

FINAL REPORT

HENBURY RAIL STATION LOCATION CONSULTATION

Prepared for

MetroWest Phase 2

May 2016



CH2M
Burderop Park
Swindon
Wilts SN4 0QD

Contents

Section	Page
Executive Summary	i
1. Introduction	1
1.1. MetroWest Phase 2	1
1.2. Henbury Station Site Options	1
1.3. Consultation area	2
2. Communications and publicity	3
2.1. Communications management	3
2.1.1 Stakeholders	3
2.1.2 Press	3
2.2. Consultation methods and materials	3
3. Consultation Responses	5
3.1. Questionnaire Responses	5
3.2. Questionnaire Results	5
3.2.1 Site Preference	5
3.2.2 Reasons for preferred options	8
3.2.3 Expected mode of travel	9
3.2.4 Concerns about the Options	10
3.2.5 Frequency of use of the station	13
3.2.6 Suggestions for improvements to current plans	14
3.2.7 Any other comments	15
3.2.8 Demographic information	16
4. Conclusion	18

Appendices

Appendix A – Questionnaire Results

Appendix B – Consultation methods and materials

Figure

Figure 1-1 - Consultation area showing a 1km catchment around the station locations	2
Figure 3-1 - Option Preference	5
Figure 3-2 – Postcodes of respondents who prefer the West Site (inset view)	6
Figure 3-3 - Postcodes of respondents who prefer the West Site (outset view)	6
Figure 3-4 - Postcodes of respondents who prefer the East Site (inset view)	7
Figure 3-5 - Postcodes of respondents who prefer the East Site (outset view)	7
Figure 3-6 - Reasons for Preferred Option	8
Figure 3-7 - Categorized reasons for preferred option	8
Figure 3-8 - Expected mode of travel - All Respondents	10
Figure 3-9 - Concerns for East Site	10
Figure 3-10 - Concerns for West Site	11
Figure 3-11 - Categorized Concerns for the Options - All Respondents	12
Figure 3-12 Frequency of Visits	13
Figure 3-13 - Plan Improvement Suggestions	14
Figure 3-14 - Any Further Comments?	16
Figure 3-15 - Which option best describes you?	16
Figure 3-16 - Which option do you prefer- Gender Related?	17

Figure 3-17 - Which option do you prefer – Age Related?	17
Figure 4-1 - Front of postcard invitation.....	40
Figure 4-2 - Back of postcard invitation	40

Executive Summary

Developing a new railway station to serve Henbury is a key part of MetroWest Phase 2. Previous studies have identified that there are two options for the location of a new Henbury station. Both of these options are technically feasible and viable, and were considered in the preparation of the MetroWest Phase 2 Preliminary Business Case. The site options are:

- Immediately east of the A4018 - the 'East Site'; and
- West of the A4018 and east of Station Road (the former station site) – the 'West Site'.

The Preliminary Business Case documented a slight preference for the East Site as a result of the work carried out to date, but as part of the ongoing planning process to deliver MetroWest Phase 2 it is appropriate to consult on the location of Henbury station, to inform the decision on which site goes forward for ultimate delivery. This report summarises the responses received as part of the consultation process.

The eight week consultation ran from November 2015 until January 2016, in which the public was asked to fill in an on-line or paper questionnaire regarding their preferred location. The consultation process included two public exhibitions in December 2015, and various press and other news releases to publicise the availability of the online questionnaire and exhibitions; some 203 survey responses were received on-line or on paper.

The consultation and responses gathered through the questionnaire was successful in highlighting issues and determining the public's option preference for the new Henbury rail station. Out of the 203 questionnaires received, there is no strong preference for either site, with 41% in support of the West Site and 40% for the East Site, but 18% had no preference.

The main reasons that respondents chose their preferred option was closely related to proximity to where they live and hence better pedestrian access. This correlated well with other responses that suggested many would walk to the station (whichever site is chosen). Along with this desire however, many respondents were concerned to ensure that the availability and adequacy of pedestrian routes to (either of) the station site(s) would be sufficient, particularly from the existing housing development south of the railway line.

The main concern noted by respondents regarding both sites related to parking on nearby roads. Allied to this, some respondents thought that the car parks that are planned (again at either site) are inadequate for the station's eventual patronage, which could limit growth potential and create a negative effect on the already congested roads within the surrounding area. Some respondents also expressed specific suggestions about implementing off-site parking for the station (West Site) at the nearby Clifton Rugby Club.

1. Introduction

1.1. MetroWest Phase 2

MetroWest is an ambitious programme to improve local rail services across the West of England. MetroWest includes relatively major schemes (entailing both infrastructure and service enhancement) to smaller scale schemes. MetroWest is being jointly promoted and developed by the four West of England councils (Bath & North East Somerset, Bristol City, North Somerset and South Gloucestershire Councils).

The MetroWest programme will help address the core issue of transport network resilience, through targeted investment to increase both the capacity and accessibility of the local rail network. The MetroWest concept is to deliver an enhanced local rail offer for the City Region comprising:

- Existing and disused rail corridors feeding into Bristol
- Broadly half-hourly service frequency (with some variations possible)
- Cross-Bristol service patterns (i.e. Bath to Severn Beach)
- A Metro-type service appropriate for a city region of 1 million population

MetroWest is being delivered in phases; MetroWest Phase 2 offers an hourly service for the re-opened Henbury line with stations at Henbury and North Filton and at Ashley Down on Filton Bank, coupled with a half hourly service for the Yate to Bristol line.

1.2 Henbury Station Site Options

The Henbury Line runs adjacent to Filton, Southmead and Henbury. North of the line is the former-Filton Airfield, which is included in the Cribbs Patchway New Neighbourhood, the largest re-development area in South Gloucestershire. Two potential station sites have been identified for the station at Henbury. These are:

- Immediately east of the A4018 - the 'East Site'; and
- West of the A4018 and east of Station Road (the former station site) – the 'West Site'.

Both of these options are considered technically feasible and viable, and were considered in the preparation of the MetroWest Phase 2 Preliminary Business Case, which expressed a slight preference for the East Site. As part of the ongoing planning process to deliver MetroWest Phase 2, it is appropriate to consult on the location of Henbury station, to inform the decision on which site goes forward for ultimate delivery.

The methodology for the consultation was prepared by the West of England communications team in July 2015, and consultation took place between 30th November 2015 and 25th January 2016. Although consultations of this type usually run for 6 weeks, on this occasion it was decided to extend the period to 8 weeks to give people plenty of time to comment over the Christmas and New Year period.

The aim of the consultation was to ensure all interested parties were given the opportunity to ask questions, raise issues, or register support. This was achieved through a series of exhibitions, briefings and specific meetings, promoted through a variety of public materials.

A structured questionnaire was considered the best way to gauge opinion of key issues. Quantitative questions were produced for each of the scheme elements, which enabled data captured easily without fear of misunderstanding responses. Each element also contained a qualitative section enabling any other issues to be captured.

1.3 Consultation area

The consultation focused on a 1km distance from each of the two suggested station locations. This area, along with the potential station sites, is shown in Figure 1.1.

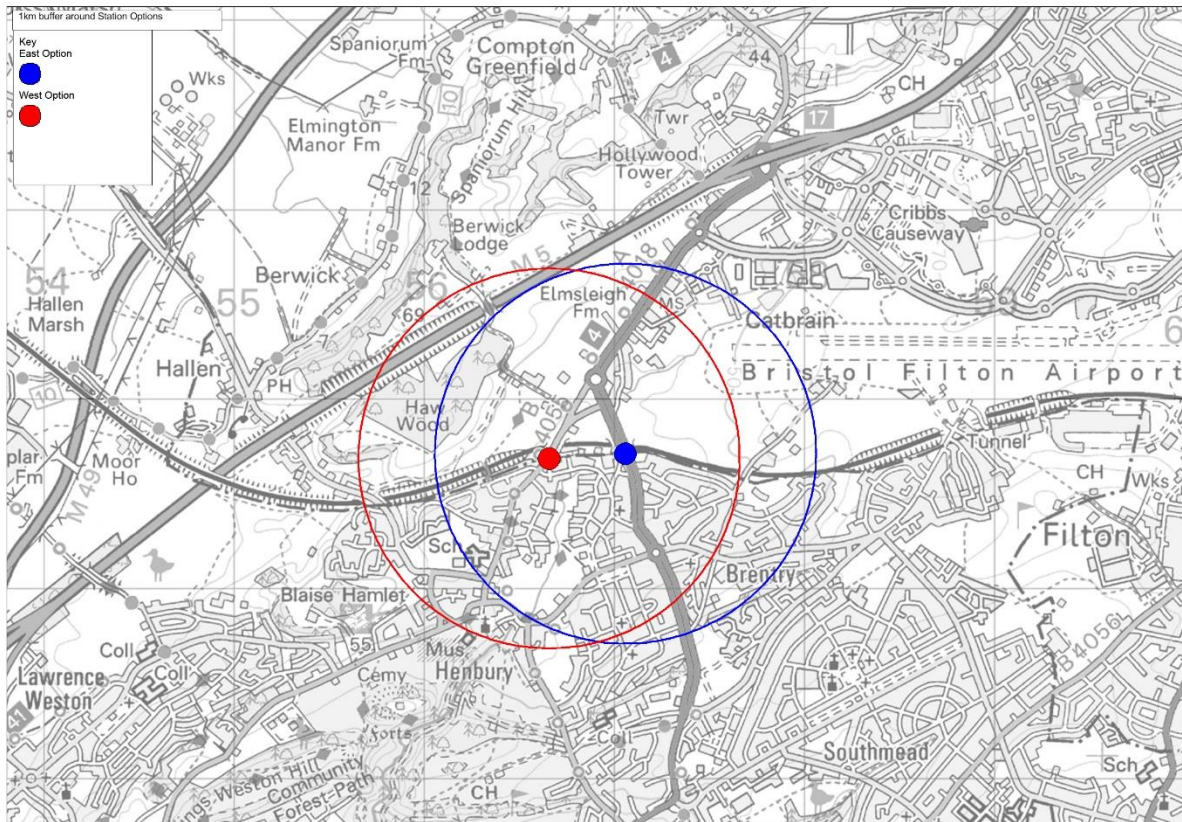


Figure 1-1 - Consultation area showing a 1km catchment around the station locations

2. Communications and publicity

2.1 Communications management

The consultation was managed by the West of England communications team who prepared publicity materials, booked the venue for the exhibitions and coordinated the dates for release of information.

2.1.1 Stakeholders

The key stakeholders included:

- Local residents;
- Local businesses;
- Ward councillors;
- Neighbourhood partnerships;
- Joint Transport Board;
- Railway campaigners;
- Press; and
- Internal council staff.

It is always of particular importance that local and decision making politicians are made aware of about what is happening in their area in advance of the public being informed, so that they are able to be prepared to deal with questions that may be asked. As such, the Joint Transport Board was informed about the consultation on 20th October 2015. Local ward councillors were emailed on 20th October 2015 and 11th November 2015 to give them details of the consultation and attaching the postcard invitation so they were aware of what other stakeholders had received.

2.1.2 Press

A press release was sent out on 26th November 2015 with the hope of making the newspapers on the launch day of 30th November. It was accompanied by a photograph of the Chairman of the Joint Transport Board and Bristol's Assistant Mayor for Transport near one of the potential station sites in Henbury. This was not picked up by the Bristol Post or the BBC, which is considered unusual as there is usually an interest in rail development in local media reporting in the West of England area. Because of this, the press release was re-sent on 2nd December to these two organisations.

2.2 Consultation methods and materials

To advertise the consultation events taking place, over 3,800 postcards were distributed to residents and local businesses, and posters put up in areas of interest. Prior to the exhibition, the questionnaire was put together, with paper copies posted to residents and the questions being made available for completion online.

An electronic newsletter was created for the project to accompany several websites which were either dedicated to the MetroWest project or part of the relevant council's websites. Social media site Twitter was also utilised to spread word of the consultation events.

A public exhibition was held at Henbury Library, with two sessions attended by MetroWest team members on the 3rd and 9th December 2015. Display materials remained in the library throughout the consultation period.

The principal means to record responses to the consultation was through the questionnaire, which was made available in a variety of ways, as discussed further below. The format of the questionnaire was designed to produce both qualitative and quantitative results. The qualitative results aimed to gather a better understanding of the public's opinion on the proposed location of Henbury rail station and what suggestions they may have to further improve the plan. Questions included on the questionnaire were:

- Henbury station option preference;
- Reasons for preference;
- Categorized reasons for preference;
- Expected mode of travel to the station (all respondents);
- Concerns about either option (east or west);
- Categorized concerns about either option (east or west);
- Potential frequency of use of a new Henbury station;
- Suggestions for improvements to current plans; and
- Any other comments about the options not covered in the questions.

In addition, some personal details were recorded to understand the demographic spread of respondents, including gender, age group, type of resident and interest in the project.

Further details of the consultation methods and materials can be found in the appendices to this report, with questionnaire analysis in Appendix A and materials in Appendix B.

3 Consultation Responses

3.1 Questionnaire Responses

Responses to the questionnaire were mostly gathered through completion of the on-line form. Hard copies of the questionnaire were provided to key stakeholders and handed out at the exhibitions, in particular being made available to those who do not have access to the internet. A total of 204 questionnaire surveys were completed. Of these, by far the majority (178) were completed directly online, with the remainder either delivered by hand at the exhibitions (12), received by post (10) or sent by email (4).

A majority of respondents completed the quantitative questions but did not make much use of the opportunity to provide further qualitative response, either not adding qualitative answers or adding comments of tangential relevance to the project. Where the number of responses and additional comments made are small the results should be seen more as reflecting individual views rather than a broad consensus of support. Notwithstanding this, all responses were noted and analysed.

A full breakdown of the results are attached in Appendix A.

3.2 Questionnaire Results

3.2.1 Site Preference

The first question of the questionnaire asks for station site preference. Of those who responded, responses were split fairly evenly in terms of the preference for the East or West Site. The West Site was marginally preferred over the East Site, with 84 (41%) people supporting it, compared to 82 (40%) for the East Site, and the remainder expressing no preference. Figure 3-1 shows this graphically.

Which station option do you prefer?

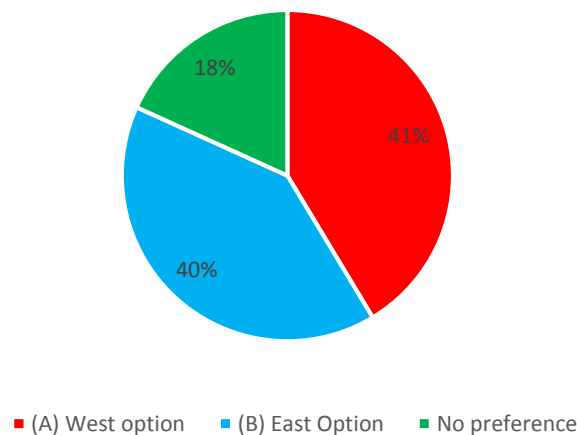


Figure 3-1 - Option Preference

The residential locations of respondents are shown in a series of maps. Figure 3-2 and Figure 3-3 show respondents whose preference is for the West Site. Figure 3-4 and Figure 3-5 show those who prefer the East Site. It is clear that for those who live closer to the West Site, have chosen their preferred choice of option to be the West. The pattern is similar to the East Site.

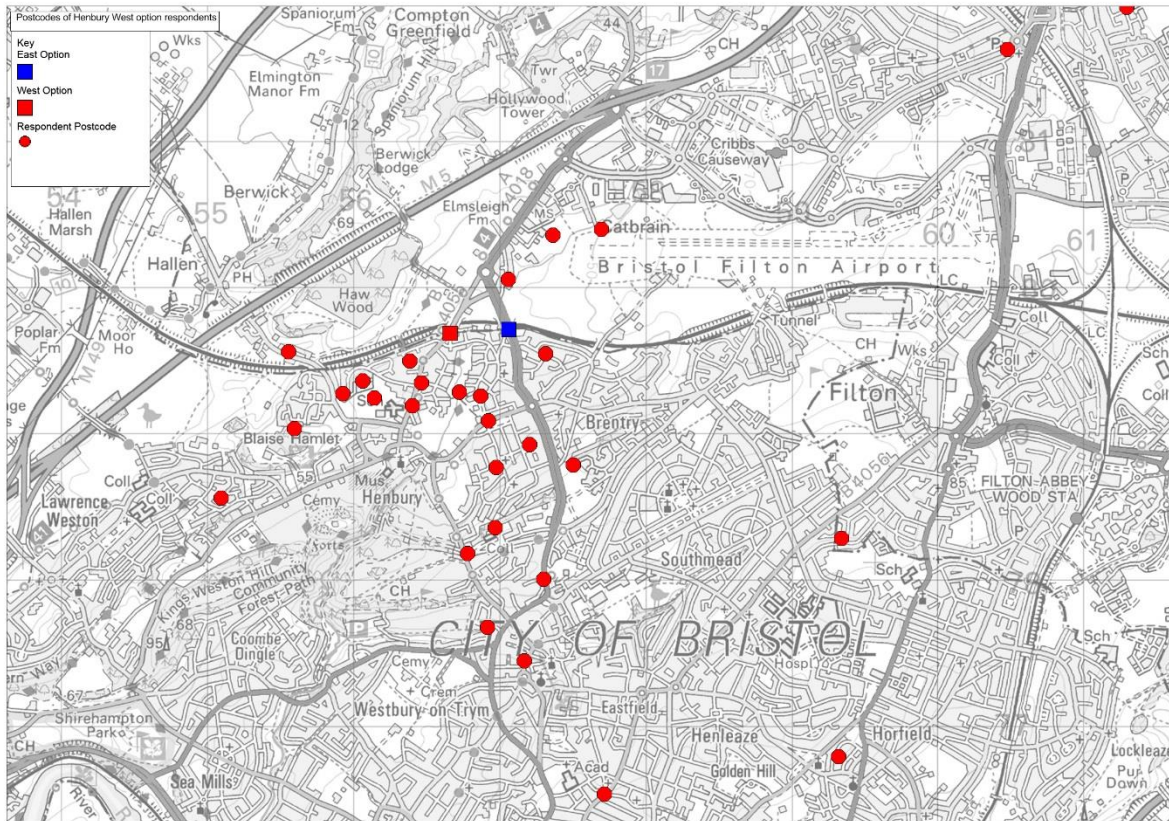


Figure 3-2 – Postcodes of respondents who prefer the West Site (inset view)

