car park spaces (2 of which are blue badge spaces)
- Kiss & Ride facility
- No EV charging points

*taken from ‘[Hampshire Station Interchange Plan](#)’, jointly produced by Hampshire County Council and SWR.

The station is categorised as step-free, since access to both platforms is via a footbridge, with stairs and lifts, that were installed during 2021. Tactile paving strips are provided along both platforms.

A Station Travel Plan (STP) survey was undertaken at Liphook station on a day during February 2022 to understand how passengers travel to the station.



Whilst only a small sample size of 28 was obtained it is worth noting that whilst all the modes are represented; walking is the most preferred mode with a significant level of access by Kiss & Ride, followed by Taxi.

The following interventions are suggested should Section 106 or Community Infrastructure Levy (CIL) funds become available.

Interventions					
Aims	Recommendation	Owner	Cost	Complexity	Impact
Walk	A1 Continue delivery of SWR’s Customer and Communities Improvement Fund project to improve pedestrian links from the station to Bohunt Secondary School	Rail / HCC	>£50k	M	H
	A4 Improve steps to Midhurst Road	Rail	<£50k	M	L
Bus	B1 Liaise with bus operators to explore the possibility of extending services from Bordon to serve Liphook Station, and improve integration with this service	Rail / HCC	>£50k	M	H
	B2 Work with bus operators to improve bus stop facilities and services calling at Liphook station	HCC	>£50k	M	H
	B3 Improve the bus stops at Sainsbury’s superstore (such as provision of Real Time Passenger Information) and signage between the bus stops and station, particularly if services are not extended to the station.	HCC	<£50k	M	H
Wayfinding	D1 Improve signage for cars, pedestrians and cyclists at the Station Road/Midhurst Road junction and Portsmouth Road/Station Road junction.	HCC	£10K-£50k	L	H
	D2 Work with local authorities to implement and promote LCWIP aspirations and place making projects including provision of additional signage to and from the station.	Rail / HCC	>£50k	M	H
	D3 Promote the Lipchis Way and Shipwright’s Way more at the station, to encourage more visitors to Liphook, including improved signage from the station to these routes	HCC	£10K-£50k	L	M
	D4 Improve signage from the station to the town centre and bus stops at Sainsbury’s	Rail	£10K-£50k	M	M
	D5 Relocate an Onward Travel Poster closer to the out of hours exit and provide new one in station forecourt	Rail	>£50k	L	M
Mobility	E1 Provide dropped kerb leading to station side entrance	Rail	<£10k	L	M

Rowlands Castle Station

Rowlands Castle station is within the East Hampshire District local authority area, in the south of the district.

The station is on the Portsmouth to London Waterloo railway line, the Portsmouth Direct Line. The large town of Waterlooville, which does not have a rail service and is not withing East Hampshire, is located around 4km due west of Rowlands Castle, but there is no direct road connecting the two, a diversion of 3km north-west via Horndean, which is in East Hampshire, being required.

Rowlands Castle station has two platforms; Platform 1 is served by trains towards London Waterloo and Platform 2 is served by trains towards Portsmouth.

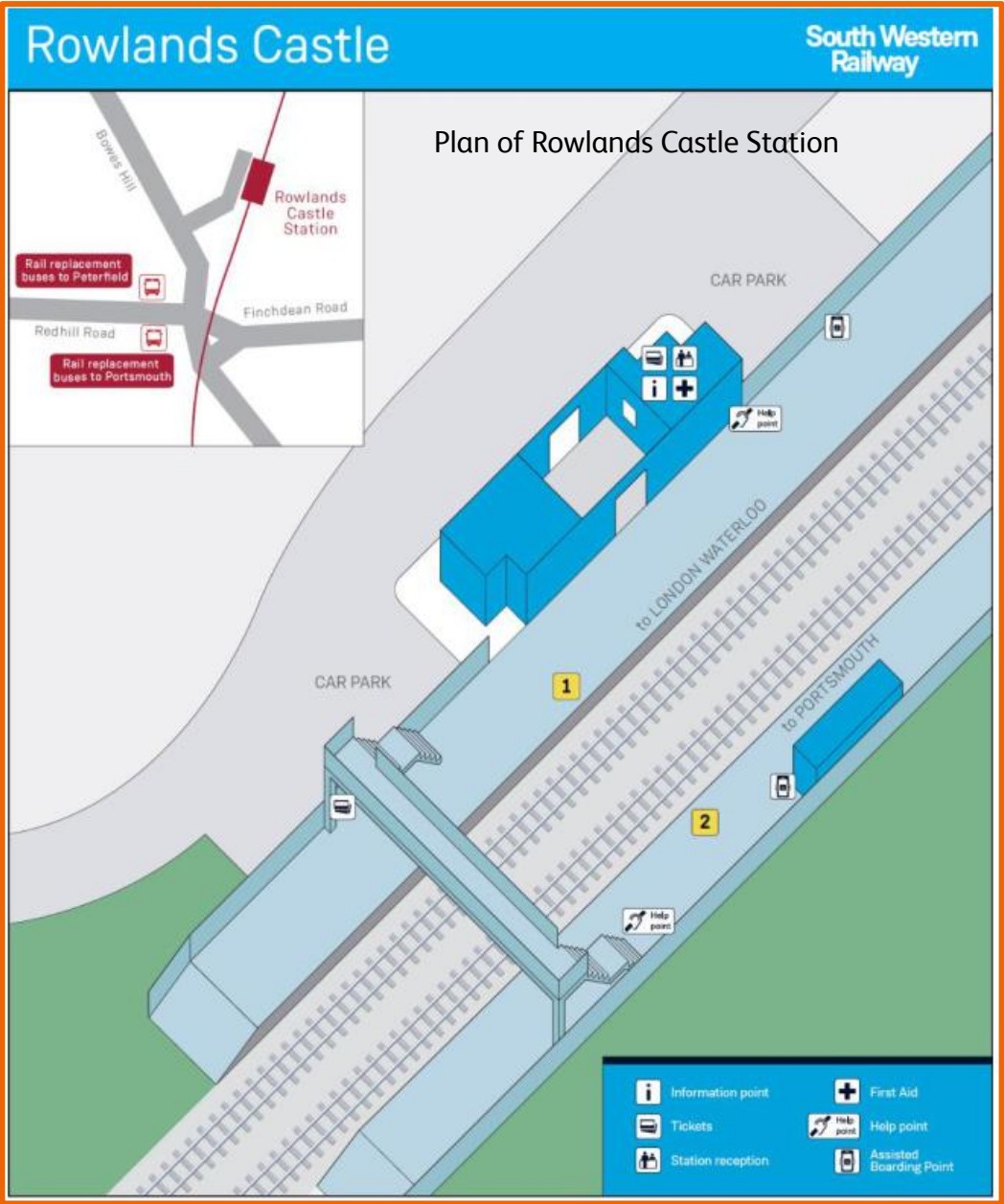
There is a station building, a small car park and a forecourt area accessed via an approach road that leads from Bowes Hill, on the west (Platform 1) side of the station. All station access is via the forecourt area on to Platform 1, either through the booking hall in the station building (when open) or through one of the side gates which are permanently open.

