



INFRASTRUCTURE BACKGROUND PAPER

FOR THE PURPOSES OF LOCAL PLAN REGULATION 18
CONSULTATION, NOVEMBER 2022 - JANUARY 2023



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EAST HAMPSHIRE LOCAL PLAN 2021-2040

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1. Infrastructure – what does it mean?

- 1.1 Development needs to be supported by the facilities and physical and natural structures that enable day to day life.

What do we mean by 'infrastructure'?

The term covers a wide range of services and facilities, from those we use every day to others we use more occasionally. It includes things like:

- Public transport – buses, trains and bike hire schemes.
- Footpaths and cycle routes.
- Roads.
- Water (both drinking and waste).
- Internet and telephone connections.
- Energy supplies.
- Sports facilities – both indoor and outdoor.
- Health services – such as GPs and hospitals.
- Green spaces – parks, country parks and more informal areas of open space.
- Community facilities, including places of worship.
- Schools.

Whilst we don't directly provide much of this infrastructure, it is important that when planning for our area we work with the relevant providers to ensure these services and facilities are provided at the right time and in the right place. New infrastructure should be planned so that it brings benefits to existing as well as new residents and employers.

2. Content of this background paper

- 2.1 For the purposes of the Local Plan, evidence base studies consider existing infrastructure, and what additional infrastructure is needed to support proposed development.
- 2.2 The evidence base prepared to date is available to view at www.easthants.gov.uk/evidence-base and includes detailed studies about infrastructure, including Community Facilities Study and Open Space Sport and Recreation.
- 2.3 It is not the purpose of this background paper to summarise available studies. This paper sets the context for references to infrastructure in the Local Plan Reg. 18 consultation (November 2022 – January 2023) and focusses on topics for which there are updates since the [Interim Infrastructure Plan](#) was prepared to support the Local Plan consultation in 2019. Much of the factual information about roles and

responsibilities, e.g., in relation to water and energy, remains the same, and is available from that document.

3. How does development pay towards infrastructure?

- 3.1 The main source of funding for local infrastructure improvements is from housing development.
- 3.2 The funding is collected through the [Community Infrastructure Levy](#) (CIL), a tariff that development pays towards mitigating the impacts of development on infrastructure. Some of the money paid is passed to Parish and Town Councils, to spend locally on infrastructure projects. This is called the Neighbourhood Portion CIL.
- 3.3 Commitments to infrastructure provision are also made through Section 106 agreements, that tie specific infrastructure improvements to a development, and Section 278 Agreements (S278) which are legal agreements that can fund infrastructure. These are legally binding agreements made under the Highways Act 1990 between Local Highway Authorities and Developers.
- 3.4 There are limited other sources of funding.
- 3.5 The monitoring of monies collected and allocated is reported in the [Infrastructure Funding Statement 2022](#).

4. The role of the Local Plan

- 4.1 The Infrastructure Plan supporting the Local Plan will identify key infrastructure that is needed to support the growth planned from 2021 to 2040. For projects, it will set out the infrastructure provider and how it is to be funded. Some infrastructure may be specifically tied to allocated development sites.
- 4.2 The Infrastructure Plan will draw on evidence provided in the suite of evidence base studies supporting the Local Plan.
- 4.3 The Local Plan and CIL funds cannot solve current deficits in infrastructure, or fund maintenance.
- 4.4 The Local Plan will:
 - Identify infrastructure provision and improvements that are needed to support growth
 - Allocate key infrastructure sites, to support future extensions and changes, and safeguard uses
 - Include policies on infrastructure, and the level of provision required, e.g. how much open space per dwelling
 - Include infrastructure in site allocation policies, to ensure sites that require on site specific infrastructure is written into policy.
- 4.5 The CIL will be updated following adoption of the Local Plan.

5. Further information on specific types of infrastructure

- 5.1 There are many types of infrastructure. For the purposes of supporting this early stage Local Plan (Reg.18) consultation, this background paper expands on three types of important infrastructure, to provide further context. They are health, transport and education.

6. Health

- 6.1 Provision of health facilities in East Hampshire is documented in the [Community Facilities Study \(2022\)](#). The study identifies distribution, local provision and deficits.
- 6.2 Health is considered a priority for the Council, supported by the Council's [Welfare and Wellbeing Strategy 2020-24](#).
- 6.3 Primary care services provide the first point of contact in the healthcare system, acting as the 'front door' of the NHS. Primary care includes general practice, community pharmacy, dental, and optometry (eye health) services.
- 6.4 The Local Plan can support primary health care infrastructure improvements by;
- Identifying locations that are key strategic health infrastructure, such as primary care and local hospital services located in Alton and Four Marks, and ensure the Local Plan supports their needs and ambitions
 - Allocating key health infrastructure that has intentions to extend, to provide in principle certainty for the provider
 - Continuing to work closely with the Hampshire and Isle of Wight Integrated Care System (ICS) and individual GP Practices to encourage submission of CIL bids, so money from new development is used to support improvements to health infrastructure.
- 6.5 GP practices are becoming multi practitioner health hubs, with a variety of professionals meeting clinical needs from one building, requiring a flexible use of space, greater floor space within existing buildings and more modern IT equipment. Patients do not always need to see a GP first, and clinical needs can be met by many other professionals working from the same space. Significant national funding has been provided to Primary Care Networks (PCN) across the country for other clinical skills, to enable greater provision of proactive, personalised, coordinated and more integrated health and social care for people close to home.
- 6.6 In recognition of this, Hampshire and Isle of Wight ICS is carrying out an exercise to fully understand existing stock of buildings, the flow of how the building operates, its condition and future needs. The outputs of this exercise will be relevant to the Local Plan.
- 6.7 Whilst national funding has been provided to contribute to resourcing skills, recruitment of people requires new or reconfigured floor space in the community. The reasons for this are;