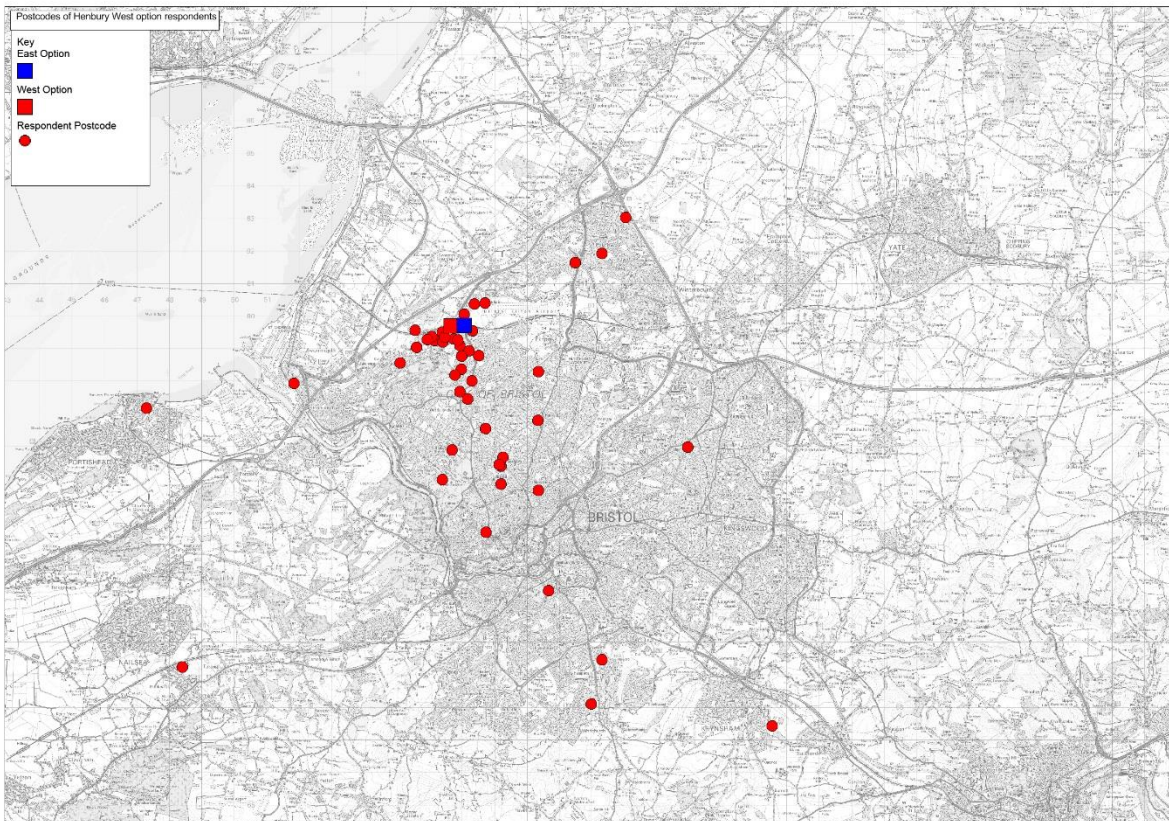


Figure 3-3 - Postcodes of respondents who prefer the West Site (outset view)

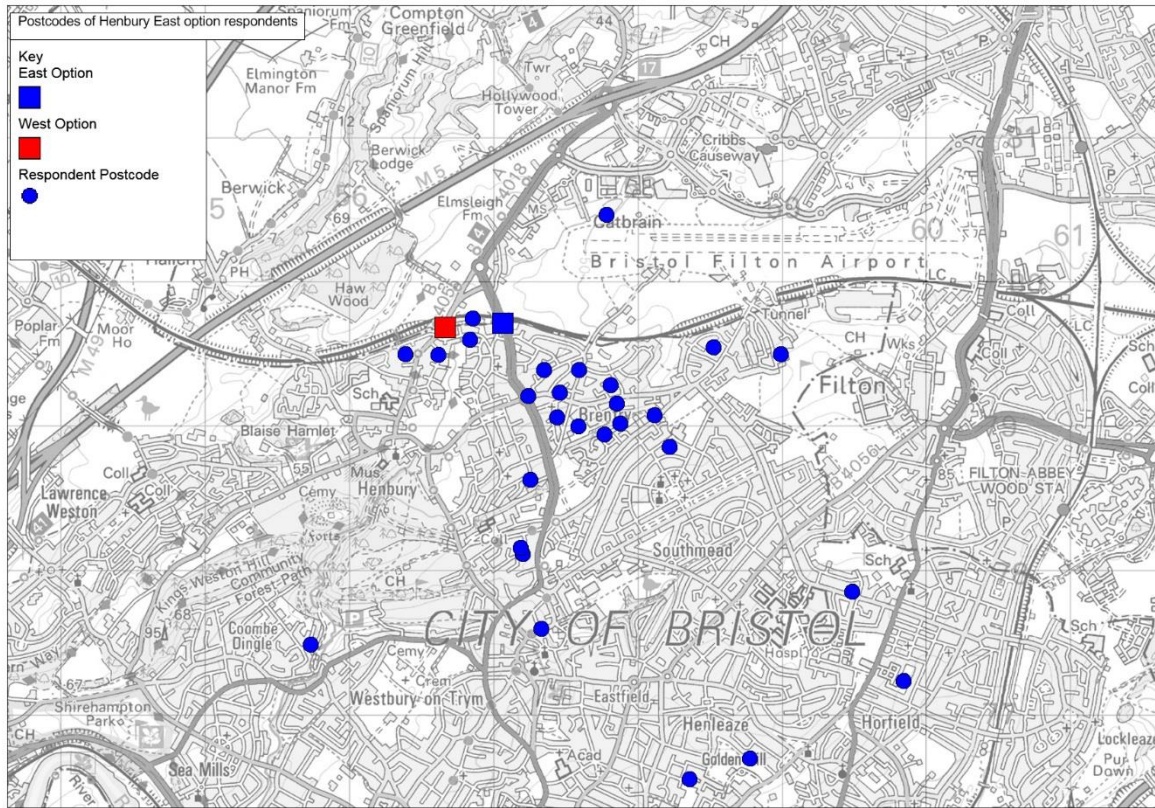


Figure 3-4 - Postcodes of respondents who prefer the East Site (inset view)

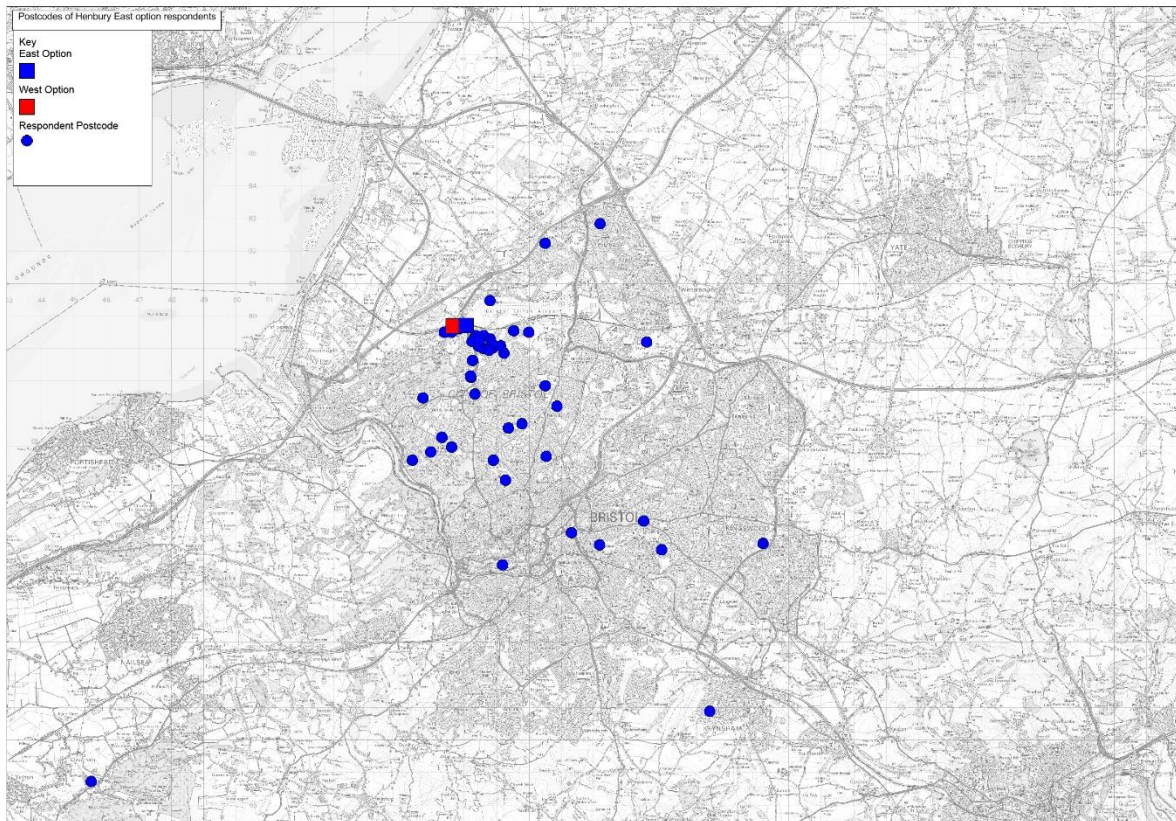


Figure 3-5 - Postcodes of respondents who prefer the East Site (outset view)

3.2.2 Reasons for preferred options

Figure 3-6 displays the reasons respondents chose for their preferred option.

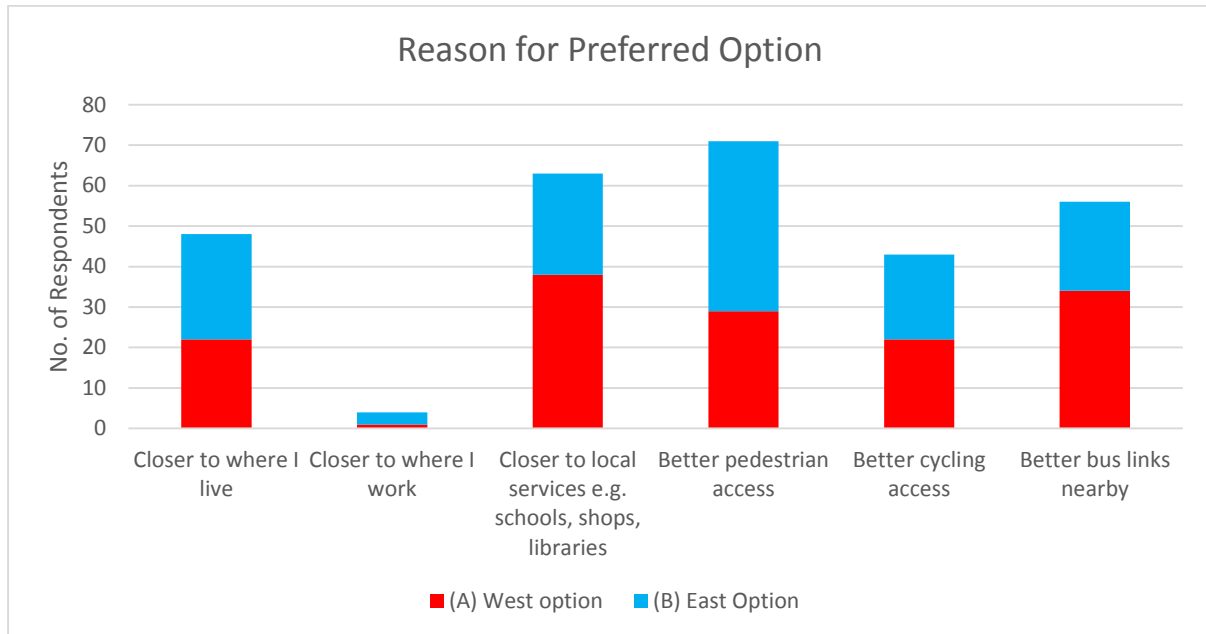


Figure 3-6 - Reasons for Preferred Option

The most common reason for preferring the West Site was “closer to local services e.g. schools, shops, and libraries” (38 respondents had selected this reason). The second most common reason why respondents prefer the West Site is due to “better bus links nearby”.

Regarding the East Site, 42 respondents said this option would provide “a better pedestrian access” and 26 respondents stated the option “is closer to where they live”.

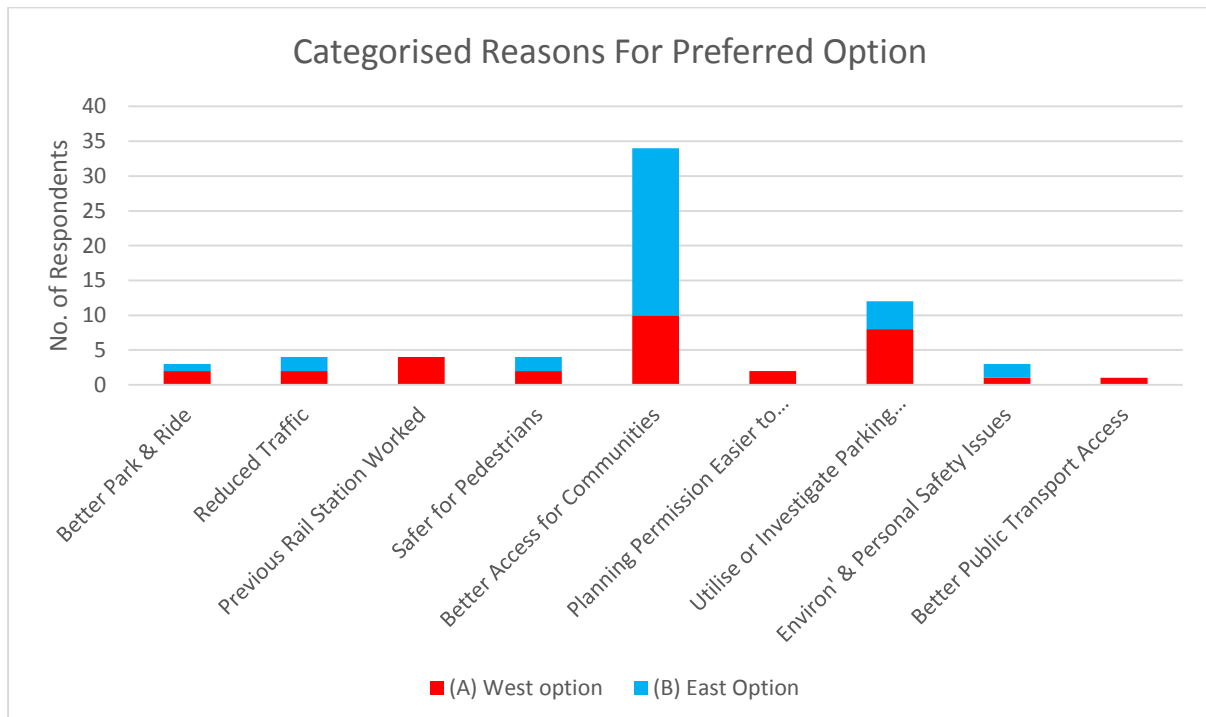


Figure 3-7 - Categorised reasons for preferred option

Of those who expressed a preference for the West Site, 34 elaborated their reasoning for choosing this option. Of these, 8 respondents specifically raised the question of using existing parking facilities at Clifton Rugby Club as a potential overspill car park for the station. Other reasons cited included:

- Better Park & Ride;
- Less traffic congestion on the access roads;
- The site of a former station and is therefore likely to benefit from some infrastructure already in place;
- Proposed station location is not cut off by Wyck Beck Road Dual Carriageway and therefore safer for pedestrians as there is no need to cross it;
- Fits better into existing plans for development and better serves the area it is intended to;
- Utilise existing car park provisions – such as the car park at Clifton Rugby club;
- Road layout will allow a shuttle bus to Cribbs Causeway shopping centre and new housing estates; and
- Station is closer to deprived communities in Henbury and Lawrence Weston which are currently very badly connected.

Of the 82 respondents who preferred the East Site, 35 chose to explain their reasoning further. The most common reason why the East Site was the preferred choice is due to the better access for communities, coming from 24 of the 35 respondents. Other reasons included:

- Possibility for expansion to parking in the future if this proves to be necessary;
- Easier to find for non-locals;
- Closer, safer and more accessible to existing residential areas;
- Better suited to Cribbs Causeway access;
- Better suited to later development of a Park and Ride; and
- The possibility of traffic congestion being reduced.

3.2.3 Expected mode of travel

Figure 3-8 displays the expected mode of travel to access the station for all of the respondents to the questionnaire. It is notable in the first instance that the suggested split of access modes is very similar for those who preferred either of the options.

Walking to the station was cited as the most likely method of access, with 31 of the 203 respondents saying they would walk to Henbury station if built on the west side and 32 of all respondents for the eastern option. Car access is the next most popular suggestion, followed by bus and bike. It should be noted though that almost as many did not answer this question as chose ‘walk’.

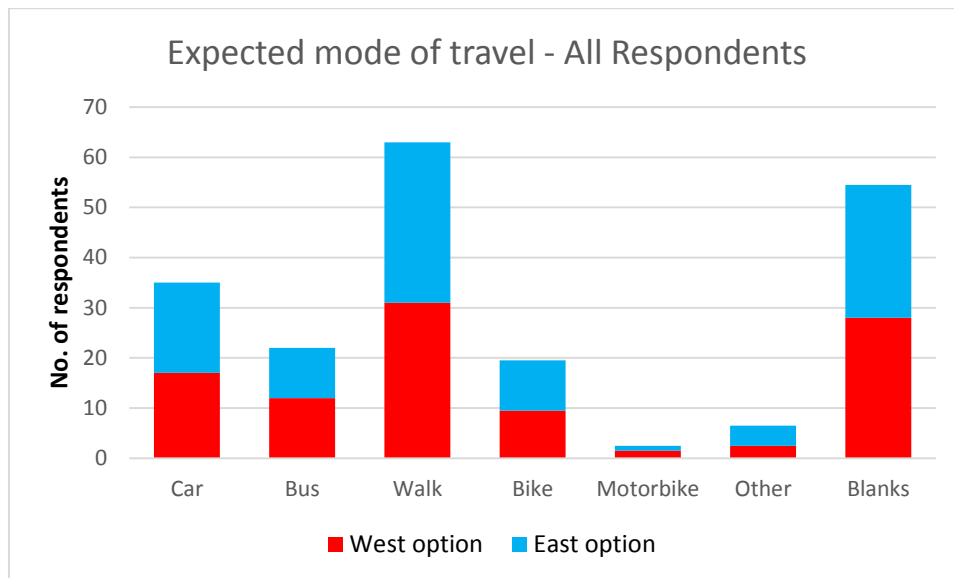


Figure 3-8 - Expected mode of travel - All Respondents

3.2.4 Concerns about the Options

3.2.4.1 East Site

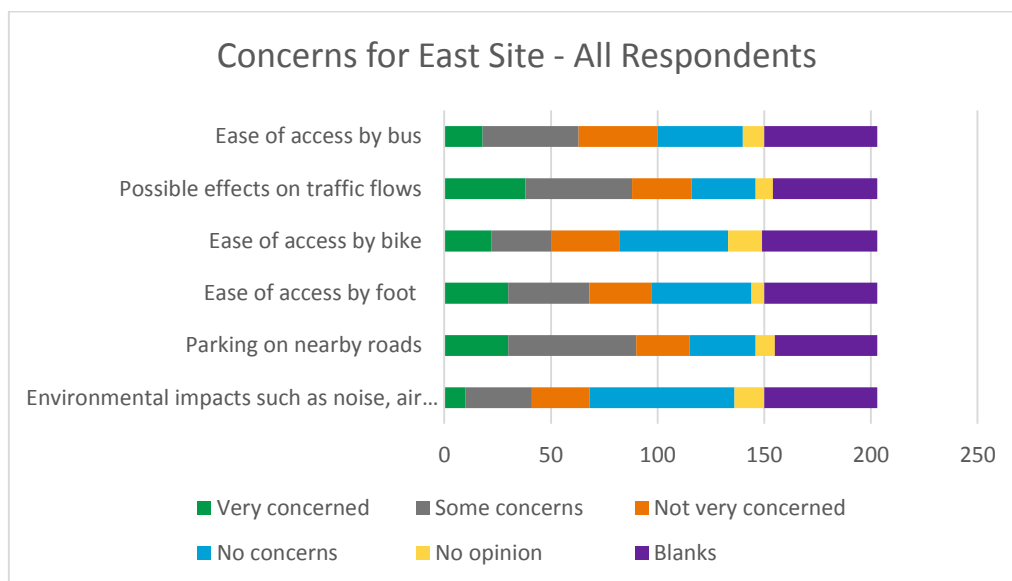


Figure 3-9 - Concerns for East Site

The main concern that respondents expressed relating to East Site is the possible effects the new station may have on traffic flows. Of these, 146 respondents expressed some form of concern, 38 being very concerned and 50 with some concerns. Parking on nearby roads is also a main concern with 30 being very concerned and 60 with some concerns. More than half of the respondents, 155, expressed some form of concern on this issue. The third concern the respondents had was the ease of access to the site by foot 30 being concerned and 38 showing some concerns.