Access to Platform 2 is via a stepped footbridge from Platform 1; there is no independent access to this platform. There is an accessible entrance to the ticket office from Platform 1 but not from the station forecourt. The doors to the ticket office are not powered/electric. Tactile paving strips are provided along both platforms and at the foot of the station footbridge. Rowlands Castle station is a partially step-free station.

There are no automatic ticket gates at the station.

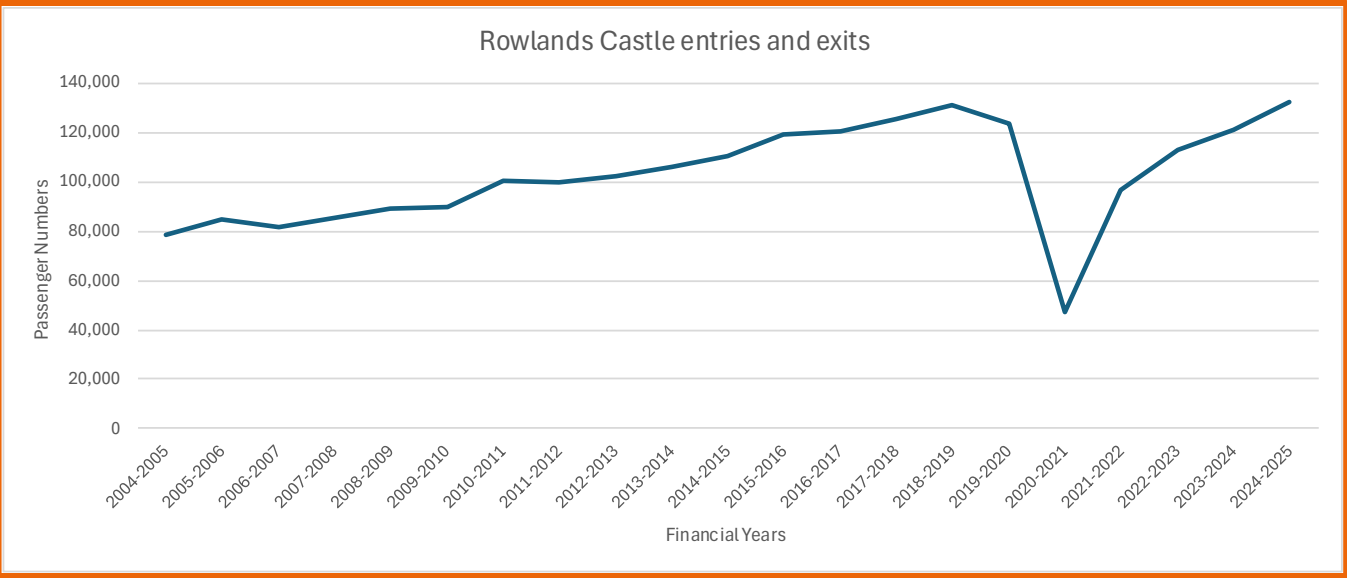
The ticket office is open as follows:

Monday to Friday	06:35 – 09:15
Saturday	Closed
Sunday	Closed



Rowlands Castle – passenger demand

The graph below , using ORR entry/exit data, clearly shows the impact of the Covid-19 pandemic and the subsequent recovery. Rowlands Castle has seen strong recovery after the pandemic, particularly for local journeys.



As described in the introduction to this station profile, page 5, Network Rail’s Economic Analysis team have used the DfT EDGE model to provide an estimate of the number of potential additional rail journeys that could be taken from Rowlands Castle station in the period to 2044.



