



Henbury Loop

Feasibility Study on reopening.

South West Transport Development CIC

Introduction

South West Transport Development was asked by Charlotte Leslie MP to conduct a study as to whether the Henbury Loop Line should be reopened for passenger use.

The study looks at the financial and social need for reopening the railway line, considering factors such as localities of bus stops and road access.

The study looks at reopening 3 stations: North Filton, Henbury and Chittening. These stations have been chosen because opening them would bring substantial benefit to the community by bringing jobs and investment into the local areas.

This study also looks at the transport interchanges between bus and rail. There will be a number of passengers that will travel to and from the stations by bus. Currently, a number of bus stops are not placed conveniently placed at railway stations and not clearly marked from the railway station; stations like Chittening do not have a bus stop at all.

This study also identifies ways to reduce congestion and help in the enforcement of the residents parking zones. Roads such as the A38 and A4018 are very busy at peak times and will benefit from people transferring to rail to make their journey. If used in conjunction with park and ride, congestion on the A38 especially could be reduced significantly which would cut pollution down. Having a joint park and ride with the option of bus and rail would increase the usage as it would provide more options for traveling into Bristol.

Existing services:

The Henbury Loop Line is currently a freight only line which carries goods to and from Avonmouth Docks. There is an intensive daily service along the line with services going along the South Wales Mainline towards Bristol Parkway or towards Wales via Patchway. The Henbury Loop is currently a very busy section of track. Most of this line is double track apart from between Filton West Junction and the currently disused North Filton station.



Figure 1: Single Track section between North Filton station and Filton West Junction. This would have to be redoubled to allow a more intensive service.

North Filton

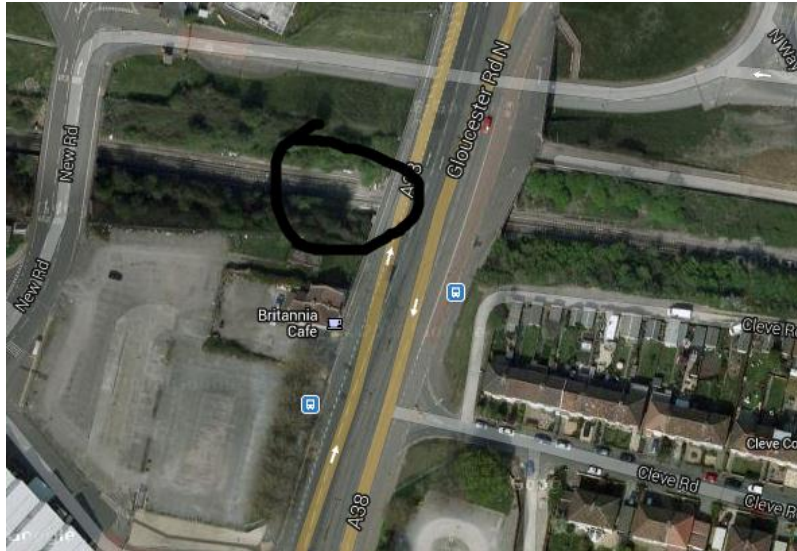


Figure 2: North Filton station and surroundings.

North Filton station is located just off of the A38 Gloucester Road. Local benefactors of a station at this location would include Airbus, BAE Systems, Filton College students and Royal Mail.

The bus stops are conveniently located near the disused platforms. These stops provide a frequent service to Cribbs Causeway, Thornbury and Bristol City Centre as well as Aztec West, Emersons Green and Southmead Hospital.

The A38 is one of the major trunk roads into Bristol City Centre. This station could relieve a lot of this congestion through a park and ride being built close to the station. Having a park and ride attached to this site would aid in the lowering of the congestion to the A38. It would also assist in enforcing the Residents Parking Zones in Bishopston by allowing motorists to park elsewhere and allowing them easy access into the centre.



Figure 2.2 North Filton platforms from A38

As shown by this photo, the platforms at North Filton are within easy reach of the A38 which is ideal for station access. Two ramps could be built from the main road to the platform which would comply with disability legislation which is due to become in effect in 2019.

Henbury



There are two possible sites for this station. Either located just off of the A4018 or on Station Road which is on the B4055. The A4018 is one of the major routes to Cribbs Causeway shopping centre. Local benefactors would be residents of North Henbury and workers at Cribbs Causeway.

Bus stops are quite far from the bridge on where a station entrance could be on the A4018 site but significantly closer on the Station Road site. The current service provides a bus to Bristol City Centre and Cribbs Causeway. Other localities served are Southmead, Henbury centre and Westbury-On-Trym

The A4018 is usually quite busy with shoppers to Cribbs Causeway. While a park and ride might not be practical, combined ticketing could allow a ticket purchase to be made to Cribbs via bus which could increase the usage of the line by shoppers and workers. A station here and would help enforce the Clifton residents parking zone area



Figure 3 current platform of Henbury station.

Henbury 2nd option



As well as the old platforms, there is another option to build two new platforms with direct access to the A4018. The advantage of this option is that it could possibly be cheaper than having to purchase the land from the old station

Access ramps can be built directly from the main road. The pictures provided show where the ramps could be placed.



Chittening



Chittening is located between Avonmouth and Severn Beach. It mainly comprises of industry which will be the main benefactor. Although having a station here would not benefit residents, it would benefit those who work in the local area and it could also feature a park and ride into the city as it's very close to the M49 and M5. For that reason, it could be designated a request stop similar to St Andrews Road as the patronage might not be consistent during the day.

There are no bus stops nearby, with the closest one being in Avonmouth. A circular bus route to serve the local industry would be preferable. Despite there being limited road access, the station sits on a cycle path which is well used during the day. A station here would allow cyclists to board the train especially in bad weather and would encourage leisure cyclists to use the cycle path.



Figure 6: possible site access to Chittening station. A ramp would be required as well as the steps to access the platform.

A possible position for a new set of platforms is between these steps and a bridge which is used for the cycle path to pass under. This space would be optimal for a 4 or even a 6 car DMU and would allow flexibility of service.