The overall environmental impact was less of a concern with 68 respondents expressing some form of concern on this issue. Respondents were also given the opportunity to elaborate on other concerns they may have; not having adequate parking spaces was the main concern. Other concerns included:

- Provision of only a small car park;
- Wrong side of Wyck Beck Road for shops etc;

- Existing residents have to cross main road;
- Ease of access by car – only possible from the southbound carriageway of Wyck Beck;
- Road Uses open space;
- Timetable and hours of use;
- Accessibility provision at the station should be greater than the minimum standards/requirements; and
- Other concerns relating to impacts on nature and potential blocked roads.

3.2.4.2 West Site

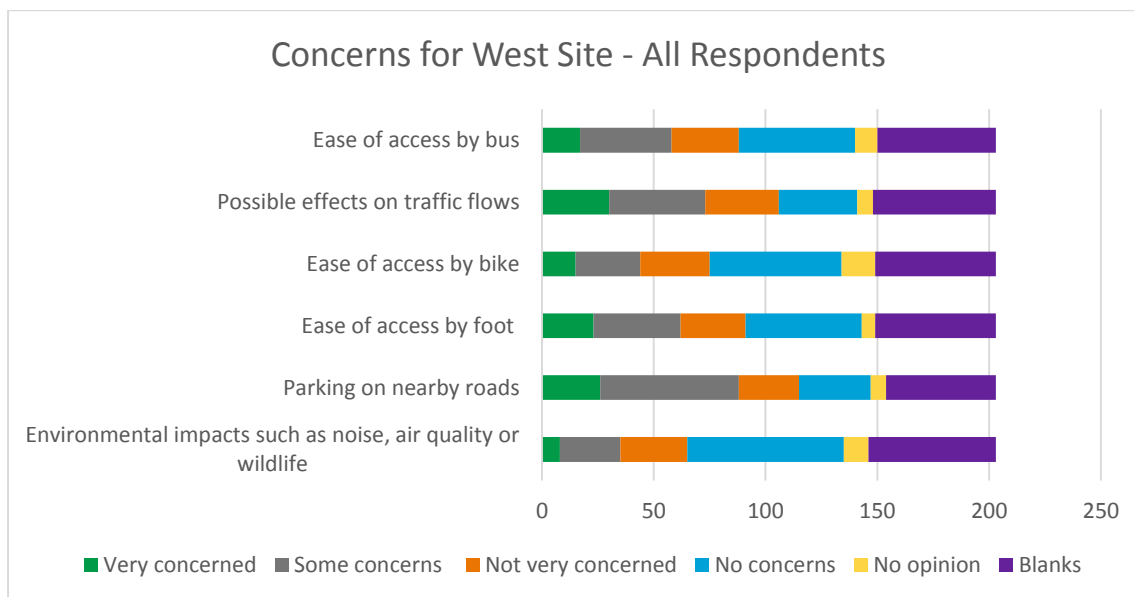


Figure 3-10 - Concerns for West Site

The main concern about the West Option by all the respondents was ‘parking on nearby roads’ with 115 respondents showing some form of concern. Of these, 26 respondents were very concerned, 62 had some concerns and 27 respondents were not very concerned. The second biggest concern for the West Option was the ‘possible effects on traffic flows’ with 30 respondents being very concerned, 43 showing some concern, and 33 being not very concerned.

The two aspects which respondents expressed least concern are ‘environmental impacts’, with 70 respondents and ‘ease of access by bike’, 59 respondents.

When asked to elaborate on what other concerns the respondents may have, the reoccurring concern is car parking. There is a concern that the car park is too small and inadequate. Other concerns include:

- Better pedestrian/bike access is needed from the south i.e. from Tormarton Crescent;
- Road access seems complicated especially from North; and
- It’s only a few hundred of metres from the most highly polluted area of South Gloucestershire at Cribbs motorway junction.

3.2.4.3 Categorised concerns about the two options

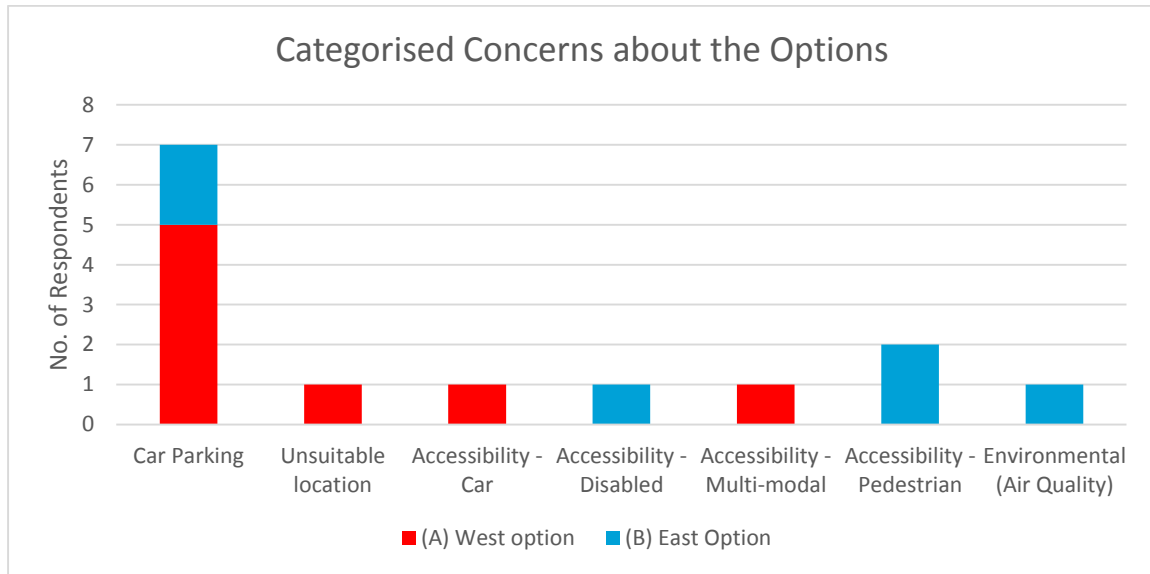


Figure 3-11 - Categorised Concerns for the Options - All Respondents

Of those who prefer the East Site and elaborated their concerns, most considered the lack of car parking spaces and others suggesting need for a pedestrian bridge over the railway to get from one side to another. Other concerns included:

- Unpleasant and fume-filled walk from south Henbury; and
- Provision of appropriate facilities for disabled access and parking.

Similar elaborated concerns were set out by those who prefer the West Option, concerned with accessibility as a car user and car park size. Specific concerns were:

- Only limited access planned and its location limits the possibility of additional parking in the future should this prove to be necessary;
- The west site is less central than the east site. Insufficient parking will mean users will park on nearby roads. The whole housing development will put a considerable strain on local roads; and
- Nearby roads are not suited to coping with a lot of extra traffic

3.2.5 Frequency of use of the station

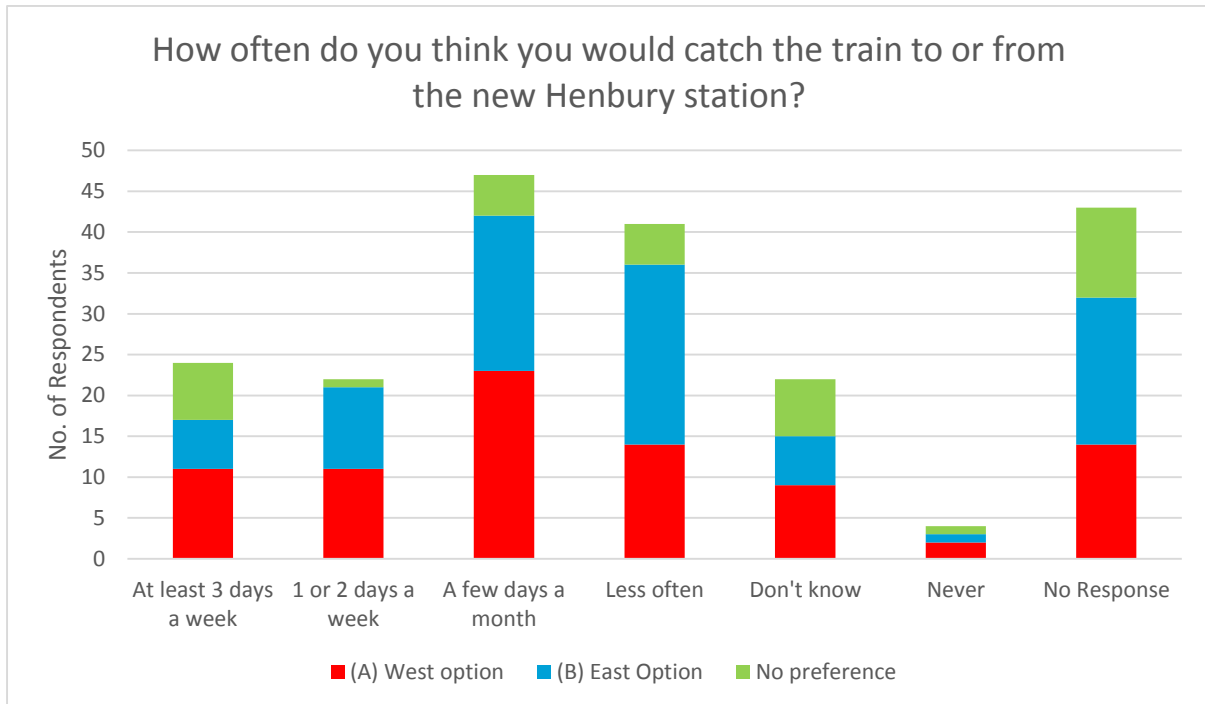


Figure 3-12 Frequency of Visits

There is a slight imbalance in the regularity of use postulated by respondents who prefer the East or West Sites. Those who prefer the West Site were slightly more likely to use the station 'at least 3 days a week' than those who prefer the East Site, whereas those who prefer the East Site are slightly more likely to use the station 'less often' (than a few days a month). Note though that 'a few days a month' was the most cited response overall.

For those who had no preference, the majority left a blank response when asked how often they think they would catch the train to or from the new Henbury station. Out of the 37 respondents who had no preference 7 said they would use the new station at least 3 days a week. .

3.2.6 Suggestions for improvements to current plans

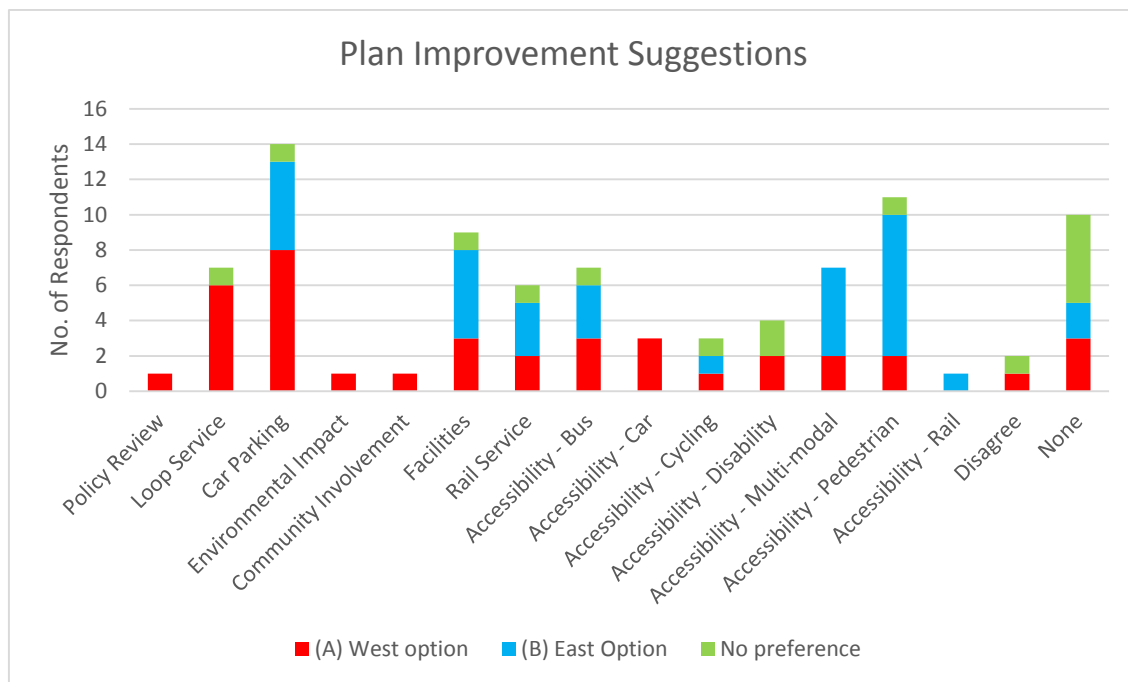


Figure 3-13 - Plan Improvement Suggestions

Out of the 84 respondents who prefer the West Site, 43 chose to answer this question. Car parking (8 respondents) and the Henbury loop service (6 respondents) are the two main suggestions of respondents who preferred the West Site. Relating to car parking, respondents suggested that the provision of only a small car park could lead to overspill parking on nearby streets to the annoyance of people living in the area. Comments included:

- Making walking and cycling access very easy and ensuring that quickest possible routes are created where possible. Ensure that people are not routed a longer way round to get to the station;
- Work with Clifton RFC to designate the station as a park-and-ride with a proper car park;
- Consideration of improvements in the pedestrian/cycle routes to the wider Filton Airfield development. This might be crossings, a subway or a bridge; and
- Open the Crow Lane bus lane for 2-way traffic, especially at peak times.

Suggestions made by those who preferred the East Site included a number (around a quarter) who were keen to ensure good pedestrian access. Specific suggestions included a footbridge over the railway line and including the optional pedestrian access from Wyck Beck Road. Comments included:

- Access from both the North and South for pedestrians is essential – the railway line acts a barrier to access from the South so this need to be considered. Could a pedestrian footbridge over the railway line to existing Henbury and Brentry roads/residences be considered;
- The proposed stations are on the side of the new housing development, so the station will better serve the new housing development than existing Henbury/Brentry residents;
- Reinstate the Henbury Loop;
- The parking provision at the new Henbury station is inadequate;
- Need to consider providing a new rail spur from North Filton to the Mall area where there is plenty of existing parking;
- Scheme needs to include ample bike locking spaces, covered shelters;

- The station needs to include Real Time Passenger Information; and
- The station requires ticket machines to purchase tickets in advance.

A specific point also noted was that there needs to be more consideration of how the station links to the A4018, as the West Site appears to give more options for access from various directions and circulation of traffic including buses, without dramatically affecting the traffic flow on a major road.

Out of 37 respondents who had no preference about the station location, 15 chose to provide further suggestions, though a third of these chose to note that they are happy with the current plans and offered no specific suggestions. Concerns were expressed that the station should be fully accessible and have audio, visual and braille signage and information for waiting rooms and information signs and displays to assist blind and deaf travellers. Other comments included:

- Essential to have convenient bus services between the CPNN housing estates and the station;
- Concern that that both sites are not easily accessible from the south/a pedestrian/cycle bridge to either site from the Henbury direction;
- The station must have provide space on the southern track for a second platform for when the loop is opened fully; and
- Serious consideration should be given to the amount of car parking that will be provided. Do not assume that everybody will walk or cycle.

3.2.7 Any other comments

Question 8 gave respondents the opportunity to provide and comments about the options for Henbury station. These responses can be seen in Figure 3-14.

For the West Site, 30 out of 84 respondents provided additional comments. . The most common comment from 7 respondents who preferred the West Site, was to provide a loop service.

Of those that preferred the East Site, 24 respondents chose to provide more comments regarding the Henbury station. The most cited comments were to improve accessibility for buses and pedestrians. Other comments included the possibility of implementing a park and ride service at Henbury rail station and building a footbridge or a dedicated pedestrian walkway for pedestrians to feel safe walking to the station.

Of those who did not express a station site preference, 13 respondents chose to provide further comments. The most common comment was to improve accessibility to the surrounding new developments and residential areas. Three respondents made comment on this.

Further details about the comments from the respondents can be found in Appendix A.

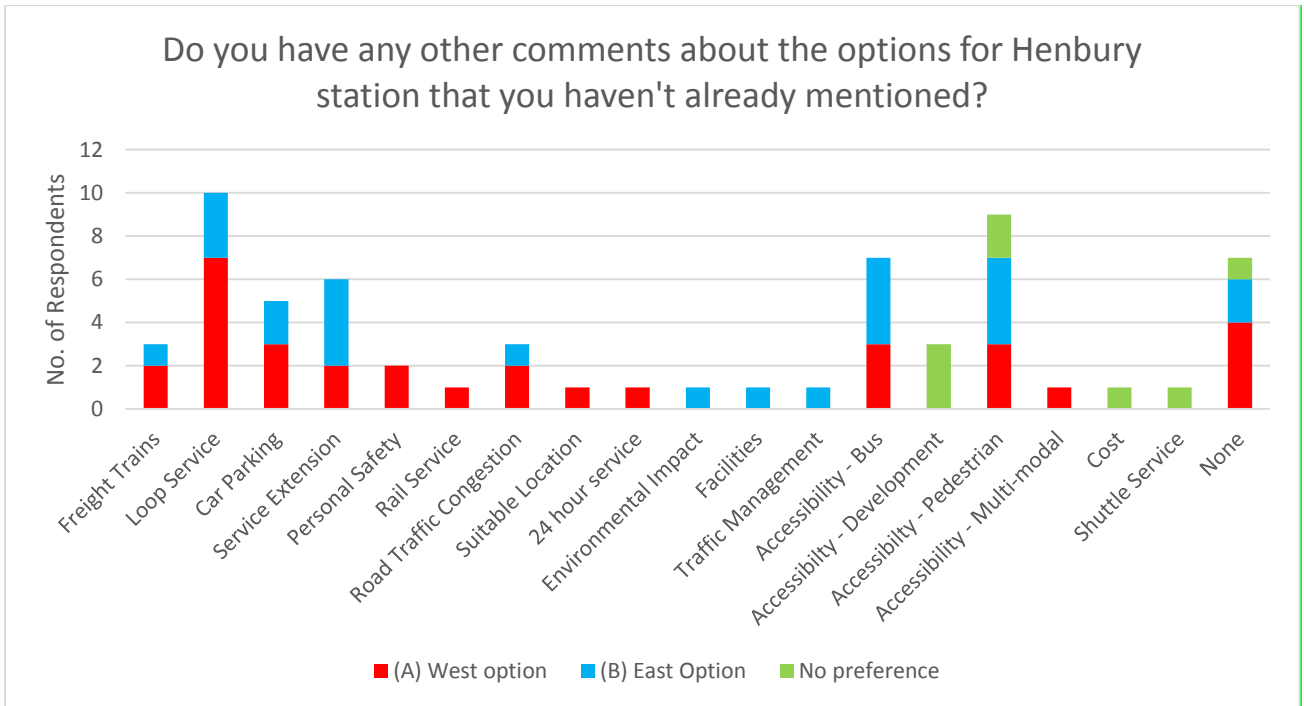


Figure 3-14 - Any Further Comments?