Additional journeys = **18,849**

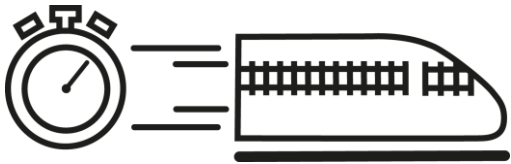
Rowlands Castle – journey times

The following table shows the shortest weekday journey times that are experienced by passengers travelling from Rowlands Castle station.

Key destination	Shortest Journey Time from Rowlands Castle
London Waterloo	1h 23m
Clapham Junction	1h 23m
Woking	0h 58m
Guildford	0h 48m
Petersfield	0h 10m
Liphook	0h 22m
Portsmouth Harbour	0h 27m

The topography through which the Portsmouth Direct Line passes means that there are steep gradients and winding curves, this can mean some journey times are relatively slow, particularly northward.

Some local journeys times are short and therefore offer a competitive service, such as to Petersfield.



Rowlands Castle – interchange and connectivity*

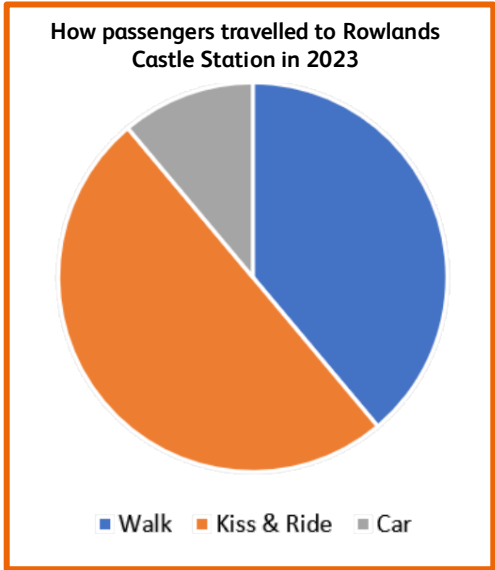


Key Interchange and Connectivity Facts

- Hampshire’s 35th busiest station
- 4 cycle parking spaces
- Nearest bus stop: 250m walk from station
- Most frequent bus service: Stagecoach 27, 4 journeys per day Mon-Fri
- 29 car park spaces (1 of which are blue badge spaces)
- No dedicated Kiss & Ride facility
- No EV charging points

*taken from ‘[Hampshire Station Interchange Plan](#)’, jointly produced by Hampshire County Council and SWR.

A Station Travel Plan (STP) survey was undertaken on a day during January 2023 to understand how people travel to Rowlands Castle station. There were 18 complete responses. This is not large enough to generate statistically significant results. However, it shows that Kiss & Ride was the most popular access mode, reflecting education as the main trip purpose, followed by walking and cars parked.



Of prime concern within the STP and Parish Council is the need to provide level access to Platform 2 and find suitable engineering and funding solutions in association with Network Rail, SWR and wider stakeholders.

The following interventions are suggested should Section 106 or Community Infrastructure Levy (CIL) funds become available.

Interventions					
Aims	Recommendation	Owner	Cost	Complexity	Impact
Walk	A1 Provide pedestrian signage between the station and village centre, as well as South Downs trails.	HCC	£10K-£50K	M	M
	A2 Improve pedestrian route on station approach road, with new crossing point at junction with Bowes Hill and a continuous pedestrian route through car park.	Rail / HCC	£10K-£50K	L	M
	A3 Improve pedestrian routes / footpaths around railway arches, south-east of the station.	HCC	>£50K	H	M
Cycle	H1 Find suitable engineering and funding solutions in association with Network Rail and wider stakeholders for accessible access to platform 2.	Rail/HCC	>£50K	H	H
	B1 Consider installing a new cycle storage rack at the station, with dedicated shelter, lighting and CCTV.	Rail	£10K-£50K	L	M
Bus	B2 Provide improved cycle signage / information at the station.	Rail	<£10K	L	L / M
	C1 Provide signage between station and bus stops (including for rail replacement).	Rail / HCC	<£10K	L	M
Car	D1 Consider provision of dedicated Kiss & Ride / short stay parking area and passenger waiting facilities.	Rail	£10K-£50K	M	H
	D2 Provide signage clearly identifying which spaces are for rail passengers.	Rail	<£10K	L / M	M
	D3 Reorientate station totem to increase visibility from the highway and provide additional highway signage to the station.	Rail	<£10K	L	M
	D4 Consider lighting and CCTV improvements in car park.	Rail	£10K-£50K	M	M
	D5 Provide a demarcated stop line at the junction of the station access road to improve sight lines in both directions.	HCC	£10K-£50K	M	M
Mobility	E1 Relocate and compliantly mark / sign new Blue Badge space(s).	Rail	£10K-£50K	L	L
	E2 Provide tactile strips at dropped kerb crossings in local roads (e.g. The Green), and a dropped kerb to access the station ticket office.	Rail / HCC	£10K-£50K	M	M

South Downs National Park Authority (within East Hampshire) Station Profiles



Petersfield Station

Petersfield station is within the East Hampshire District local authority area, in the east of the district, however, it is with the planning jurisdiction of the South Downs National Park Authority. The station is on the Portsmouth to London Waterloo railway line, the Portsmouth Direct Line. Petersfield is a town 12 miles north of Portsmouth.