- Growth from new homes therefore a larger community whose needs are to be met
 - Work force growth (as described)
 - Providing more services closer to home, where appropriate
 - The concept of a one stop shop with voluntary, health and community located together, moving towards community and health hubs
- 6.8 In 2022, £80,000 approx. of East Hampshire District Council CIL funding was allocated to health infrastructure projects, for reconfiguration of floor space and IT equipment.
- 6.9 Increases in populations add additional people to GP practices lists. It is very rare that a GP practice cannot accommodate new residents due to having a closed list. No GP practices in East Hampshire currently have closed lists or are anticipated to at present.
- 6.10 Bentley GP Practice closed in 2022, with the majority of patients being redistributed to practices in Alton and Four Marks. A new purpose built GP Practice is available in Horndean, relocated from a previous site. A new health hub is planned in Whitehill and Bordon to respond to needs from new housing in the area. The Local Plan will continue to consider health requirements and liaise with the ICS with regards to a final proposed housing number and spatial strategy.
- 6.11 As seen in many places outside the District, there is a significant lack of NHS dentist provision in East Hampshire, particularly in Four Marks and Medstead, Liphook and Clanfield. The southern parishes particularly lack dentist provision, with one single dentist in Clanfield which is private.
- 6.12 Generally, it is not always viable for dentists to provide NHS services exclusively, with most also offering private services.
- 6.13 A dentist facility providing all or some NHS provision would be entitled to apply for CIL funding, if it enabled a greater intake of NHS patients. The Council will encourage such bids for future CIL funding.

7. Transport and movement

- 7.1 Transport is more than roads, traffic jams and trains. It includes connectivity and sustainability and relates not to just to how we transport ourselves, but how services and goods are transported too.
- 7.2 Highways
- 7.3 The Highways Authority in East Hampshire is Hampshire County Council. The Council works closely with the County Council whilst preparing the Local Plan.
- 7.4 Hampshire County Council has a statutory requirement to have a Local Transport Plan (LTP) which sets out its vision for future transport and travel infrastructure. LTP4 is being prepared to respond to today's challenges and opportunities and proposes transformational changes:
- shift away from planning for vehicles, towards planning for people and places

- meet national priorities to decarbonise the transport system
 - reduce reliance on private car travel
 - support sustainable economic development and regeneration; and promote active lifestyles.
- 7.5 This is a change in transport planning and how it informs decision-making in the general planning process. The former approach of “predict and provide”: where future travel demand is predicted and the appropriate transport supply was provided; has been superseded by the “decide and provide” approach that decides on what the preferred future scenario is and resources to achieve this future are identified and provided. The shift away from the traditional demand – supply form of transport planning is related to the amount of uncertainty in being able to predict the future of travel, due to increasing technologies and the dramatic change in travel trends caused by Covid-19. Consequently the “decide and provide” form of transport planning is highly influential in planning for future communities and underpins accessibility as well as being fundamental to achieve the national target of net zero carbon emissions by 2050. Thus, transport and accessibility considerations becoming an underpinning component for how we consider sites and the spatial strategy in our Local Plan.
- 7.6 In accordance with Hampshire County Council’s LTP4, the Local Plan will place a much greater emphasis on the location of potential development sites to ensure that future communities are planned for in the most sustainable manner. Initial consideration towards the regular needs of residents allows planning decisions to incorporate the greatest opportunities to increase accessibility and connectivity to local community facilities and employment.
- 7.7 A reduction in daily travel distances will contribute to reducing the need to travel by car and instead allow greater opportunities for alternative transport modes to be utilised. As such sustainable locations of development will in turn greatly contribute towards tackling the climate emergency by reducing vehicle emissions and increasing travel by public transport and active travel (walking and cycling).
- 7.8 It is recognised that East Hampshire is rural in nature. Subsequently, increased connectivity and a reduction in car use will not always be possible where cycling and walking distances become too large. One way of taking this into consideration is by making decisions about where to put new development in accordance with a new settlement hierarchy that places a great emphasis on accessibility via realistic walking and cycling distances (up to 1,200m), such as by use of the 20-minute neighbourhood concept. The 20-minute neighbourhood is about focusing on creating short travel distances that people can actively travel by walking or cycling from their home to daily required facilities i.e. education, employment, healthcare and shopping (Town & Country Planning Association, March 2021).
- 7.9 Use of a new settlement hierarchy and principles of the 20-minute neighbourhood would show the areas of the district that are most sustainable and that will have the greatest opportunity for reducing car usage but increasing the propensity to change to travelling by cycling and walking.
- 7.10 It would highlight where improvements to transport infrastructure, particularly public transport and active travel routes and associated facilities, are required to ensure a

more connected district, that is less car dependent, is planned for. Any such transport mitigation can be secured via site specific policies in the emerging Local Plan.