3.2.8 Demographic information

Figure 3-15 displays a breakdown of the respondents of the questionnaire and what option they chose. By far the majority respondents were either local residents or regular visitors to the areas served by the station.

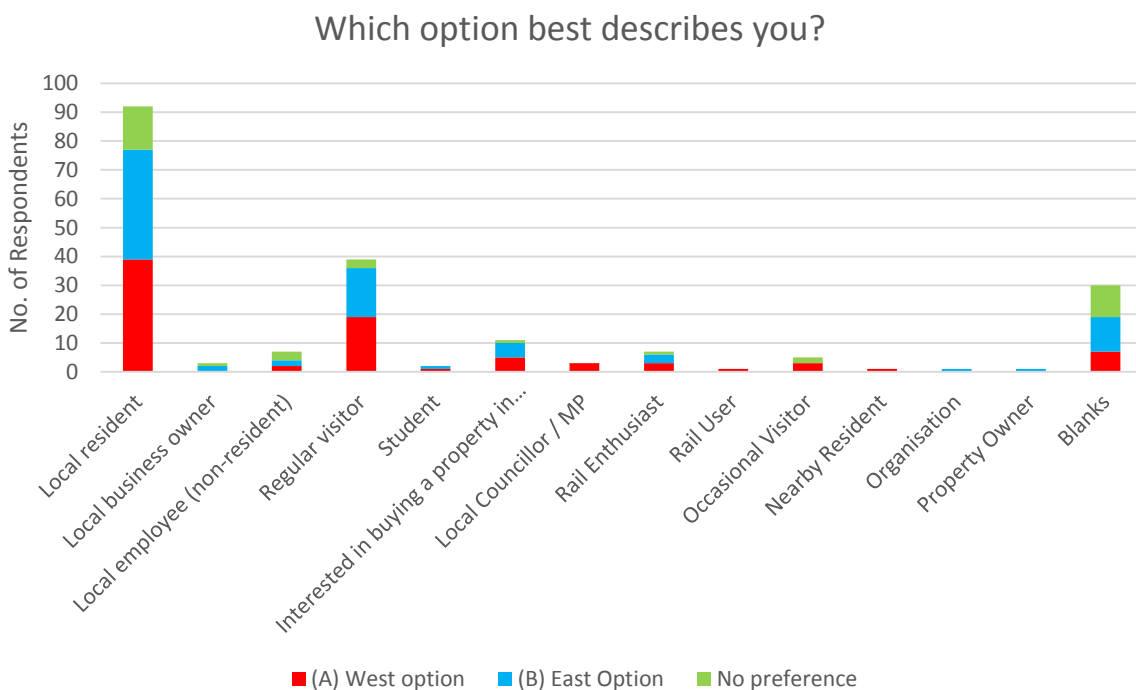


Figure 3-15 - Which option best describes you?

Figure 3-16 displays the preferred location when relating to the respondents gender, indicating that a far more respondents were male than female. Bearing in mind the imbalance in total numbers of

male versus female respondents, slightly more men preferred the East Site than the West Site, where the reverse picture is observed from female respondents.

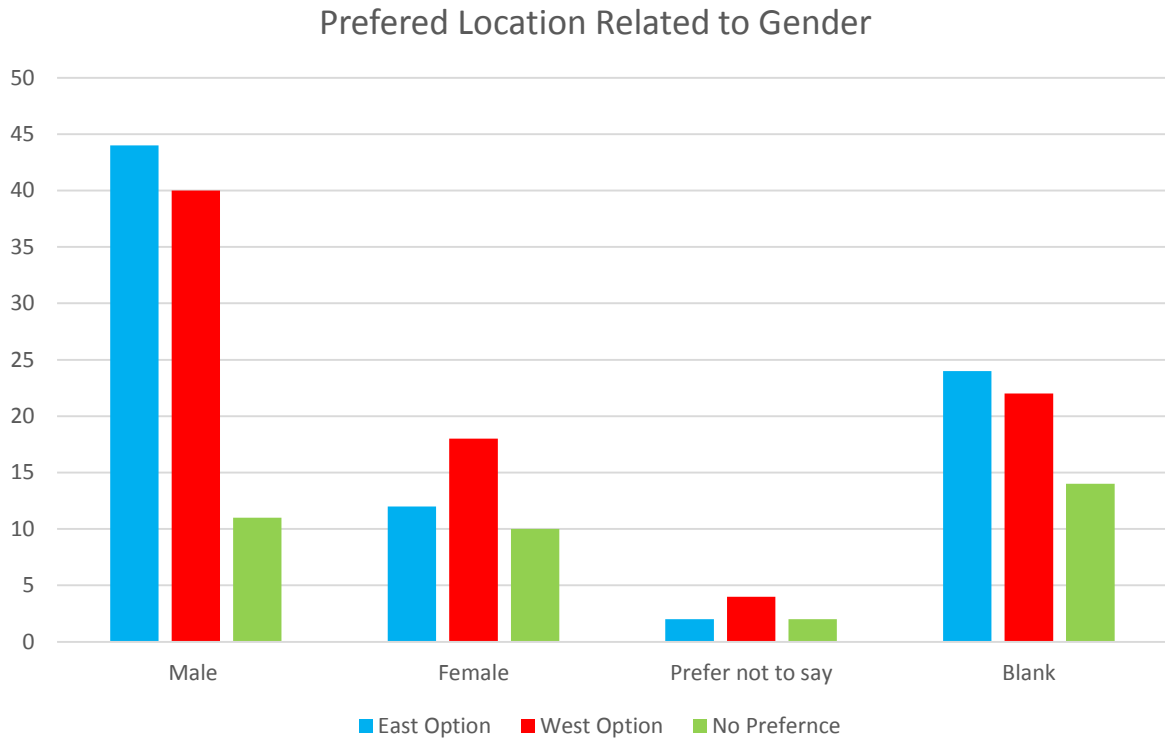


Figure 3-16 - Which option do you prefer- Gender Related?

Figure 3-17 displays the preferred location when related to the respondents’ age groups. There is no apparent correlation related to age and preferred location.

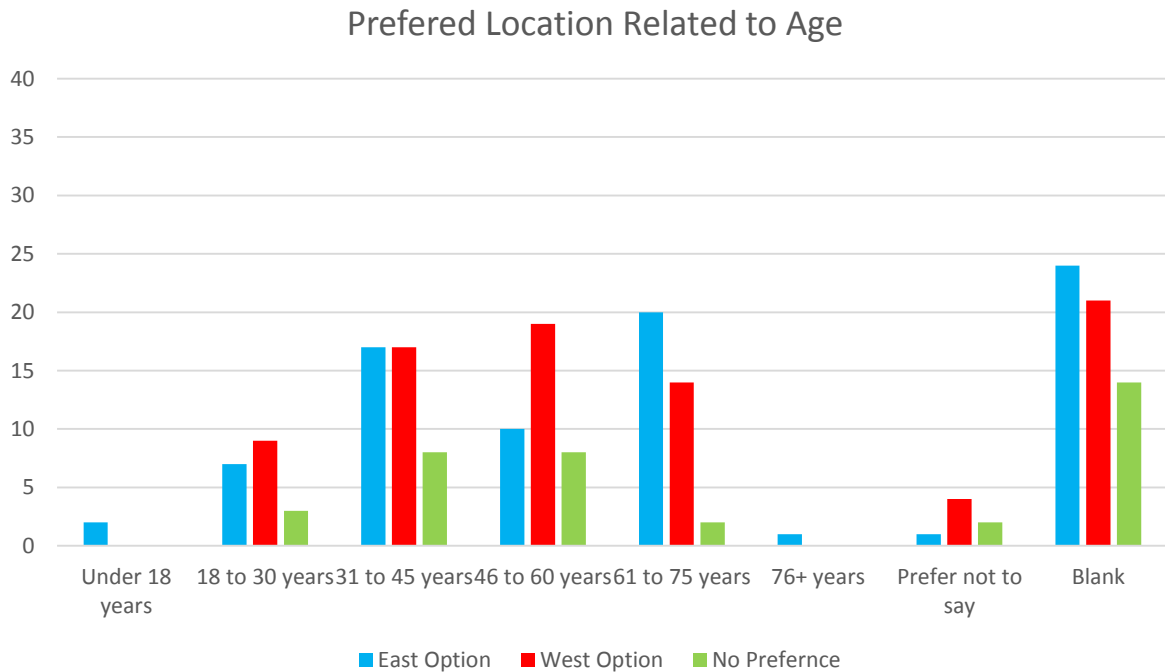


Figure 3-17 - Which option do you prefer – Age Related?

4 Conclusion

The consultation and responses gathered through the questionnaire was successful in highlighting issues; however, no strong preference for either site was demonstrated, with 41% in support of the West Site, 40% for the East Site and 18% no preference.

The main reasons that respondents chose their preferred option was closely related to proximity to where they live and hence better pedestrian access. This correlated well with other responses that suggested many would walk to the station (whichever site is chosen). Along with this desire however, many respondents were concerned to ensure that the availability and adequacy of pedestrian routes to (either of) the station site(s) would be sufficient, particularly from the existing housing development south of the railway line.

The main concern noted by respondents regarding both sites related to parking on nearby roads. Allied to this, some respondents thought that the car parks that are planned (again at either site) are inadequate for the station's eventual patronage, which could limit growth potential and create a negative effect on the already congested roads within the surrounding area. Some respondents also expressed specific suggestions about implementing off-site parking for the station (West Site) at the nearby Clifton Rugby Club.

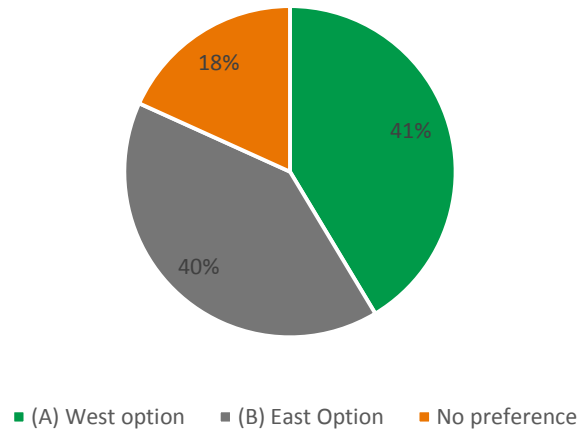
It was noted that a number of comments were included in responses that did not relate to the Henbury station site consultation, suggesting that a loop service be implemented rather than terminating trains at Henbury.

Appendix A

Questionnaire Results

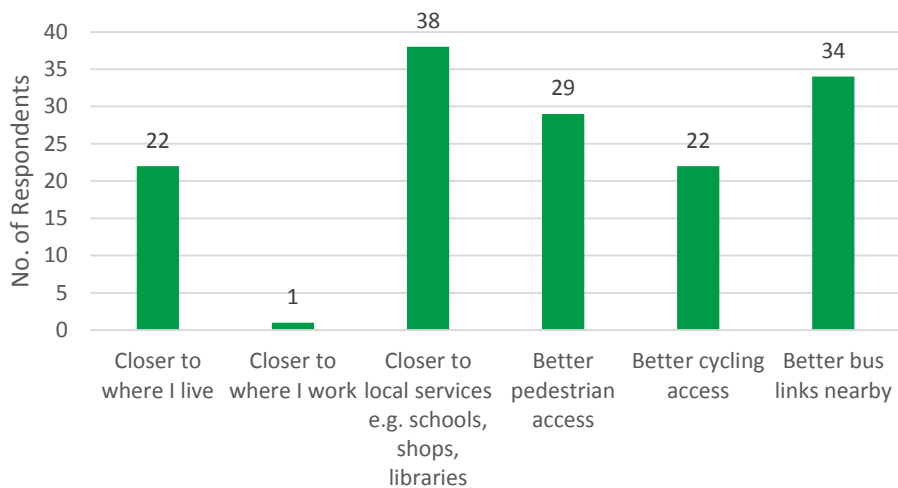
Q1 – Your preferred station option

Which station option do you prefer?



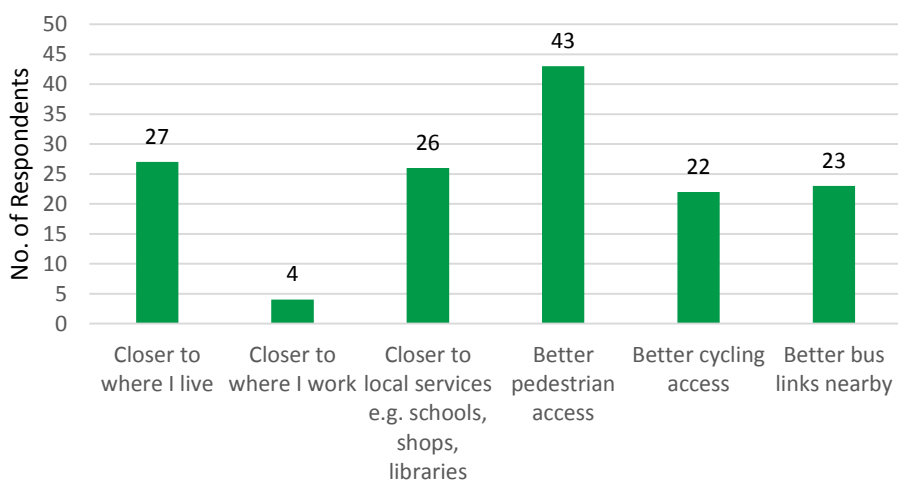
Q2 – Why do you prefer this option? (WEST)

Reasons for Preferred Option (West)



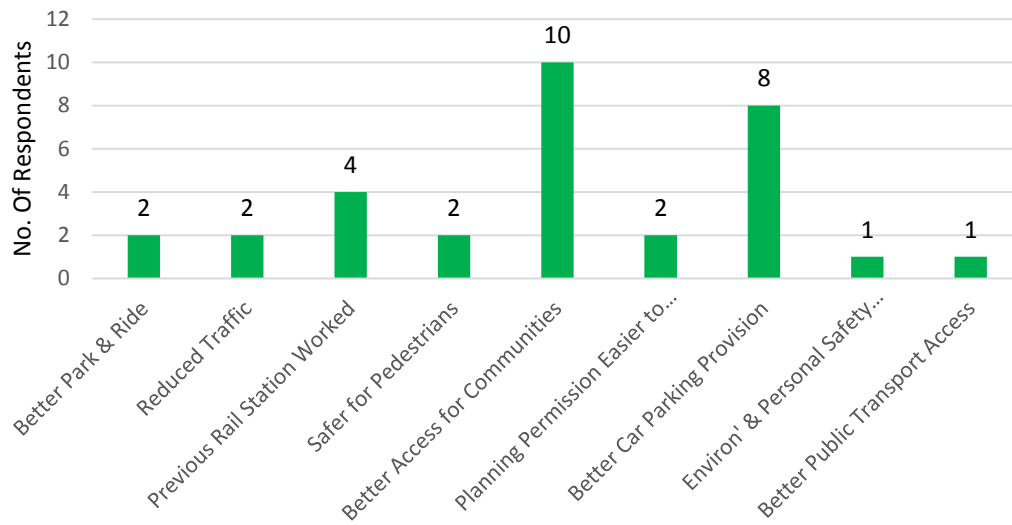
Q2 – Why do you prefer this option? (EAST)

Reasons for Preferred Option (East)

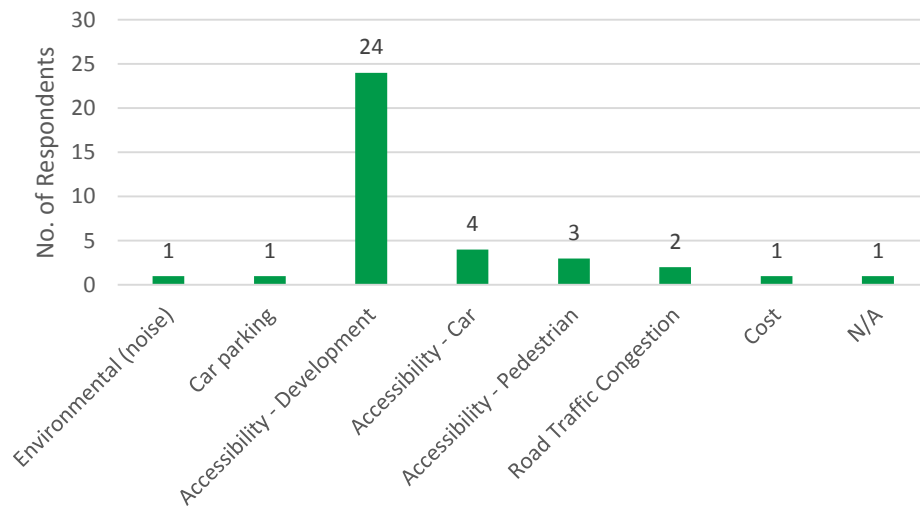


Q2 continued – Other reason

Categorised Reasons for Preferred Option (West)

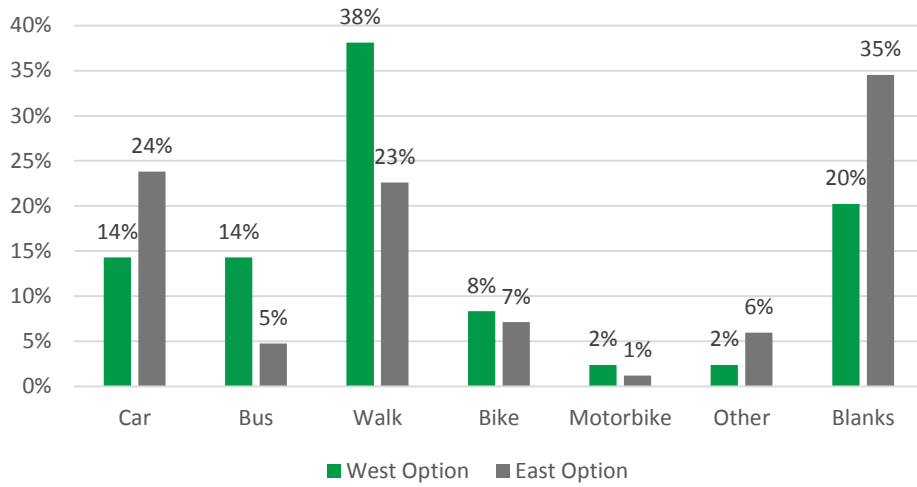


Categorised Reasons for Preferred Option (East)