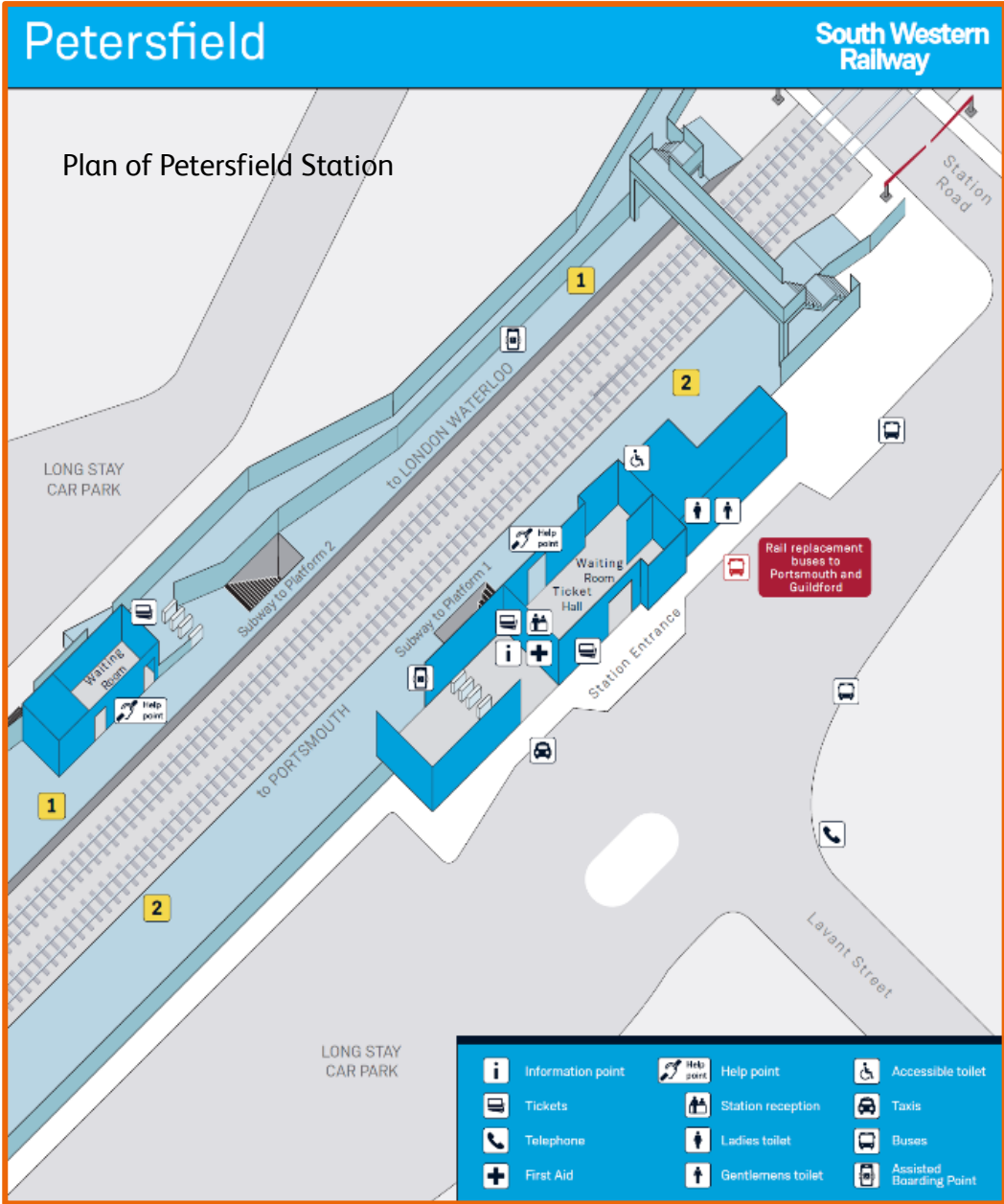
The station has two platforms. Platform 1 is served by trains towards London Waterloo, whilst Platform 2 is served by trains towards Portsmouth. The main station building and forecourt are located on the Platform 2 side of the station. The platforms are linked by a stepped subway. There are two car parks, one either side of the line.

There is also a level crossing at the London end of the station, on Station Road. This has a stepped footbridge enabling access across the railway when the crossing barriers are down for people with sufficient mobility. The footbridge does not provide access to the station.

Platform 1 this is accessed either via a pathway from the Station Road level crossing, or via a ramp from the long stay car park to the south-west off Frenchmans Road. Platform 2 is accessed from the forecourt via an entrance next to the station building. Both entrances have staffed automatic ticket gates, with no direct access from the booking hall to Platform 2 (the ticket gates being in a separate structure).