7.11 The Local Plan intends to support transport improvements by:

- Prioritising the allocation of development in the most sustainable and accessible locations to enhance the connectivity for residents of the district
- Reduce the dependency of private car use, where possible in the rural nature of the district, by enhancing the provision and advocating the use of public transport and active travel facilities
- Identifying locations where strategic transport infrastructure improvements are needed to support growth, and setting out in the Infrastructure Plan how they can be delivered
- Continue to work closely with Hampshire County Council to encourage submission of CIL bids, so money from new development is used to support improvements to transport infrastructure, and to assist in the spending of unspent S106 monies.

7.12 To date, only a small amount of CIL money has been allocated to transport related projects – purely because the Council has not received many bids for this type of infrastructure project since opening bidding in 2021. £427,371 of CIL was however allocated to the Alton Station Forecourt project in 2022. The project aims to improve the station as one of the main entry points into the town and national park and support active travel.

7.13 Railway

7.14 Within East Hampshire there are six railway stations, of which 4 are within East Hampshire planning authority area (Alton, Bentley, Liphook and Rowlands Castle), and 2 are in the South Downs National Park Authority (Liss and Petersfield).

7.15 The Council is working closely with Network Rail for the Local Plan, and in consideration of future CIL bids.

7.16 Network Rail has prepared a detailed assessment of the current state of the railways in East Hampshire (including the South Downs National Park area), which is presented in Appendix A. This provides useful evidence base for the Local Plan and future CIL bids.

8. Education

8.1 The Education Authority in East Hampshire is Hampshire County Council. We work closely with the County Council as we prepare the Local Plan.

8.2 Hampshire County Council has a statutory duty to ensure a sufficiency of school places for Hampshire children, this includes:

- Ensuring sufficient childcare options are available to meet the Early Years free entitlement as far as reasonably practicable.

- Ensuring sufficient maintained school provision is available to meet the needs of all Hampshire children aged up to 16.
- Ensuring sufficient post-16 provision is available for all Hampshire children.
- Giving priority at all ages to meet the needs of children with special educational needs and disability (SEND), learning difficulties and/or disabilities up to 19 (in some cases 25).
- Supporting all maintained nurseries, schools, and Post-16 provision to function as high-quality, viable and financially efficient services and, to ensure fair access to educational opportunity and promote diversity and parental choice.
- Ensure fair access to educational opportunity and promote diversity and parental choice.

8.3 The size and diversity of Hampshire creates a number of challenges in meeting the demand for additional school places. The main principle of current and future provision is that the County Council will look to provide local schools for local children. The Hampshire School Places Plan provides the basis for school capacity planning across the County.

8.4 The planning and provision of additional school places is an increasingly complex task with regard to growing populations, inward migration, and new housing developments. Individual schools, subject to status, now have greater autonomy regarding admission numbers and decisions surrounding school expansions, adding further complexity to the role the County Council must undertake.

8.5 As we consider the spatial strategy for East Hampshire, we look to the evidence base in consideration of where school provision is within our district, to work towards providing new homes where there is sufficient provision or opportunities for provision. It may be that in the future new homes are needed to support the longevity of schools, particularly infant and primary schools. Not all schools are at capacity, and in the future, some additional family housing close to schools may preserve their longevity.

9. Summary

9.1 CIL is the main provider of funding for local infrastructure in East Hampshire. The Council needs to work closely with other neighbouring councils and local Town and Parish Councils to identify strategic infrastructure needs and use available funding to resource key infrastructure that will support growth. It is vital that joint working takes place to ensure CIL money from all sources is best directed to key strategic projects.

9.2 There are many other forms of infrastructure considered and planned for through the Local Plan process. This document has focussed on health, transport and education. These are of known particularly importance to residents (based on consultation responses to date). All forms of infrastructure will be considered through the Local Plan process, and in the Infrastructure Plan.

Appendix A – Network Rail

This information has been prepared by Network Rail, working with the Council to assist in the preparation of the Local Plan. Note, this information covers the whole District, and as such includes Petersfield and Liss.

Railways Today

The railway, like most industries, has experienced a tumultuous few years enduring the impact of the coronavirus pandemic. Fuelled by government-mandated lockdowns and widespread fear of public transport and the perceived increase in covid transmission in these settings, ridership plummeted to as low as 4% during the initial lockdown. The rail industry has had to work tirelessly to overcome this perception and bring back passengers to the levels seen pre-pandemic. As of today, levels of ridership on UK trains have peaked at around 90% of pre-covid levels, out-performing it's European counterparts (approximately 75%) proving that so far, the campaign to bring back rail has been largely successful. The returning travel has comprised of significantly more leisure travel, with commuter travel slowly on the increase too as employees return to the office in an albeit reduced frequency.