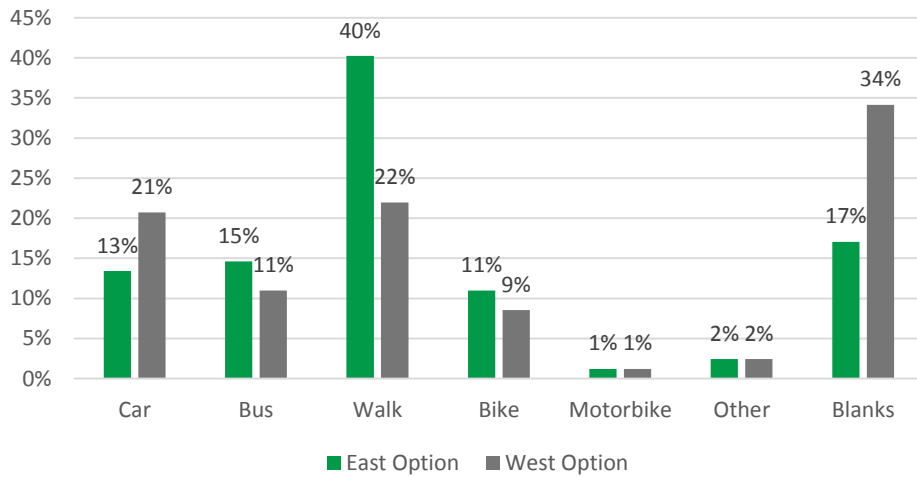


Q3 – Travelling to the new station

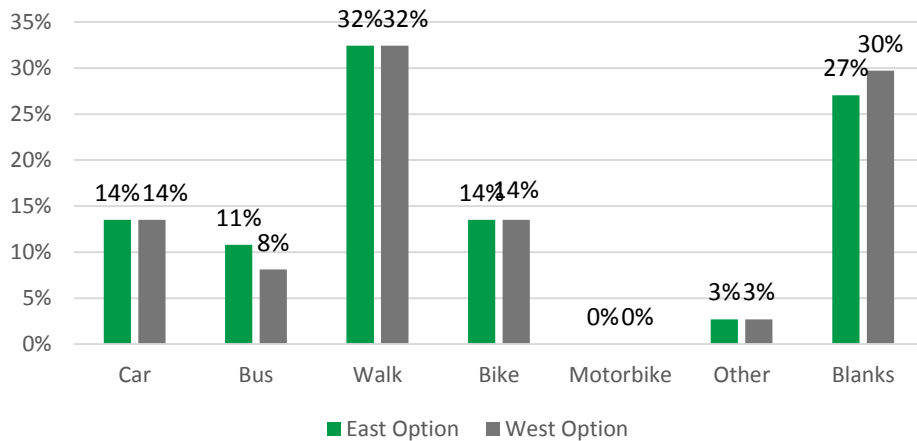
Expected mode of travel - West Site Respondents



Expected mode of travel - East Site Respondents

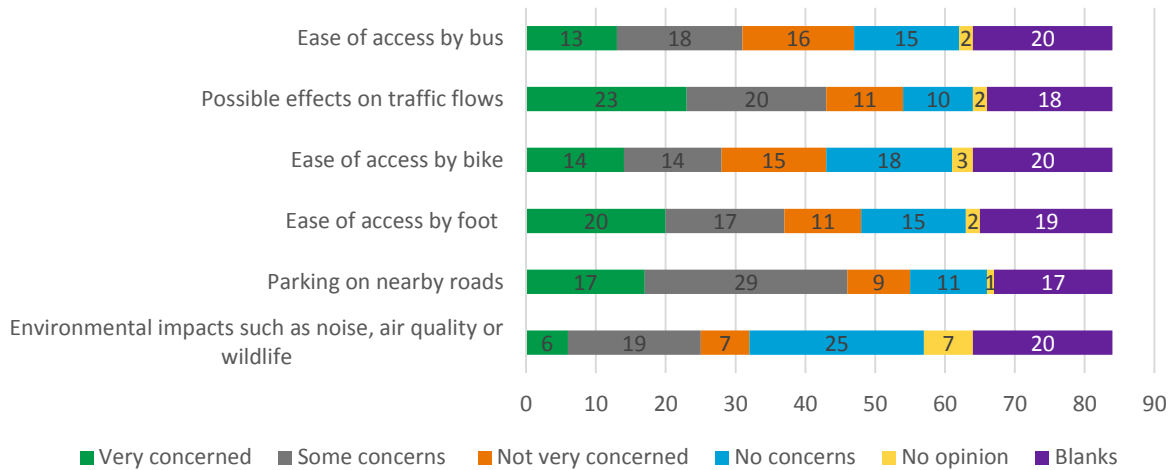


Mode of Travel - East vs West Site (No Preference Respondents)

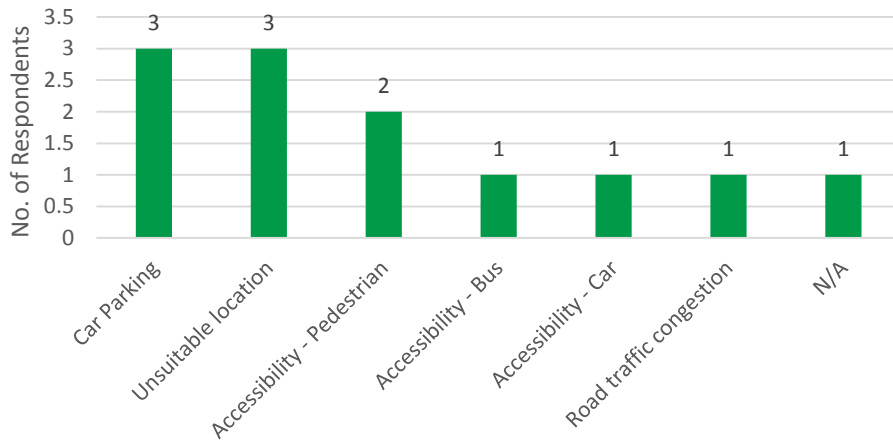


Q4 – Do you have any concerns over the following aspects of the East Site for Henbury Station?

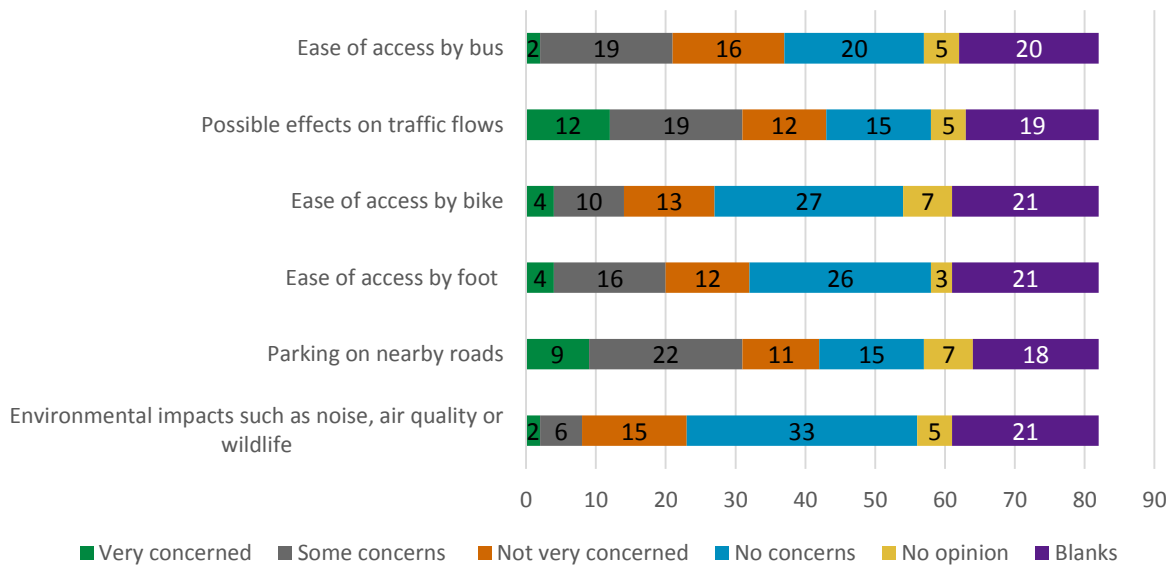
Concerns for the East Site (from West Sites respondents)



Categorised Concerns for East Site (from West Site Respondents)

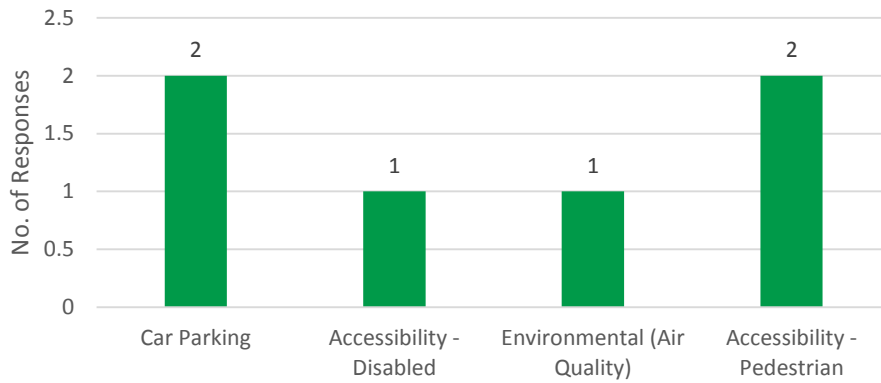


Concerns for East Site (from East Site respondents)

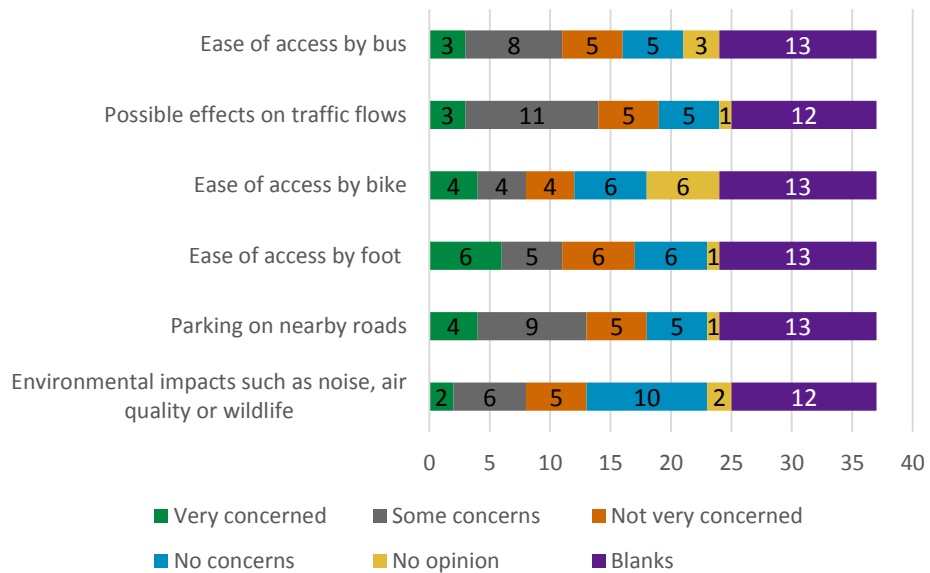


Q4 – Do you have any concerns over the following aspects of the East Site for Henbury Station?

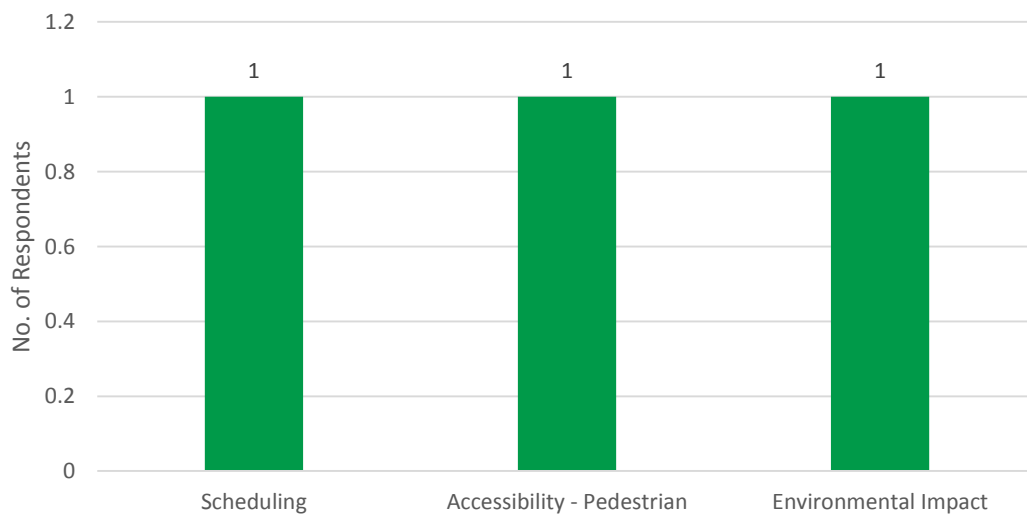
Categorised Concerns for East Site (from East Site Respondents)



Concerns for East Site (No Preference Respondents)

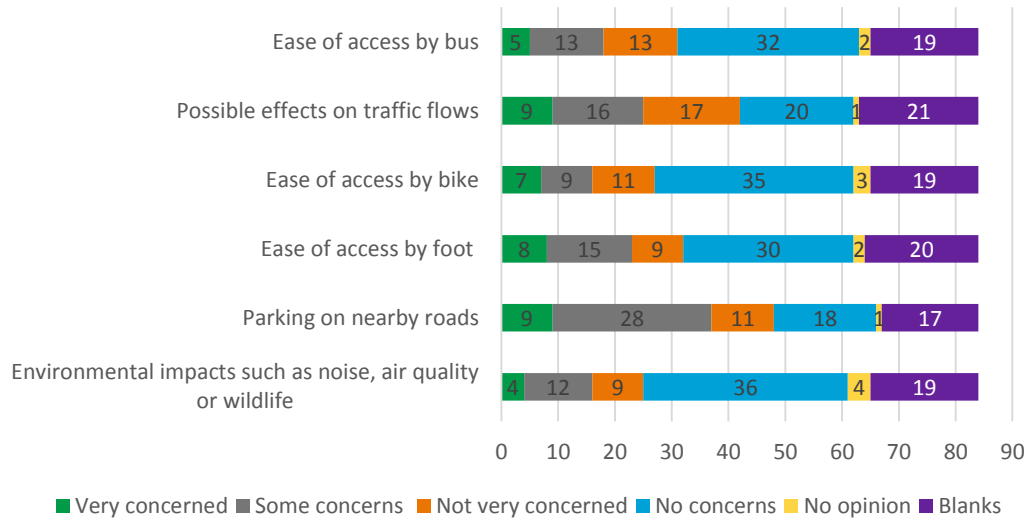


Categorised Concerns for East Site (No Preference Respondents)

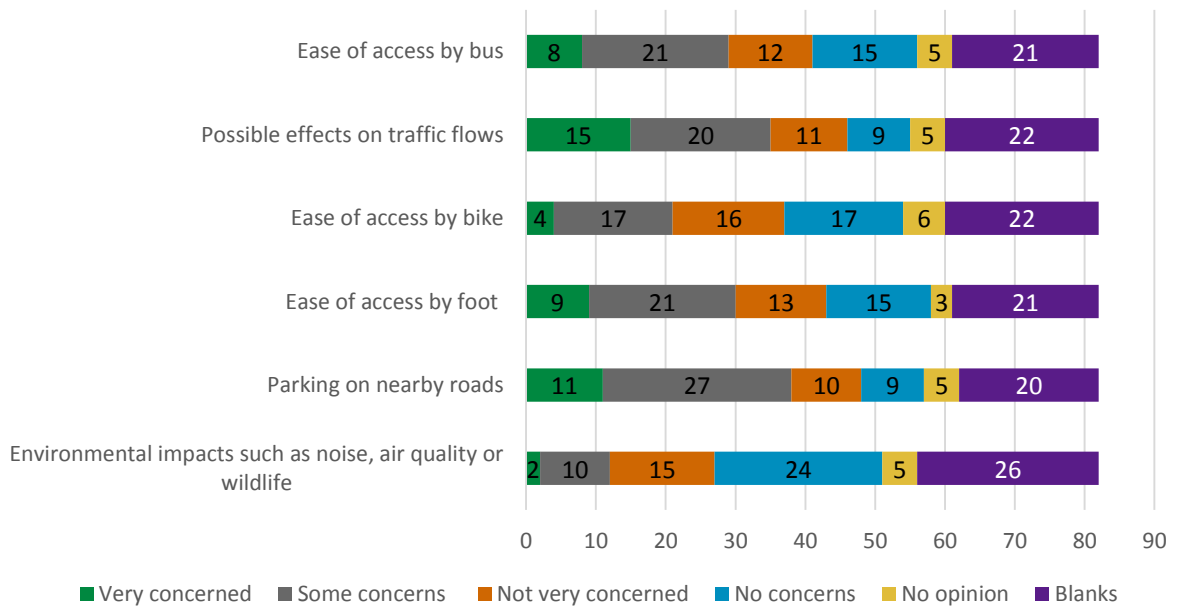


Q5 – Do you have any concerns over the following aspects of the West?

Concerns for West Site (from West Respondents)

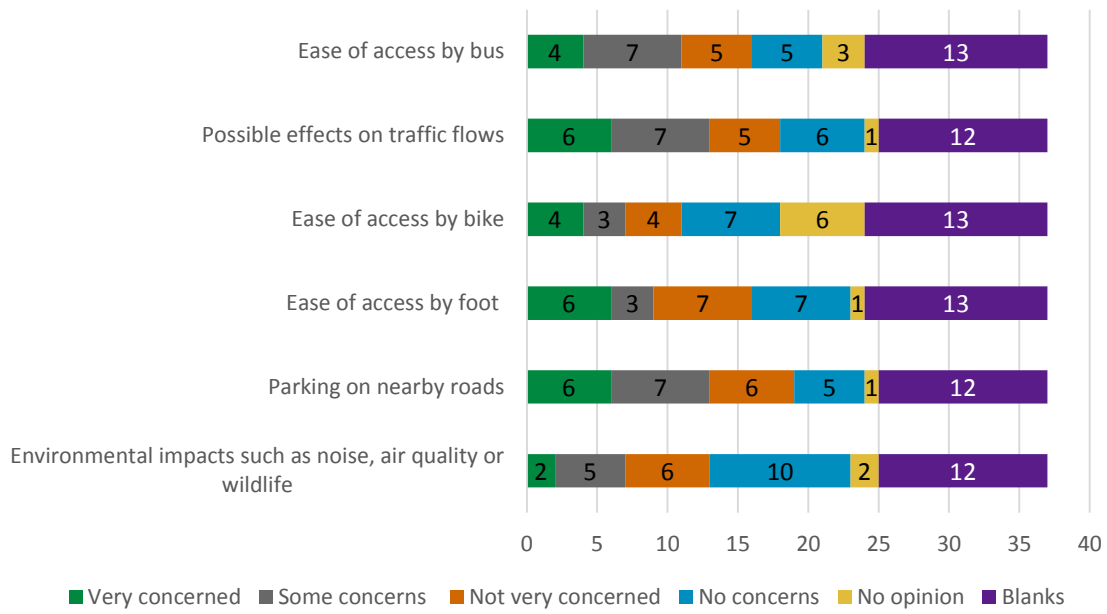


Concerns for West Site (from East Respondents)

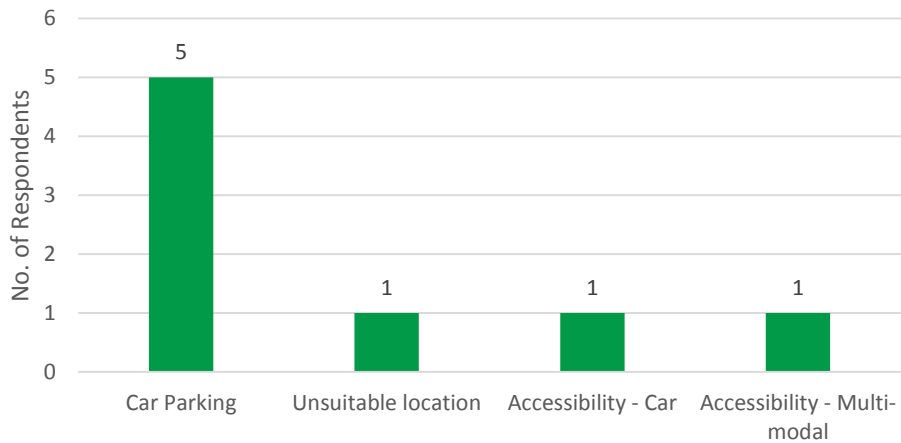


Q5 – Do you have any concerns over the following aspects of the West?