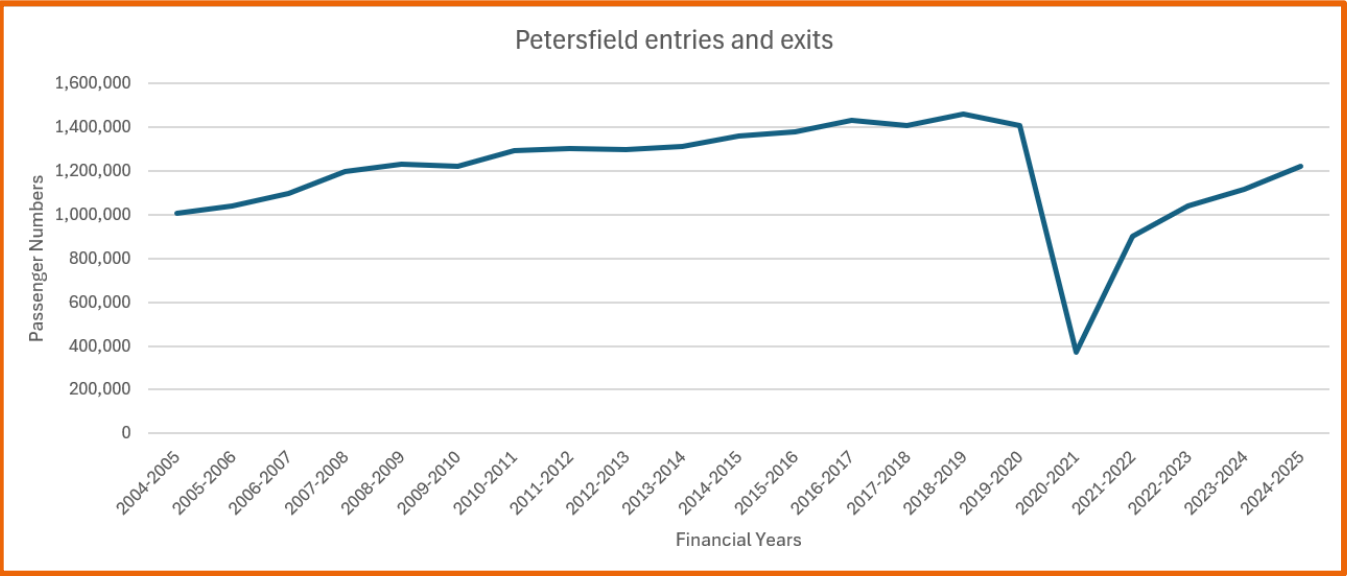
The ticket office is open as follows:

Monday to Friday	06:10 – 20:00
Saturday	06:10 – 20:00
Sunday	08:00 – 18:00

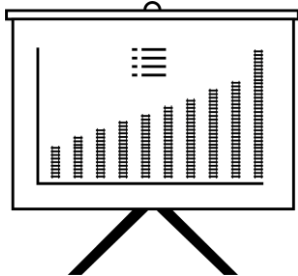


Petersfield – passenger demand

The graph below , using ORR entry/exit data, clearly shows the impact of the Covid-19 pandemic and the subsequent recovery. Although not reaching pre-pandemic levels, the mix of commuter, leisure and education demand may reflect the entries/exits figure of over 1.2 million passengers.



As described in the introduction to this station profile, page 5, Network Rail’s Economic Analysis team have used the DfT EDGE model to provide an estimate of the number of potential additional rail journeys that could be taken from Petersfield station in the period to 2044.



Additional journeys = **346,254**

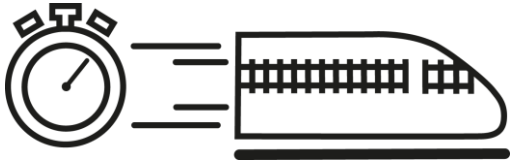
Petersfield – journey times

The following table shows the shortest weekday journey times that are experienced by passengers travelling from Petersfield station.

Key destination	Shortest Journey Time from Petersfield
London Waterloo	1h 03m
Clapham Junction	1h 02m
Woking	0h 38m
Guildford	0h 29m
Liphook	0h 11m
Rowlands Castle	0h 06m
Portsmouth Harbour	0h 30m

Journey times to London are just over an hour but journeys to regional centres such as Guildford, Woking and Portsmouth are relatively competitive.

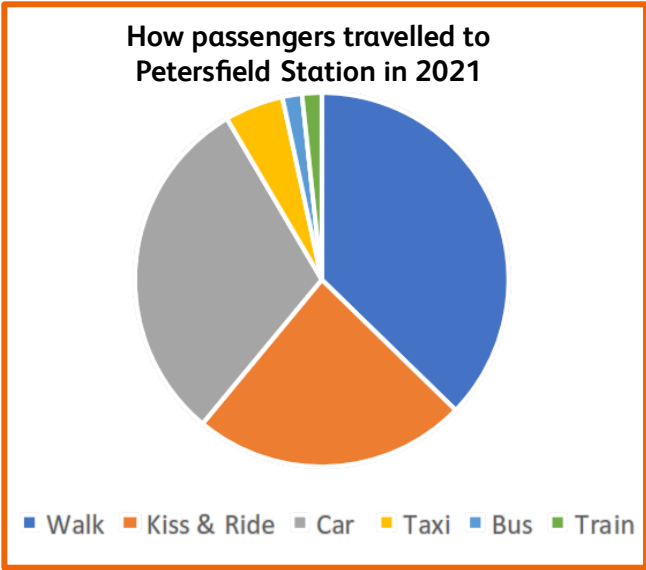
Some local journeys times are short and therefore offer a competitive service, such as to Rowlands Castle or Liphook.



Petersfield – interchange and connectivity*



A Station Travel Plan (STP) survey was undertaken on a day during 6 December 2021 to understand how people travel to Petersfield station. There were 60 complete responses. This is a sufficient sample size to gain some useful information, but is not large enough to generate statistically significant results.



The data suggests that there is a high level of car use, either by parking in one of the two car parks or through kiss & ride, approximately a third of passengers walked to the station. Owing to the infrequency of buses during early and late times of the day, access by bus is very low.