Another significant development to the railways occurred during the “pandemic years”. This was the release of the Williams-Shapps Plan for Rail setting out its proposals for reform and restructuring of the British rail industry. Outcomes of the report include the formation of “Great British Railways” or “GBR”. GBR will absorb Network Rail and work to amalgamate many of the railways existing functions, from owning the infrastructure, receiving fare revenue and running and planning the network, setting fares and timetables. The report and subsequent overhaul look to address concerns the current system is not fit-for-purpose by embracing closer collaboration between moving parts, increasing efficiency, and bringing better value for money for customers and taxpayers.

At a route level, the focus for the railways has shifted. Within Wessex, it is no longer so much about ferrying masses of commuters into London from various hubs across the route, but more about looking at how connectivity within the area can be achieved. This strategy hopes to address the desire for greater availability of sustainable, reliable transport between localities within Wessex, capitalising on lower demand for services into Waterloo and increased leisure travel.

A key theme for Network Rail and the Government as a whole is that of decarbonisation and greener, more sustainable travel. Decarbonisation aims to create a net-zero rail network by 2050 by introducing a number of plans to reduce the railways impact on the planet. To achieve this ambitious target, the rail industry hopes to remove all diesel-only trains from the network by 2040, deliver cost-efficient electrification programmes, fund and develop new environmentally responsible technology and work to improve accessibility to the railway as a means of sustainable travel.

East Hampshire's Railway Provision

The District Council of East Hampshire features the stations of Alton, Bentley, Liss, Liphook and Rowlands Castle. The Council's busiest station is Petersfield. After Petersfield it is then Alton, narrowly followed by Liphook with Liss at half that number and Bentley and Rowlands Castle hovering around 130,000 entries and exits.

The effects of coronavirus on the railway saw dramatic decreases in entries and exits throughout stations in East Hampshire District. Alton and Bentley in particular suffered

heavily seeing reductions in entries and exits in excess of 80-84%. Liss and Liphook experienced the smallest reductions, however these too were still significant, measuring 55 and 55.2% respectively.

Station	Entries and Exits (2019/20)	Entries and Exits (2020/21)	% Decrease in Entries and Exits
Alton	679,324	133,396	80.3%
Bentley	132,018	20,640	84.3%
Liss	328,618	147,816	55%
Liphook	633,798	283,436	55.2%
Rowlands Castle	123,718	47,426	61.7%
Petersfield	1,405,648	371,200	73.6%

Figure 1: Table to show entries and exits of East Hampshire district council stations

Two lines operate within the boundaries of East Hampshire District. The Alton branch of the South West Main line includes the stations of Alton and Bentley and is operated by South Western Railway. The Alton line is electrified with 750V AC third rail and provides two trains per hour to London Waterloo. The Portsmouth Direct comprises of Liss, Liphook, Rowlands Castle and Petersfield. A variety of stopping and fast services operate up the Portsmouth Direct main line and into London Waterloo, the table below demonstrates how each station is served along this route.

Station	Hourly services to London Waterloo (Peak)	Hourly services to London Waterloo (Off-peak)
Alton	2	2
Bentley	2	2
Liss	2	1
Liphook	2	1
Rowlands Castle	1	1
Petersfield	4	2

Figure 2: Table to show peak and off-peak services to London Waterloo

Services within the District show mixed levels of connectivity. The table below displays the fastest journey times between stations excluding waiting times. In some cases, journey times are fast and require no changes, however in other cases journeys can take as much as 76 minutes of travel time, and this is without considering waiting times or possible delays.

Direct service = GREEN Change required = ORANGE						
	Alton	Bentley	Liss	Liphook	Rowlands Castle	Petersfield
Alton		6 mins	76 mins	69 mins	77 mins	73 mins
Bentley	6 mins		69 mins	62 mins	70 mins	68 mins
Liss	76 mins	69 mins		7 mins	15 mins	5 mins
Liphook	69 mins	62 mins	7 mins		21 mins	11 mins
Rowlands Castle	77 mins	70 mins	15 mins	21 mins		10 mins
Petersfield	73 mins	68 mins	5 mins	11 mins	10 mins	

Figure 3: Table to show journey times (excl. waiting) between stations within East Hampshire district

From	To	Journey Time (Train)	Journey Time (Car)	Cost (Train)	Cost (Car)
Alton	Bentley	6 mins	12 mins	£4.00	£1.28
Alton	Liss	76 mins	23 mins	£20.30	£2.13
Alton	Liphook	69 mins	24 mins	£10.00	£2.47
Alton	Rowlands Castle	77 mins	36 mins	£8.30	£5.03
Alton	Petersfield	73 mins	25 mins	£20.30	£3.07
TOTAL		301 mins	120 mins	£62.90	£13.98

Table 1: Comparing train journey time vs car journey time, and train cost (cheapest single fare) vs fuel cost (40mpg at 188p per litre unleaded) of Alton to various destinations within East Hampshire

The above table shows just how difficult both financially and efficiency-wise it can be to travel by train within East Hampshire, especially when having to make changes to reach a destination. Travelling by car for these journeys is 78% cheaper and 60% faster in total representing a significant advantage for personal vehicle usage and a large roadblock to be overcome in pursuit of higher uptakes of green travel methods. Currently, none of the journeys are cheaper by train and only one is quicker (Alton to Bentley). The data shows that significant work is still to be done to make rail a considerably more attractive option for residents travelling within the area.