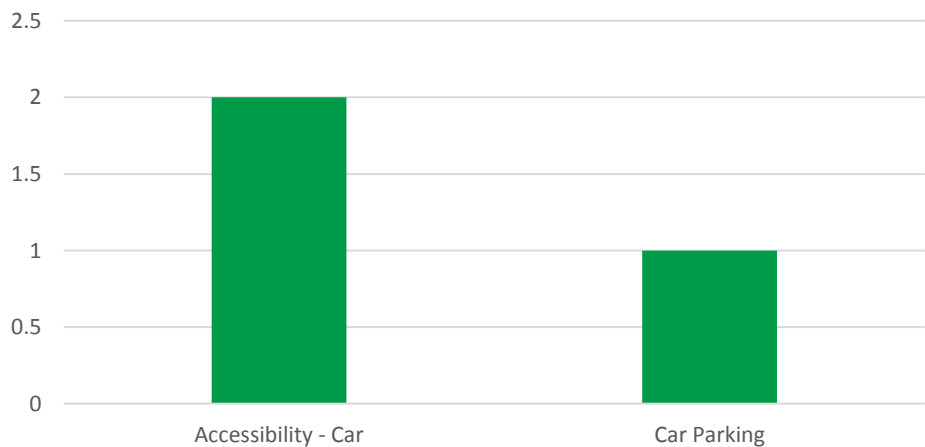
Concerns for West Site (No Preference Respondents)



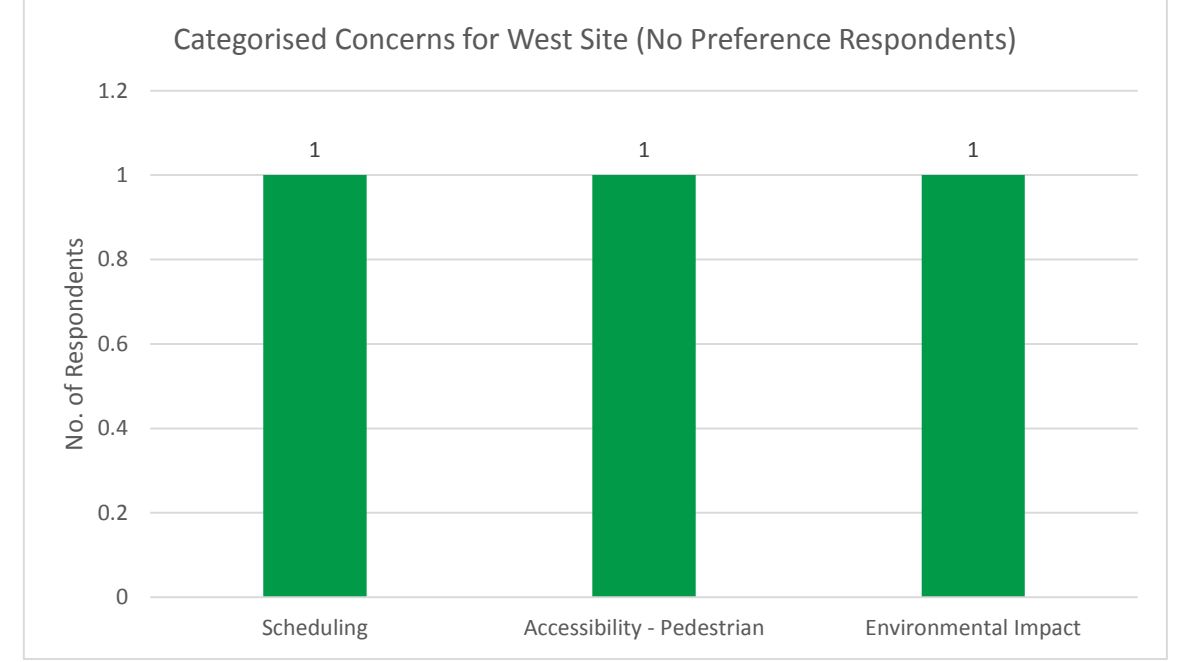
Categorised Concerns for West Site (from West Site Respondents)



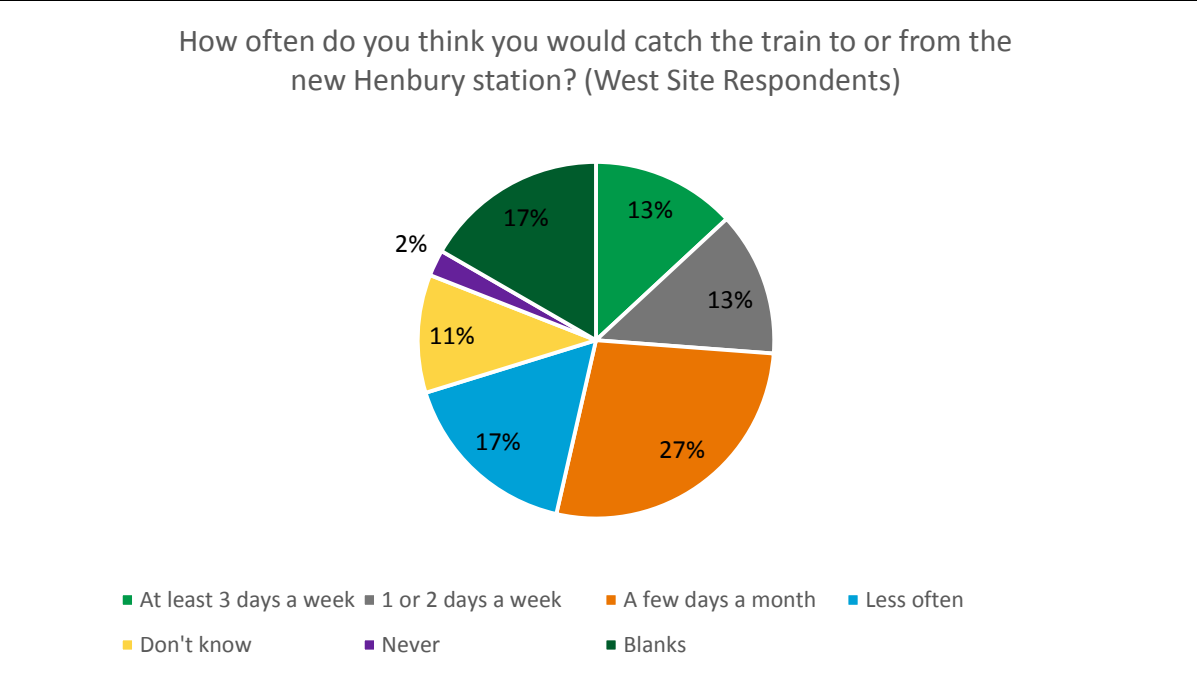
Categorised Concerns for West Site (from East Site Respondents)



Q5 – Do you have any concerns over the following aspects of the West?

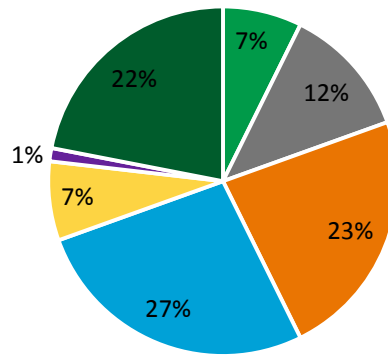


Q6 – How often do you think you would catch the train to or from the new Henbury station?



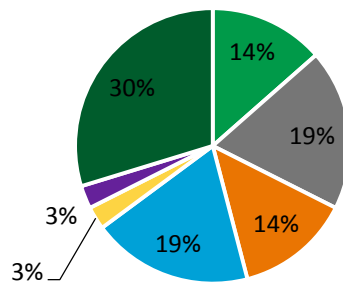
Q6 – How often do you think you would catch the train to or from the new Henbury station?

How often do you think you would catch the train to or from the new Henbury station? (East Site Respondents)



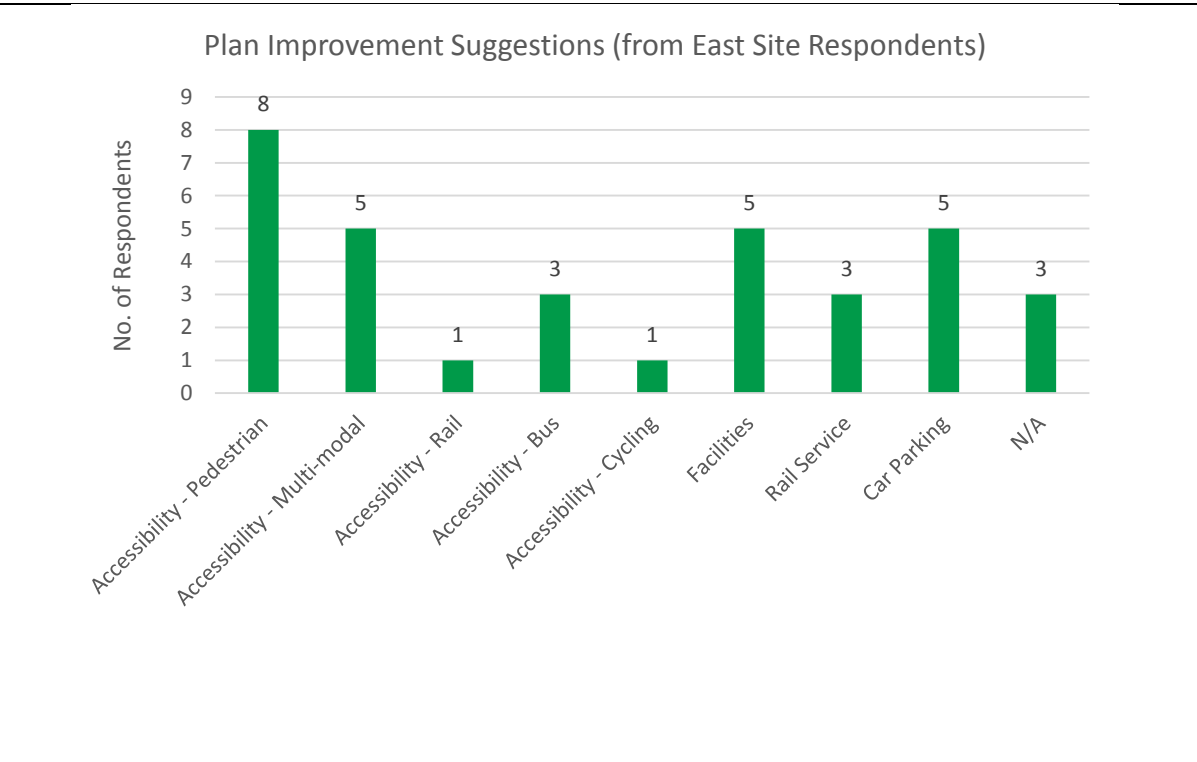
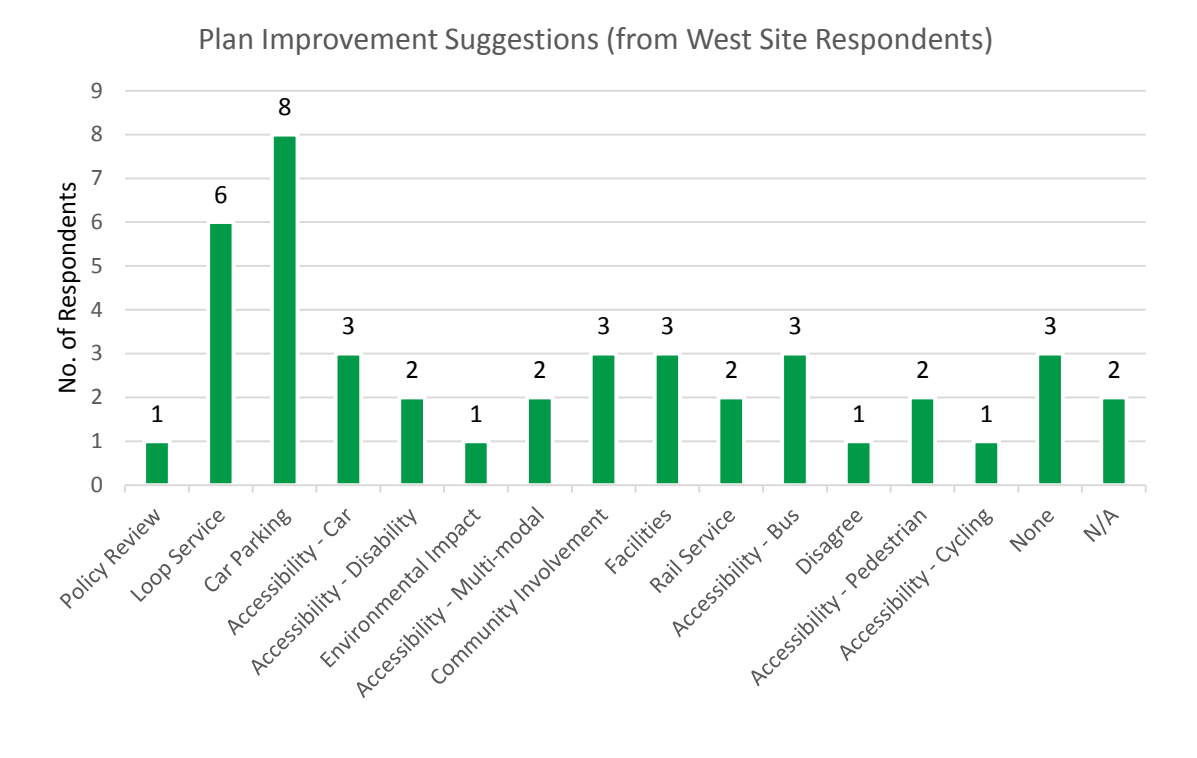
■ At least 3 days a week ■ 1 or 2 days a week ■ A few days a month ■ Less often
■ Don't know ■ Never ■ Blanks

How often do you think you would catch the train to or from the new Henbury station?

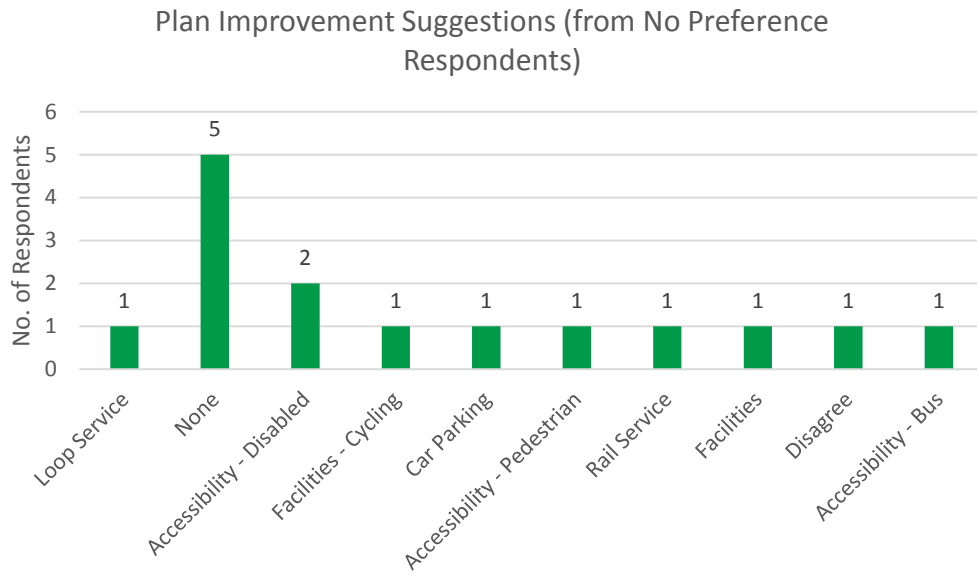


■ A few days a month ■ Don't know ■ Less often
■ At least 3 days a week ■ 1 or 2 days a week ■ Never
■ Blanks

Q7 – Do you have a suggestion about how our plans for Henbury station could be improved?

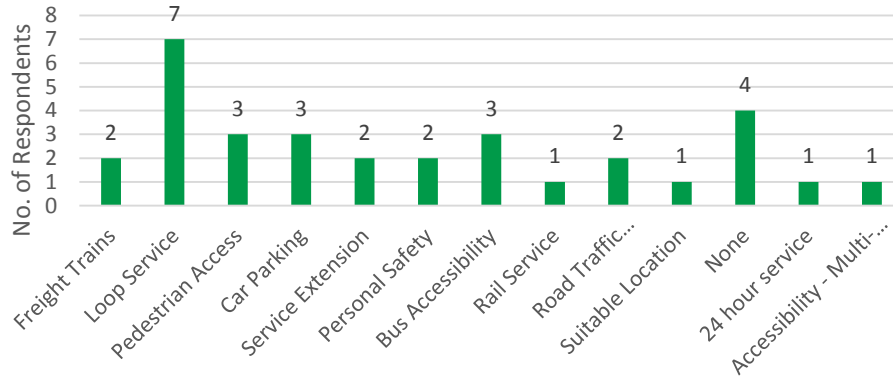


Q7 – Do you have a suggestion about how our plans for Henbury station could be improved?

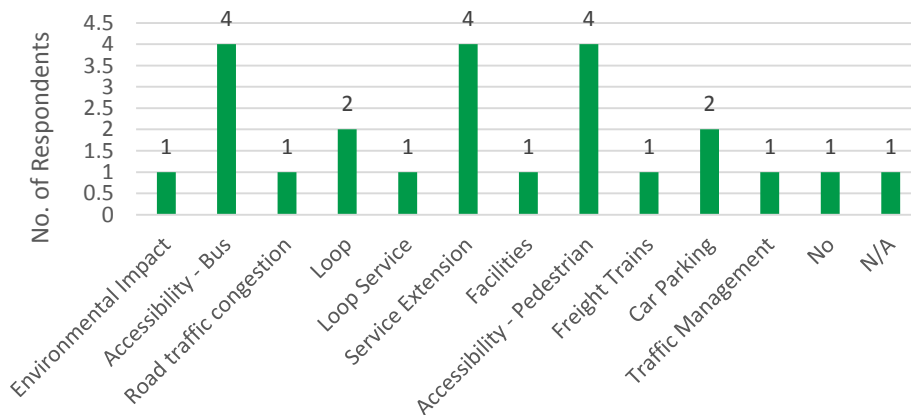


Q8 – Do you have any other comments about the options for Henbury station that you haven't already mentioned?