The following interventions are suggested should Section 106 or Community Infrastructure Levy (CIL) funds become available.

Interventions					
Aims	Recommendation	Owner	Cost	Complexity	Impact
Walk/Cycle	A1 Create a more even surface on the level crossing.	Rail / HCC	>£50k	H	H
	A2 Work with local authorities to implement and promote LCWIP aspirations for a Town Centre Spine and place making projects.	HCC	>£50k	M	H
Bus	B1 Explore potential for improved bus frequency and early / late coverage.	HCC	>£50k	H	M
	B2 Clean, refurbish and repair bus shelters in station forecourt.	Rail / HCC	>£50k	L	M
	B3 Fill or remove the bus information poster frame near platform 1 exit.	Rail	<£10k	L	M
Car	C1 Widen and refurbish platform 2 car park entrance and improve signage.	Rail	>£50k	H	H
	C2 Provide a more formalised Kiss & Ride / taxi area with shelter and new signing facility in platform 1 car park.	Rail	>£50k	H	H
Wayfinding	D1 Install additional wayfinding signage and platform/destination information within platform entrance buildings.	Rail	<£10k	L	M
	D2 Re-site platform 2 'Way Out' sign.	Rail	<£10k	L	M
	D3 Improve signage to cycle storage.	Rail	<£10k	L	M
	D4 Reposition the Onward Travel Poster in the station forecourt.	Rail	<£10k	L	M
	D5 Provide additional Petersfield Town Centre map near platform 1 exit.	Rail / HCC	<£10k	L	M
Multi mode	H1 Develop proposals and secure funding for the complete redesign of the station forecourt for pedestrians, cyclists, buses and cars.	Rail / HCC	<£3m	H	H
Mobility	E1 Revise accessible parking bay markings to ensure layout compliance	Rail	£10K-£50k	M	M
	E2 Reassess and re-contour the gradients of the pedestrian ramps to platform 1 from the Rail car park and from Station Road.	Rail	>£50k	H	M

Key Interchange and Connectivity Facts

- Hampshire’s 10th busiest station
- 154 cycle parking spaces
- Nearest bus stop: station forecourt
- Most frequent bus service: Stagecoach 37, every 60 mins Mon-Fri, 90 mins Sat
- 294 car parking spaces (of which 9 are blue badge)
- Kiss & Ride facility on station forecourt (2 spaces)
- No EV charging points

*taken from ‘[Hampshire Station Interchange Plan](#)’, jointly produced by Hampshire County Council and SWR.

Liss Station

Liss station is within the East Hampshire District local authority area, in the east of the district, however, it is within the planning jurisdiction of the South Downs National Park Authority. The station is on the Portsmouth to London Waterloo railway line, the Portsmouth Direct Line. Liss is a village approximately three miles north of Petersfield on the West Sussex border, adjacent to the A3. The station is located just outside the centre of the village, which consists of residential properties, small businesses, primary schools and local shops.

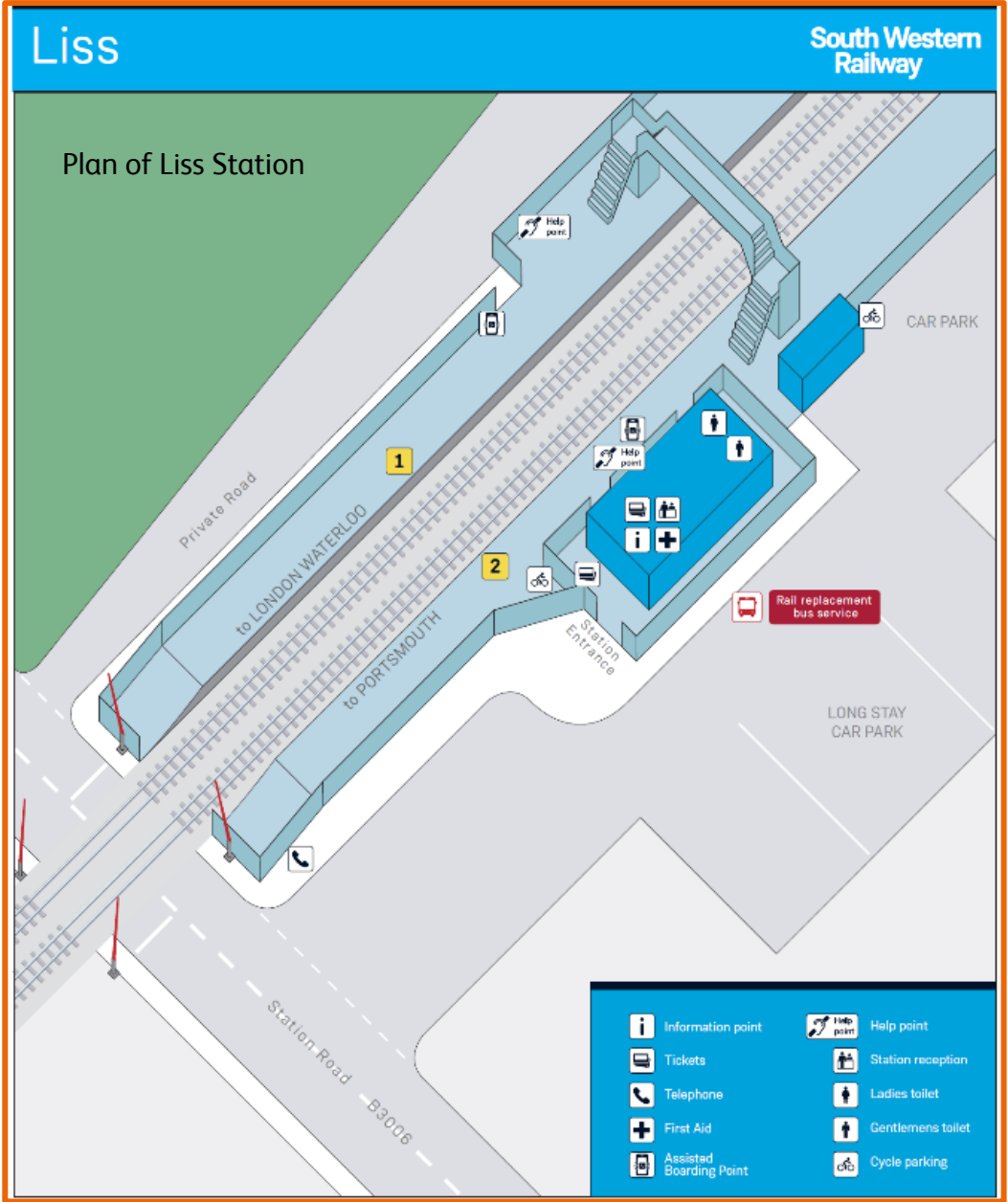
There are two platforms at the station: Platform 1, to the north, is served by trains towards London Waterloo, whilst Platform 2, to the south, is served by trains towards Portsmouth. The main station building and forecourt/ car park are located on the south side, adjacent to Platform 2.