From	To	Journey Time (Train)	Journey Time (Car)	Cost (Train)	Cost (Car)
Rowlands Castle	Alton	77 mins	36 mins	£8.30	£5.03
Rowlands Castle	Bentley	70 mins	39 mins	£8.30	£5.47
Rowlands Castle	Liss	15 mins	22 mins	£7.00	£3.08
Rowlands Castle	Liphook	21 mins	29 mins	£6.00	£4.27
Rowlands Castle	Petersfield	10 mins	18 mins	£4.00	£2.31
TOTAL		193 mins	144 mins	£33.60	£20.16

Table 2: Comparing train journey time vs car journey time, and train cost (cheapest single fare) vs fuel cost (40mpg at 188p per litre unleaded) of Rowlands Castle to various destinations within East Hampshire

When undergoing the same cost/journey-time analysis from Rowlands Castle, a Portsmouth Direct line station, the competitiveness of rail is much greater. Travel by car from Rowlands Castle to destinations within East Hampshire is 40% cheaper and 25% faster than train. This is significantly lower than the 78% cheaper and 60% faster figures for car use versus train use from Alton. This data proves connectivity within East Hampshire using rail is somewhat feasible in comparison to personal vehicle use, however, it is largely dependent on the origin and destination to determine to what extent you are paying more money and (in most cases) spending more time travelling. The data also demonstrates how much more expensive and time consuming it is to travel around East Hampshire if your origin station is Alton compared to Rowlands Castle. Alton station users will spend almost double (1.87x) on train tickets and 24 extra minutes in journey time travelling to the stations of East Hampshire.

Freight within East Hampshire is minimal with no services running on the Portsmouth direct line. Freight trains previously ran on the Alton Line serving Holybourne Oil Terminal transporting oil to the Fawley refinery. There are opportunities for freight to return in the future as Holybourne remains connected to the network.