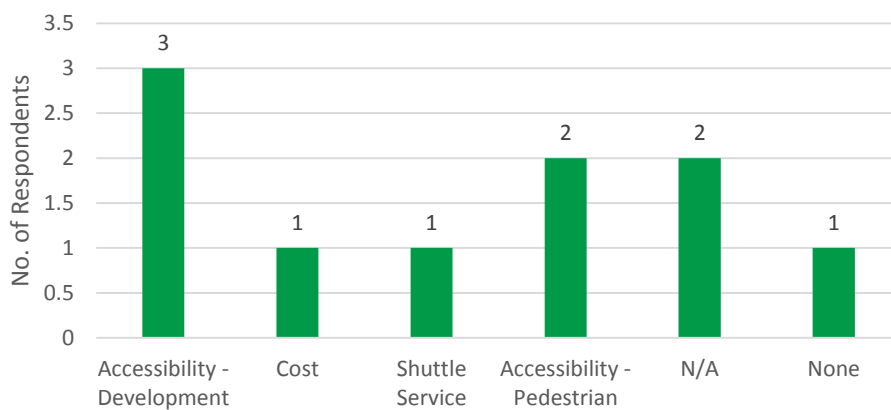
Do you have any other comments about the options for Henbury station that you haven't already mentioned? (West Site Respondents)



Do you have any other comments about the options for Henbury station that you haven't already mentioned? (East Site Respondents)

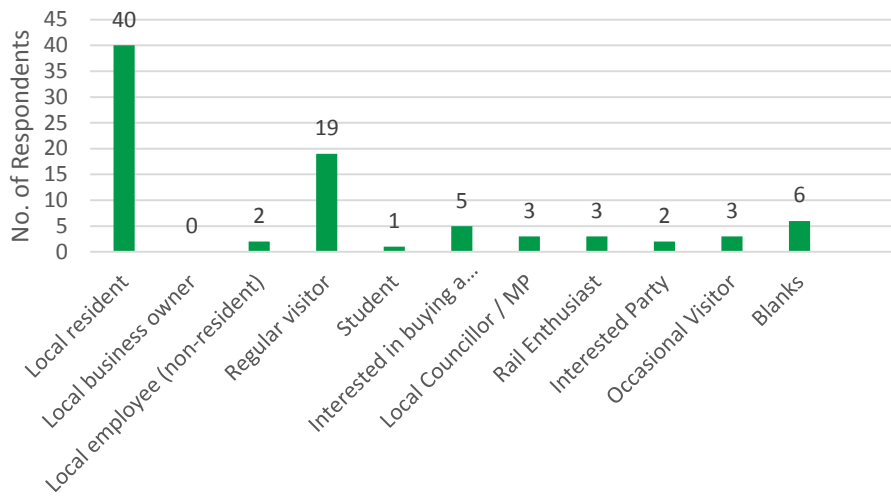


Do you have any other comments about the options for Henbury station that you haven't already mentioned? (No Preference Respondents)

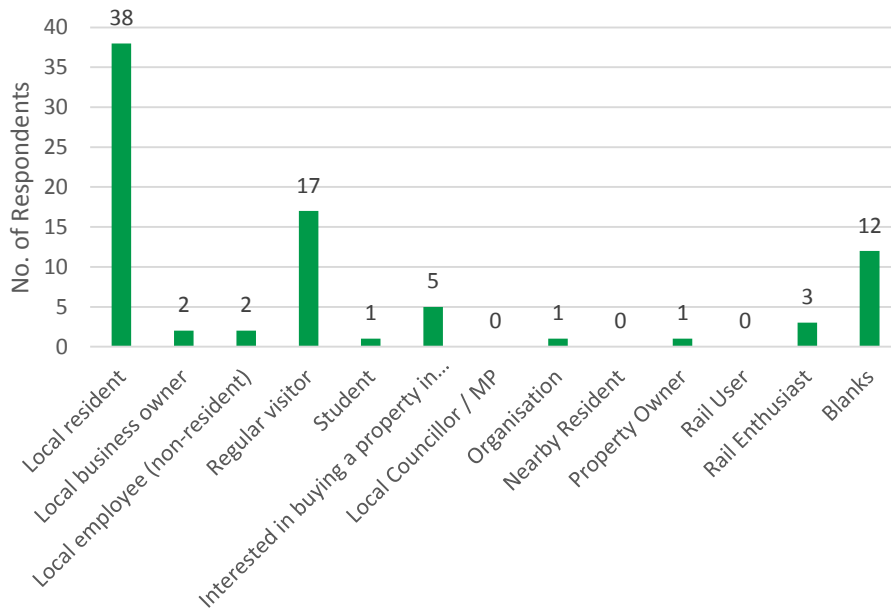


Q9 – Regarding the Henbury area, which of the following best describes you?

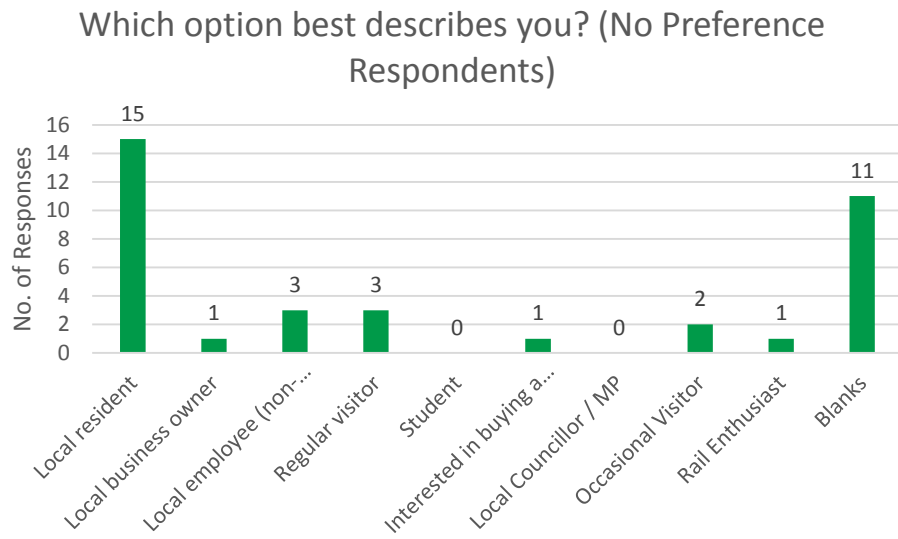
Which option best describes you? (West Site Respondents)

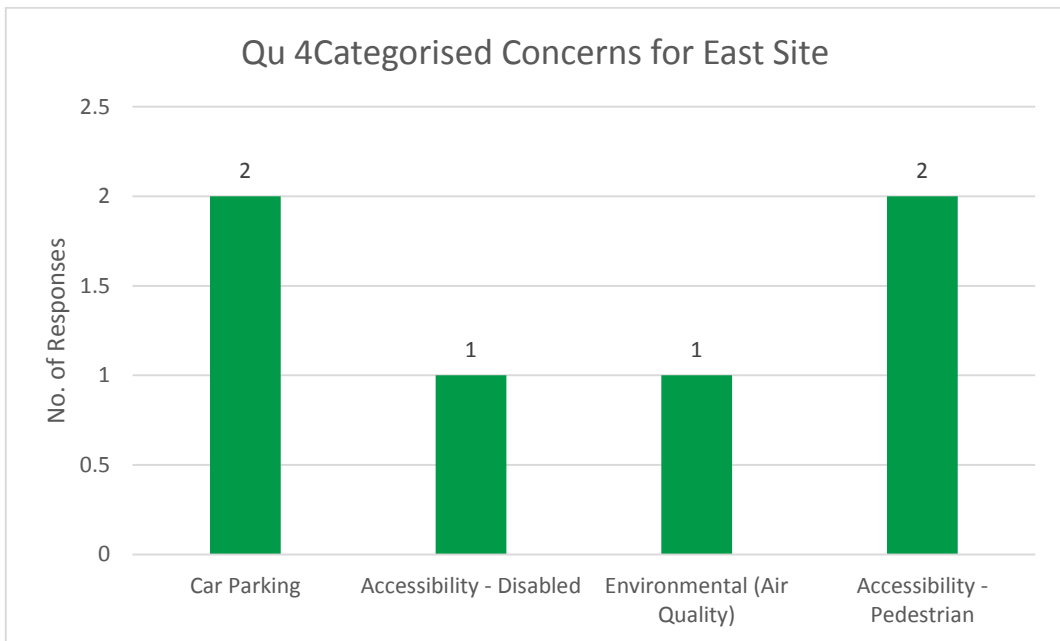
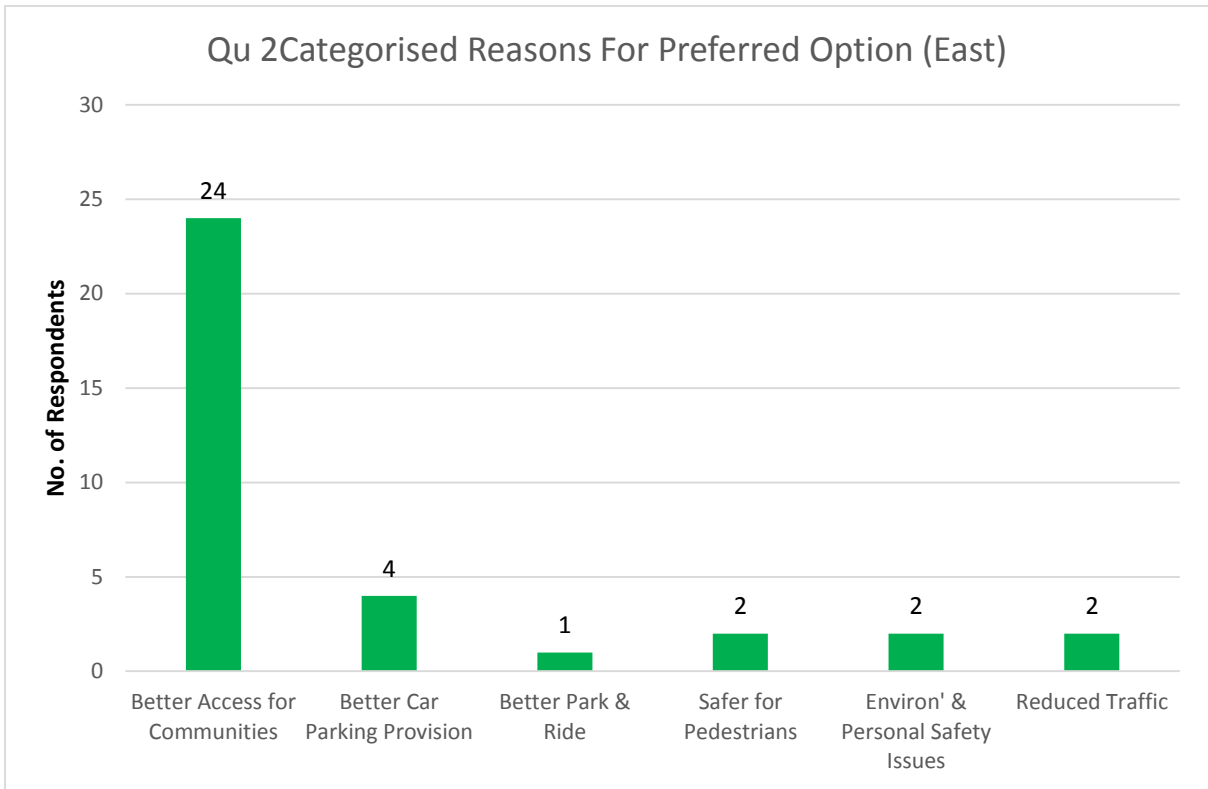


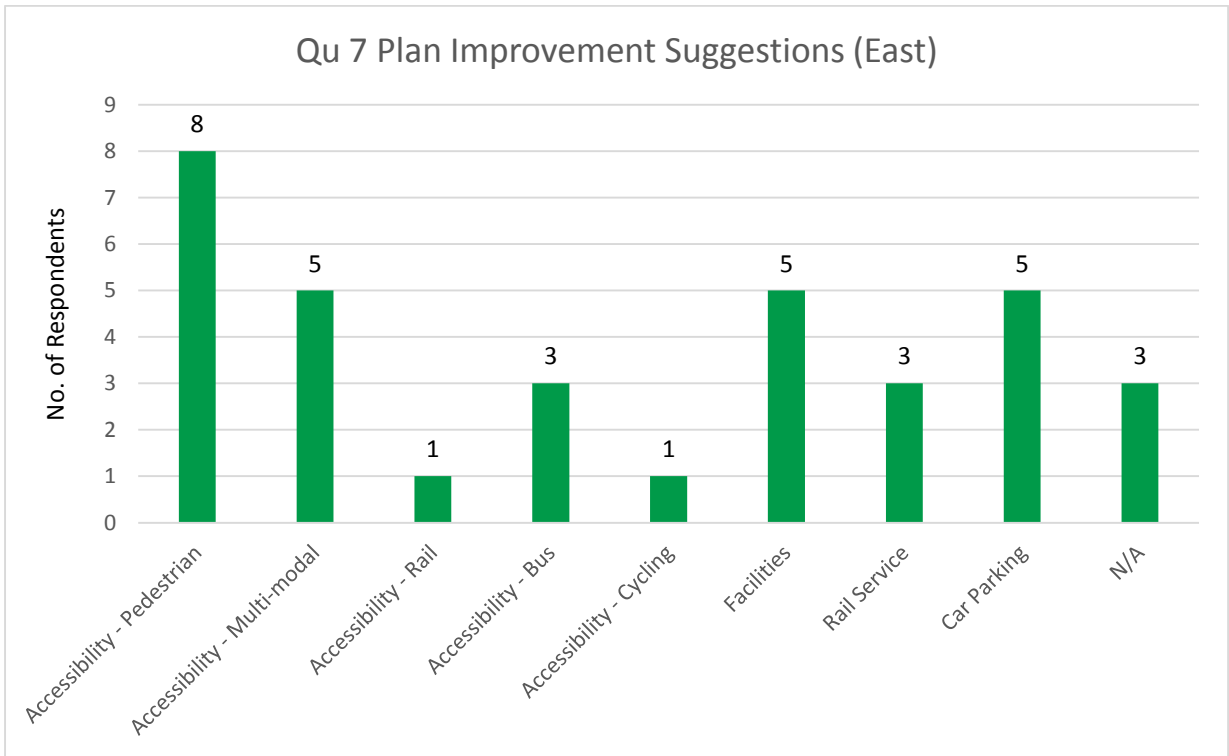
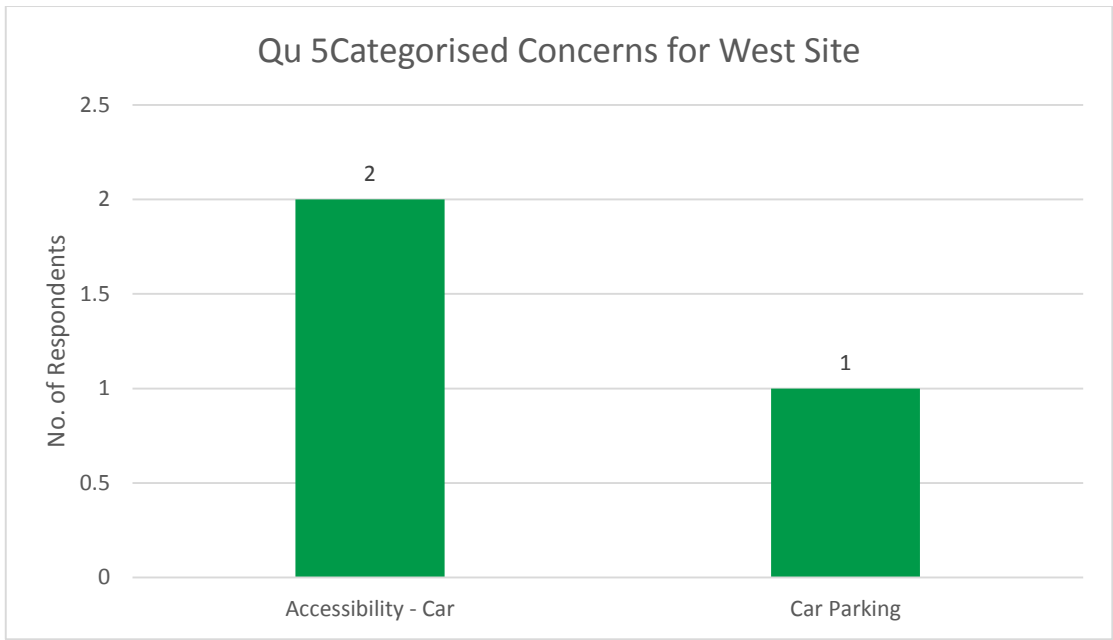
Which option best describes you? (East Site Respondents)



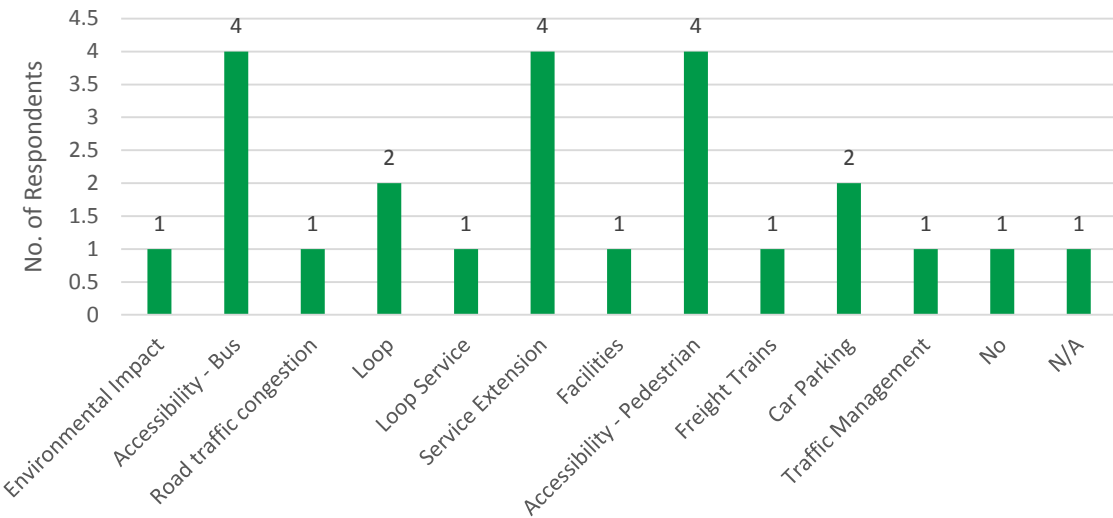
Q9 – Regarding the Henbury area, which of the following best describes you?