There are separate entrances to each platform, Platform 1 being from a small access road along the north side of the station serving adjacent industrial premises, and Platform 2 from the station forecourt/ car park. Both entrances are accessed from Station Road, where the railway crosses the road with a full barrier level crossing.

Step-free access to Platform 1 is via a ramp and access to Platform 2 is via the Booking Hall or via a side gate. Transfer between platforms is either via station footbridge (stepped only) or via the full-barrier level crossing on Station Road.

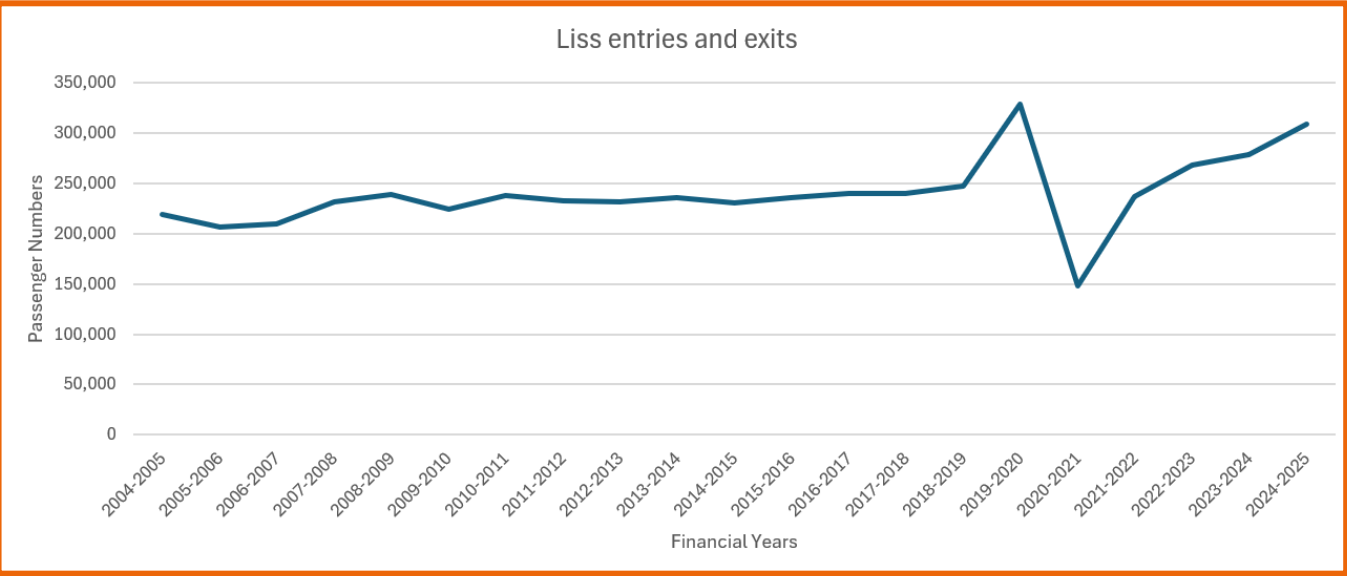
The ticket office is open as follows:

Monday to Friday	06:20 – 12:10
Saturday	08:00 – 12:00
Sunday	Closed



Liss – passenger demand

The graph below , using ORR entry/exit data, clearly shows the impact of the Covid-19 pandemic and the subsequent recovery. Liss has seen strong recovery after the pandemic but has not reached pre-pandemic passenger numbers.



As described in the introduction to this station profile, page 5, Network Rail’s Economic Analysis team have used the DfT EDGE model to provide an estimate of the number of potential additional rail journeys that could be taken from Liss station in the period to 2044.