East Hampshire Railway Stations

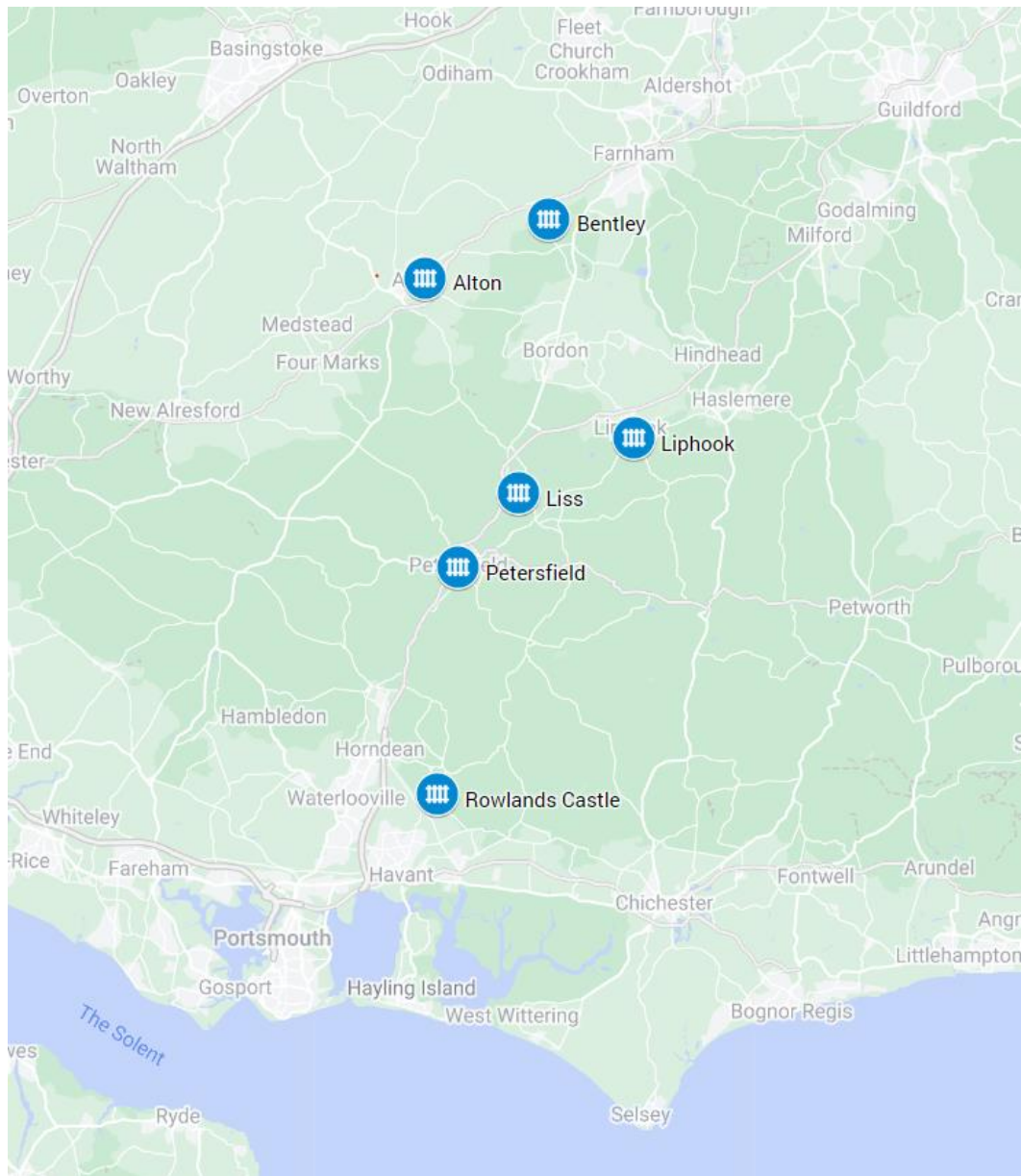


Figure 4: Map to show locations of stations within East Hampshire District Council

East Hampshire District contains six railway stations within its borders, all managed by South Western Railways, a key train operating company on the Wessex route. The stations saw a combined 3.3m entries and exits in 2019-20 demonstrating the value and custom that East Hampshire brings to the rail industry.

Station	Accessibility	Facilities	Integration	Parking	Cycle storage
Alton	<ul style="list-style-type: none"> • Whole station • Level access to Platform 1 • Lift access to Platform 2 • Accessible toilets 	<ul style="list-style-type: none"> • Hospitality • Seating • Toilets 	<ul style="list-style-type: none"> • Bus connectivity from station 	185 spaces	60 spaces
Bentley	<ul style="list-style-type: none"> • Steep ramp to Platform 1 and 2 	<ul style="list-style-type: none"> • Seating • Toilets 	<ul style="list-style-type: none"> • Bus connectivity from station 	85 spaces	23 spaces
Liss	<ul style="list-style-type: none"> • Ramp to Platform 1 • Ramp or side gate to Platform 2 • Transfers between platforms either via station footbridge or full-barrier level crossing 	<ul style="list-style-type: none"> • Toilets 	<ul style="list-style-type: none"> • Bus connectivity from station 	40 spaces	22 spaces
Liphook	<ul style="list-style-type: none"> • Whole station • Level access to Platform 1 • Footbridge with lifts to Platform 2 	<ul style="list-style-type: none"> • Toilets 	<ul style="list-style-type: none"> • Bus connectivity from station 	74 spaces	67 spaces
Rowlands Castle	<ul style="list-style-type: none"> • No part of station 		<ul style="list-style-type: none"> • Bus connectivity from station 	26 spaces	4 spaces
Petersfield	<ul style="list-style-type: none"> • Whole station • Level access to London end of both platforms 	<ul style="list-style-type: none"> • Toilets • Seating • Shops • Hospitality 	<ul style="list-style-type: none"> • Bus connectivity from station 	154 spaces	172 spaces

Figure 5: Table providing key summary information on East Hampshire district council stations

Accessibility at the stations is generally well supported across the district. Notably, Rowlands Castle features relatively poor accessibility however, with no part of the station suitable for those requiring assistance. Just two of the six stations feature hospitality (cafes and restaurants in the station) and just one of the six (Petersfield) has any retail options for passengers. Bus connectivity is available at all stations with a number of services connecting nearby towns and villages running from each of East Hampshire's rail hubs.

Station	Entries & Exits (E&E)	Car Spaces	Cycle Spaces
Alton	679,000.00	185	60
Bentley	132,000.00	85	23
Liss	328,000.00	40	22
Liphook	633,000.00	74	67
Rowlands Castle	123,000.00	26	4
Petersfield	1,400,000.00	154	172

Figure 6: Entries and Exits per car and cycle space at East Hampshire district council stations

The above table provides a high-level analysis of entries and exits per car and cycle space at each station. This gives us an idea of how over or undersubscribed each station is with regards to facilities for those accessing the station by car or bicycle. The data shows that Petersfield ranks highest for number of entries and exits per car space (9,090) and Rowlands Castle highest for cycle space (30,750 entries and exits per cycle space), more than double the next highest-ranking station. It may be worth noting that these stations are comparatively oversubscribed and may warrant further investigation for parking and cycle space capacity improvements. It is, however, important to remember that this is only a high-level analysis and other factors may skew the data. A station with higher traffic via walking will not need the extra parking but will reveal a higher entry and exit number per car space and so this must be considered when undergoing further investigation.

