

Please reply to: Nigel Bray, Secretary, Railfuture Severnside, 23 James Way, Hucclecote, GLOUCESTER GL3 3TE. Tel. 01452 615619 Email: nigel.bray@railfuture.org.uk

Henbury station location consultation, Engine Shed, Station Approach, Temple Meads, BRISTOL BS1 6QH.

23 January 2016

Henbury Station Consultation

1. Both station sites would appear to be accessed by new roads to be built as part of the Cribbs Patchway New Neighbourhood development. We presume these will have been built by the time that the station opens. The Consultation leaflet mentions that the station facilities would include “a small car park.” Given the existing population density at Henbury and the scale of the new housing north of the station, it must be inferred that the great majority of passengers will be expected to reach the station on foot, by bus or cycle. Even if some rail users were car passengers dropped off at the station, they may not necessarily have a lift back in the evening because the driver and passenger may have different working hours.
2. It is therefore essential to have convenient bus services between the CPNN housing estates and the station. We would support moving existing bus stops on either the A4018 or B4055 (depending on which site is chosen) as close as possible to the station.
3. Site B is nearer to a main road (A4018) and closer to a larger proportion of the CPNN development. By contrast, Site A is on the western periphery of CPNN and would involve a significantly longer road journey for most people living or working on the new estates.
4. Recent MetroWest Update meetings have been told that the Henbury Spur service would not prejudice its future extension to a loop via Avonmouth. A loop service would require a second platform and footbridge at Henbury because the alternative of two crossovers and bi-directional signalling would probably be more expensive. Site B would appear to be easier to expand to a two-platform station as the south side of the line is a greenfield site. A south side platform at Site B would be much nearer to a main road than would be the case with Site A. If it is feasible to provide a direct pedestrian entrance to a second platform at Site B, land should be safeguarded for it.
5. The proposed siding and crossover at Henbury station may become redundant if and when a loop service is introduced. It might be possible to extend the siding into a passing loop to segregate freight and passenger trains, although the length of some modern freight trains might make the cost of such a loop siding prohibitive. It is possible that a dead end siding may have a long term use, eg in connection with Engineering work. As the Henbury Spur service is proposed to be hourly, it is possible that the timings may allow the train to turn back via the crossovers at Hallen Moor, about two miles further west. If this did not adversely affect freight services, there may be no need for a siding and crossover at Henbury station.

Nigel Bray, Hon. Secretary, Railfuture Severnside.