Additional journeys = **46,718**

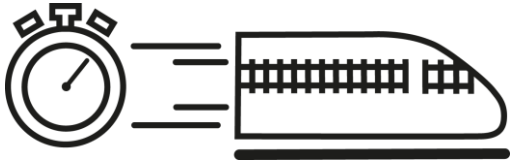
Liss – journey times

The following table shows the shortest weekday journey times that are experienced by passengers travelling from Liss station.

Key destination	Shortest Journey Time from Liss
London Waterloo	1h 07m
Clapham Junction	1h 03m
Woking	0h 41m
Guildford	0h 31m
Petersfield	0h 05m
Liphook	0h 06m
Portsmouth Harbour	0h 41m

Journey times to London are over an hour but journeys to regional centres such as Guildford and Portsmouth are relatively competitive.

Some local journeys times are short and therefore offer a competitive service, such as to Petersfield.



Liss – interchange and connectivity*

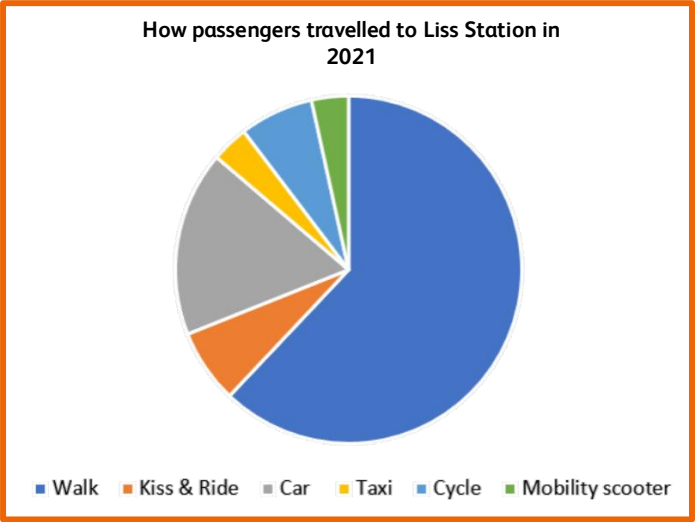


Key Interchange and Connectivity Facts

- Hampshire’s 24th busiest station
- 44 cycle parking spaces
- Nearest bus stop: 190m walk from station
- Most frequent bus service: Stagecoach 38, 5 journeys per day Mon-Fri (plus additional school services and school holiday services)
- 55 car parking spaces (of which 1 is blue badge)
- Kiss & Ride facility on station forecourt
- No EV charging points

*taken from ‘[Hampshire Station Interchange Plan](#)’, jointly produced by Hampshire County Council and SWR.

A Station Travel Plan (STP) survey was undertaken on a day during 15 December 2021 to understand how people travel to Liss station. There were 29 complete responses. This is not large enough to generate statistically significant results. However, the data suggests that walking is a key access mode.



Walking access to Platform 2 is along a continuous pavement from Station Road to the ticket office that can be accessed via steps or a ramp. When the ticket office is closed there is a very narrow pavement around the station building which lacks a dropped kerb at its northern end. Access to Platform 1 is along an access road on the west side of the station linking to Station Road. There is no pavement along this access road.

The following interventions are suggested should Section 106 or Community Infrastructure Levy (CIL) funds become available.

Interventions					
Aims	Recommendation	Owner	Cost	Complexity	Impact
Walk	A1 Install tactile-paved dropped kerb crossings where required on nearby roads, including on all arms of Station Road/Limes Close/Mill Road/Hill Brow Road roundabout.	HCC	£10K-£50K	M	M
	A2 Improve pavement around station building, car park surface and crossing points from the car park to the station building, including adding additional dropped kerbs.	Rail	£10K-£50K	M	M
	A3 Improve pedestrian crossings in forecourt.	Rail	£10K-£50K	L / M	L / M
	A4 Provide marked walkway from Station Road to platform 1 entrance ramp in negotiation with East Hampshire District Council and Industrial Unit tenants.	Rail / HCC	<£10K	M	L
Cycle	B1 Work with local authorities to implement and promote LCWP aspirations for a Town Centre Spine and place making projects	HCC	>£50K	M	H
	B2 Provide additional cycle route signage to and from the station from further afield.	Rail / HCC	<£10K	L / M	M
	B3 Review cycle lockers with a view to promotion or removal.	Rail	<£10K	L / M	L
Car	C1 Provide new seating on forecourt side of level crossing.	Rail	<£10K	L	H
	C2 Consider improved traffic management of Station Road when level crossing is down	HCC	>£50K	H	H
	C3 Consider provision of a Kiss and Ride facility adjacent to platform 1.	Rail / HCC	>£50K	H	H
Mobility	D1 Re-mark Blue Badge parking space with compliant layout and provide signage.	Rail	<£10K	L	L
Wayfinding	E1 Improve signage around the station, particularly of both entrances / exits.	Rail	<£10K	L	M
	E2 Provide pedestrian signage from the station to the village centre, bus stops and taxi office	Rail / HCC	<£10K	L	L / M
	E3 Provide additional vehicular traffic signs to the station where required.	HCC	£10K-£50K	L	L
	E4 Install a new Onward Travel Poster in the station forecourt.	Rail	>£50K	L	M
Station Facilities	F1 Provide ticket vending machine on platform 1 to avoid need to cross via bridge / level crossing to purchase tickets.	Rail	£10K-£50K	M	H
Taxi	H1 Provide signs to taxi office located on Station Road.	Rail	<£10K	L	L