East Hampshire is home to the 'East Hampshire Community Rail Partnership (CRP)'. CRPs are local organisations aimed at bringing together local groups and stakeholders along railway lines to work with industry, providing a number of community engagement and promotional activities. Initiatives range from people helping to maintain station gardens to major refurbishment schemes. East Hampshire Community Rail partnership, specifically, aims to:

- Promote the train services at Liphook, Liss, Petersfield and Rowlands Castle stations.
- Encourage use of the train services and stations as access gateways to the South Downs National Park.
- Encourage partners such as local businesses, community organisations, and volunteers to become more involved with the stations and services.
- Enable the rail industry to work with local tourist attractions and the South Downs National Park to attract more visitors to access the area by train.
- Provide a means to enhancing the environment and facilities at each station.

Current Railway Projects

Current schemes ongoing within East Hampshire include forecourt refurbishments taking place at Alton station, a key gateway to the South Downs National Park. The alterations will look to enhance passenger access to the station entrance and improve integration with connecting transport to the station. The scope of work taking place includes a reconfiguration of pedestrian cycle and vehicle access and egress at the station, a reconfiguration of taxi bays and bus stops in addition to the installation of a new bus stop. The car parking bays will also be modified to improve layout and pedestrian access routes. The access steps leading from the forecourt to the highway have also been earmarked for safety improvements as part of the works. The project was allocated £427,371 of East Hampshire CIL funding in 2022.

Another scheme ongoing within East Hampshire is the Farncombe to Petersfield re-signalling project taking place between 2022 and 2024 on the Portsmouth Direct line. Prior to the pandemic 40,000 passengers used the line every day making it one of the busiest commuter routes in the country. The project looks to install a new digital signalling system controlled from Network Rail's Rail Operating Centre in Basingstoke. In addition to this there will be a selection of new and improved switches and crossings at Petersfield and Haslemere which will increase the speed at which trains can travel on the line and create a more reliable railway for passengers. Twelve level crossings will also be upgraded making them safer for both drivers and passengers as part of the scheme.

Plans are also in place to close two high-risk footpath level crossings (Alice Holt and Buckshorn Oak Level Crossing) at Bentley station following a fatality. The scheme proposes a new station footbridge with steps and a lift to provide disabled access. Timelines for scheme completion include the footbridge opening in April 2023 and finish of site in April/May 2023.

Future strategy

Wessex strategic planning investigated a number of potential means by which the variety of constraints faced on Wessex route, and specifically East Hampshire, could be mitigated, the results of these studies produced a number of possible outputs that could be utilised. The below map shows the expected crowding on trains into Waterloo in the high peak hour (08:00 to 08:59). This is an averaged across all the services in the high peak time period so some specific trains may be more crowded than the map suggests, whilst others may be more lightly crowded. What this shows is that there is some crowding expected on the Portsmouth Direct Line (the purple line) and the dark green as far as Guildford which may hide that there is more overcrowding when looking at specific trains.

This has led Network Rail to decide on a service specification that:

- Reinstates the Haslemere service that was taken out of the timetable owing to Covid/ changing travel patterns (commuting less)
- Features a new Haslemere service
- Features a new Havant service

This will provide additional capacity on the railway for the period to 2050.

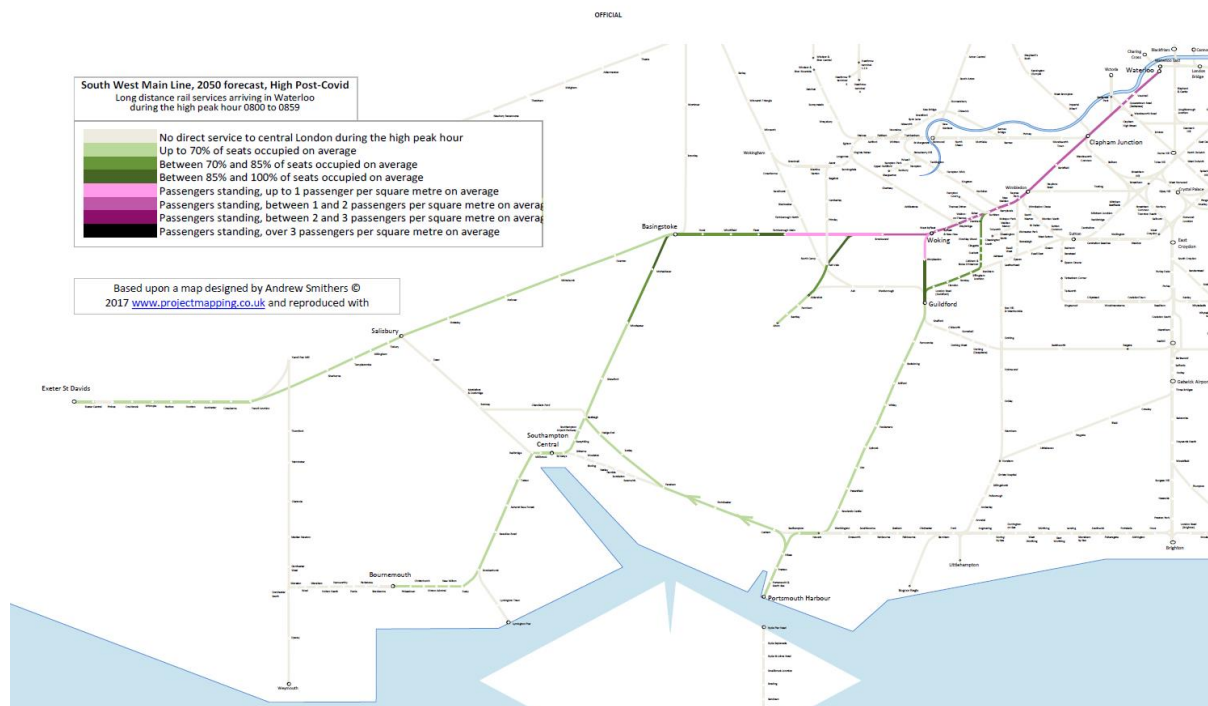


Figure 7: Expected levels of crowding into London Waterloo station

A centre turnback at Haslemere is part of future rail strategy in East Hampshire allowing for the quicker movement of trains in different directions without compromising on capacity. The plan will see Haslemere utilise platform two more regularly as a centre turnback and

increase line speeds into platform one for through-trains, potentially reducing journey times. Another proposal targeting improved journey times is additional track capacity between Liphook and Petersfield via an additional loop to allow a fast, non-stopping service to operate.

Opportunities for station enhancements

Station Travel Plans devised by South Western Railway have identified a catalogue of potential improvements and developments that could be made at stations within East Hampshire, the table below summarises the list of possible projects that could take place to enhance the stations from access to transport integration.

Station	Improvement
Liss	<ul style="list-style-type: none"> • Improve station access for pedestrians especially those with reduced mobility <ul style="list-style-type: none"> • Tactile dropped kerbs on all arms of approach • Improved footpaths around station and car park • Improve wayfinding <ul style="list-style-type: none"> • Improved station signage • Improve cycle access <ul style="list-style-type: none"> • Promote LCWIP aspirations • Cycle signage • Promote use of cycling facilities • Improve car access and reduce impact of level crossing <ul style="list-style-type: none"> • New seating of forecourt side of level crossing • Improved traffic management • Addition traffic signs • Kiss and ride facility on platform 1 • Remarking of painted signage
Liphook	<ul style="list-style-type: none"> • Improve wayfinding <ul style="list-style-type: none"> • Improved signage at Station Road/Midhurst Road junction and Portsmouth Road/Station Road junction • Promote LCWIP aspirations • Promote Lipchis Way walk to encourage visitors to Liphook • Improved signage • Improve pedestrian access <ul style="list-style-type: none"> • Improve links from station to Bohunt Secondary School • Refurbish tactile crossing • Improved walkways from car park • Improve access for people with reduced mobility <ul style="list-style-type: none"> • Provide dropped kerb at entrance • New accessible parking bays • Improve access by bus <ul style="list-style-type: none"> • Liaise with bus operators- possible extension of services from Bordon • Improve bus stop facilities

Petersfield	<ul style="list-style-type: none"> • Improve access for pedestrians and cyclists <ul style="list-style-type: none"> • Create more even level crossing surface • Promote LCWIP • Additional town centre map near platform 1 exit • Improve wayfinding <ul style="list-style-type: none"> • Install additional signage • Improve access for people with reduced mobility <ul style="list-style-type: none"> • Improve accessible parking space markings • Alter gradients of pedestrian ramps to platform 1 from car park and station road • Improve access to station by car and reduce congestion in forecourt <ul style="list-style-type: none"> • More formalised kiss and rise/taxi area with shelter • Improve access to station by bus <ul style="list-style-type: none"> • Explore potential for improved bus frequency • Refurbish bus shelters in forecourt
Alton	<ul style="list-style-type: none"> • Increase percentage walking and cycling to station <ul style="list-style-type: none"> • Improve pedestrian access through car park* • Improve cycle access through car park* • Update pedestrian wayfinding signage • Update cycling wayfinding signage • Increase secure cycle parking within station • Add streetlight near stairs down to Paper Mill Lane • Improve and update motorcycle parking provision within station forecourt • Improve integration between bus and rail and improve access by taxi <ul style="list-style-type: none"> • Improve taxi rank and parking area, to remove conflict with pedestrians* • Improve bus interchange to reduce conflict between buses and taxis • Provide shelter for pedestrians waiting for taxis • Improve and increase shelters for bus users* • Provide real time bus information at forecourt stop • Update kiss and ride facilities <p>*currently being addressed by the Alton Forecourt scheme (as referenced in the main document in relation to allocation of CIL funding).</p>
Rowlands Castle	<ul style="list-style-type: none"> • Improved accessibility <ul style="list-style-type: none"> • Provision of a new footbridge with lifts • Provision of a new footbridge with ramps • Provision of a ramped footpath from platform 2 southbound to the Castle Inn car park and onto Finchdean Road • Old station house reused for community purposes • Longer opening hours of the station booking office and public toilet facilities • Increased parking provision • Improved signage from station to the village centre • Information about local bus services and cycle routes need improvement around the station • Additional seating/benches on each platform