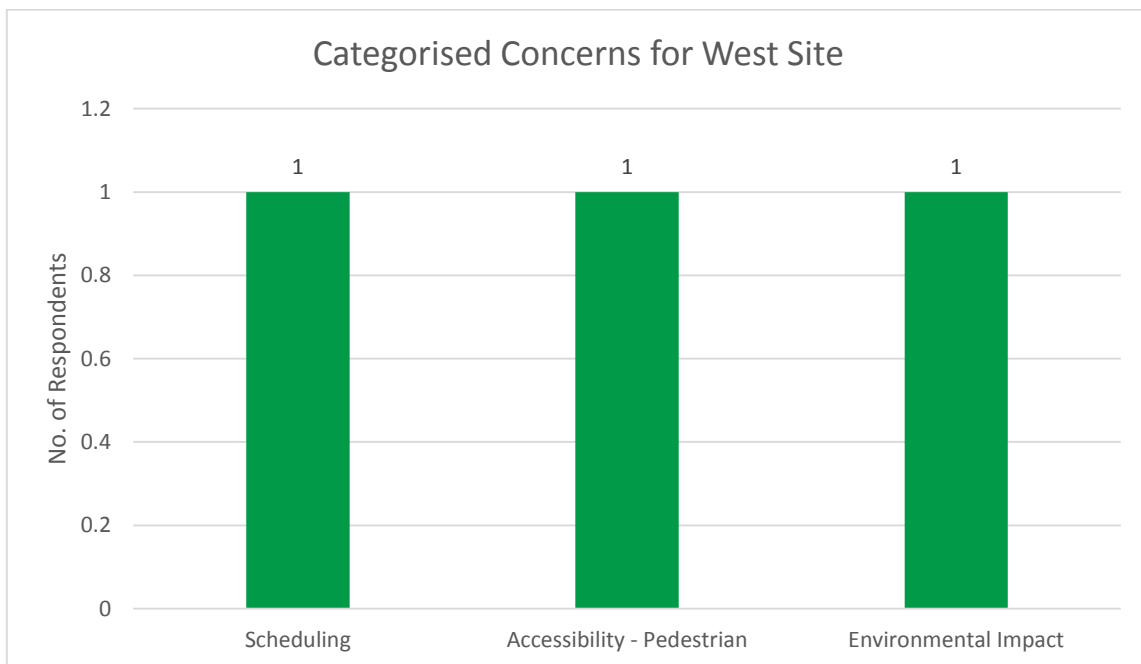
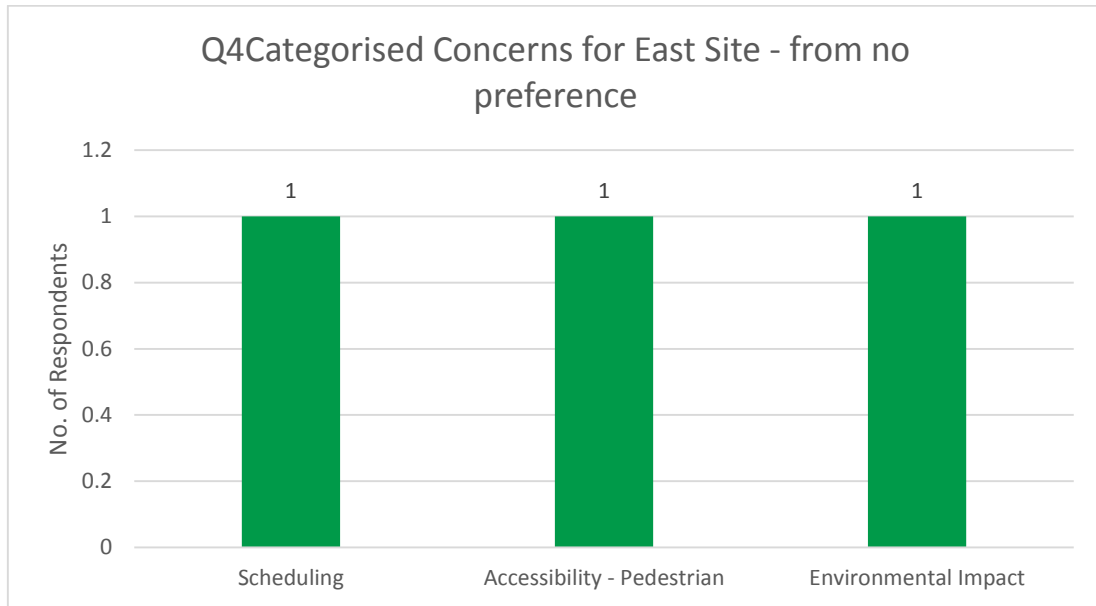




Qu 8 Do you have any other comments about the options for Henbury station that you haven't already mentioned? From East resp



Analysis on responses of those who have no preference



Appendix B

Consultation methods and materials

Postcard invitations

Double-sided A5 colour postcards were produced that invited residents to visit one of the exhibitions. It also gave details of how to find out more information online and through other methods. The postcard was delivered to houses and organisations within 1km of each of the station sites (see previous map) and this comprised:

- 3,489 addresses in Bristol (3426 residential, 63 businesses)
- 260 addresses in South Gloucestershire
- 100 additional for publicity

The postcards were mail-merged from address lists supplied by the GIS section of Bristol City Council and the Consultation section of South Gloucestershire Council.



Dear resident

We would like to hear your views on the two options for a new railway station at Henbury. The consultation runs from **Monday 30 November 2015** until **Monday 25 January 2016**.

Come along to one of our exhibitions on:

- **Thursday 3 December 2015**
- **Wednesday 9 December 2015**

At Henbury Library, Crow Lane, Henbury, Bristol BS10 7DR from 2pm until 7pm

travelwest 

Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire councils working together to improve your local transport

Figure 4-1 - Front of postcard invitation

Consultation on the location of a new Henbury rail station

If you are unable to visit an exhibition, you can go online and download a copy of the leaflet at www.travelwest.info/metrowest. You will also be able to fill in the online questionnaire there.

If you would rather complete a hard copy, you can contact us through the website or write to us at the address below.

For questions about this consultation:

- www.travelwest.info/metrowest
- 0117 903 6868
- MetroWest Phase 2: Henbury station location consultation
Engine Shed, Station Approach, Temple Meads
Bristol BS1 6QH.

Please note that this consultation is about the location of Henbury station. You can contact us with any comments that you have about wider rail proposals and find out more information at www.travelwest.info/metrowest



Figure 4-2 - Back of postcard invitation

Posters

50 A4 posters were produced and distributed to local shops in Henbury. Again, details of the exhibitions were given and other methods of responding to the consultation.



Questionnaire

A questionnaire was needed and although the project team had an overview of the type of questions that were needed, the Bristol City and South Gloucestershire consultation teams were asked for their input. An online questionnaire was produced that went live the day before the consultation launched. Because some people would not have access to the internet, paper copies of the questionnaire were prepared and printed.

MetroWest News

The electronic newsletter MetroWest News, featuring the Henbury consultation, was sent to 1,732 subscribers on Monday 30 November 2015, at 09.00am. 40.9% opened the newsletter – that's 695 people (against the industry average of 16.4% opens).

The Henbury consultation was mentioned too in the newsletter sent out on Thursday 14th January 2016, sent at 11.00am.

The questionnaire invited people to give us their email address if they wished to be kept informed about MetroWest. Anyone who requested this has been input into the database.

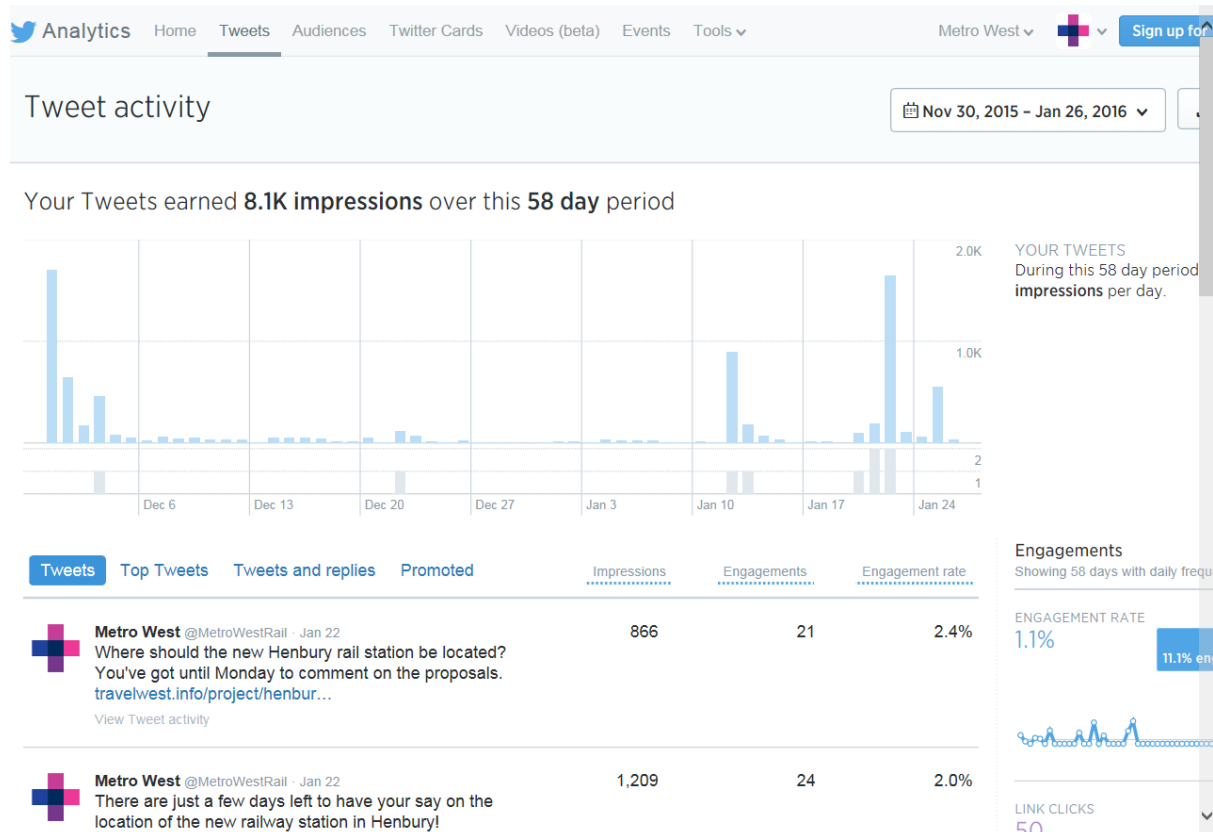
Social media and website

A total of 7 Tweets were sent with the total number of Tweet Impressions (number of times users saw the Tweet) being 8.1k.

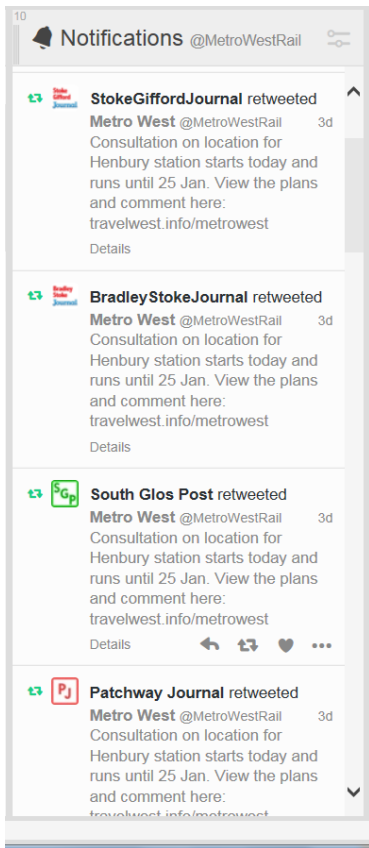


The first tweet (11:17am - 22 Dec 2015) asks for views on the location of Henbury rail station, with the survey online until 25 Jan 2016. The second tweet (10:18am - 12 Jan 2016) states there is still time to comment on the new station location, with the survey closing on 20 Jan. The third tweet (9:34am - 22 Jan 2016) notes that only a few days remain to have a say on the location of the new railway station. The fourth tweet (11:00am - 22 Jan 2016) asks where the new station should be located, with a deadline of Monday. Analytics for the fourth tweet show 3 retweets.

It is clear from the analytics below there was increased interest at the beginning and end of the campaign.

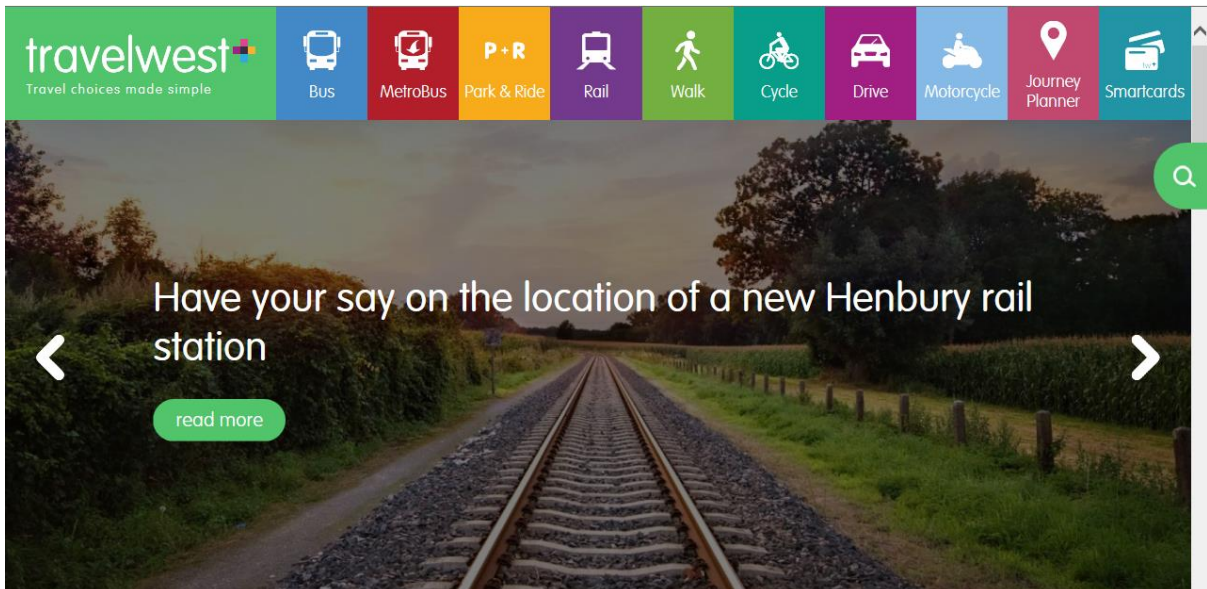


There was a small amount of interest in the local area but this consultation appealed mainly to a very local audience.



Websites

Front page of travelwest website:



Individual page for consultation:

Home > Projects > **Henbury rail station**

tw Projects

- MetroWest
 - MetroWest: Phase 1
 - MetroWest: Phase 2
 - MetroWest and rail information
 - MetroWest consultations
 - MetroWest news
 - Ashton Gate railway station
 - Contact MetroWest
- Bath Transportation Package
- Cycle City Ambition Grant
- Local Highways Maintenance Challenge Fund
- Local sustainable transport fund
- Major transport schemes
- Better Bus Area
- Local pinch point fund
- JLTP – Joint Local Transport Plan
- Merchant's Dock Consultation
- Go Ultra Low West
- Cribbs Patchway MetroBus Extension
- West of England Low Emission Bus Scheme bid



Consultation launches



An 8-week consultation to ask for views on the location for a railway station at Henbury will run from 30 November 2015 until 25 January 2016.

Read about the two possible locations in the leaflet. Which one do you prefer? Have a look at the map and the key features of each site. Then fill in our simple questionnaire.



[Henbury leaflet pdf](#)



[Henbury station questionnaire](#)

Visit an exhibition

There will be two exhibitions at **Henbury Library** where members of the project team will be on-hand to answer questions.

You can drop in to the exhibitions between **2pm and 7pm** on:

- **Thursday 3 December 2015**
- **Wednesday 9 December 2015**

Councillor Brian Allinson, Chairman of the Joint Transport Board and Councillor Simon Cook, Assistant Mayor for Transport at Bristol City fully support the consultation and urged local people to give their comments. They launched the consultation and are pictured at the top of the page.



MetroWest: consultation for Henbury railway station

MetroWest would like to hear your views on the two options for a new railway station at Henbury.

The consultation closes at 5pm on Monday 25 January 2016. The responses will help inform the location recommendation to councillors in Summer 2016.

A new Henbury station is part of £100 million project to improve local rail services called MetroWest. As part of Phase 2 MetroWest are planning to:

- open new stations at Ashley Down, North Filton, Henbury
- provide hourly services on these lines
- provide more frequent trains to Yate

[Take part in the consultation](#) >

Visit the MetroWest website to find out more about MetroWest rail projects www.travelwest.info/metrowest

MetroWest is a part of Travelwest, where Bath & North East Somerset, Bristol, North Somerset and South Gloucestershire councils work together to improve local transport.

Transport plans and projects

[Greater Bristol Bus Network \(GBBN\)](#)

[MetroBus: Bus Rapid Transit \(BRT\)](#)

[Traffic monitoring](#)

[Travel plans](#)

[20 mph rollout](#)

[Local transport plans](#)

[Traffic Regulation Orders \(TROs\)](#)

[Traffic signs and road markings](#)

[Local Highways Maintenance Challenge Fund](#)

[Road safety plans](#)

[Sustainable travel](#)

[Road adoption](#)


[Road safety in schools](#)

[A403 improvements](#)

[MetroWest: consultation for Henbury railway station](#)

South Gloucestershire Council website

Accessibility Text Size A A A A-Z services | Contact us



South Gloucestershire Council

A great place to live and work

Apply for it Pay for it Report it Request it Have your say A-Z services

Home Council and democracy **Consultations** Consultation on the location of a new Henbury rail station

Consultations

Consultation and engagement

Current

Closed

Search

Your account

Register

Log in

Help

Consultations / Groups / Petitions

login

Your account

Register

Log in

Help

Consultations / Groups / Petitions

login

About Consultations

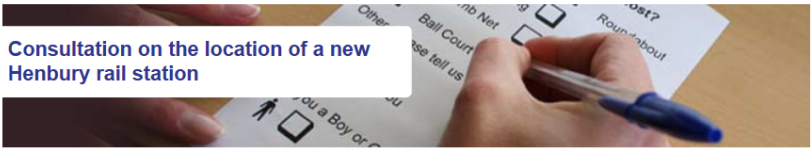
Consultations Terms & Conditions

Privacy Policy

Moderation Policy

Contact Support

Consultation on the location of a new Henbury rail station



The councils that form the West of England are working together on proposals which will deliver investment of around £100m to improve local rail network over the next five to ten years. The proposals, called MetroWest, are a series of projects, including large to small scale enhancements to our local rail network.

Henbury railway station is part of MetroWest Phase 2. Before we can submit a planning application, we would like to hear your views on the two options for the location of a new station at Henbury. Which one do you prefer or do you not have a preference for either? This is not a vote.

The outcome of this consultation will be reported to our elected members and will inform their decision on which site to select for detailed design. The selected station site will require planning permission from South Gloucestershire Council, in consultation with Bristol City Council, and from Network Rail.

Henbury railway station is part of MetroWest Phase 2. Before we can submit a planning application, we would like to hear your views on the two options for the location of a new station at Henbury. Which one do you prefer or do you not have a preference for either? This is not a vote.

The outcome of this consultation will be reported to our elected members and will inform their decision on which site to select for detailed design. The selected station site will require planning permission from South Gloucestershire Council, in consultation with Bristol City Council, and from Network Rail.

There will be a further opportunity to comment on the proposals during formal consultation on the planning applications. This consultation runs for 8 weeks from Monday 30 November 2015 to Monday 25 January 2016. You can get a copy of this leaflet and background information at www.travelwest.info/metrowest.

There will be two public exhibitions, both at Henbury Library, where the plans will be displayed and members of the project team will be on hand to answer any questions:

- Thursday 3 December 2015, 2pm – 7pm
- Wednesday 9 December 2015, 2pm – 5pm

How to comment

- Online at www.travelwest.info/metrowest
- Pick up a questionnaire at one of the exhibitions and return it to one of the project team or post it later to: MetroWest, Engine Shed, Station Approach, Temple Meads, Bristol BS1 6QH

If you would like a Word document or another format contact us through our website.

The consultation is about Henbury station only. Go to www.travelwest.info for more information.

Next steps

We will collect your views and use them to prepare a report, with a site recommendation, for councillors in summer 2016. The approved site will be subject to further detailed design by Network Rail, alongside the other new stations at Ashley Down and North Filton. We will report back to councillors with detailed designs and costs during summer/autumn 2017, as part of the Outline Business Case for MetroWest Phase 2.

More information

If you want to receive MetroWest updates you can sign up for our newsletter via

<http://www.travelwest.info/metrowest>

Local community council website:



Henbury & Brentry Community Council

HOME PAGE & HELP LOCAL ORGANISATIONS CONTACT US RECORD OF MEETINGS ▾ EVENT CALENDAR COMMUNITY FIRST & WELLBEING WILDLIFE SIGHTING

It's your involvement that really matters

- COMMUNITY ACTION PLAN
- MONTHLY CALENDAR VIEW
- SEARCH GROUP ACTIONS
- COMMUNITY ASSETS
- HAMPERS ADMIN
- NEWSLETTER DELIVERY
- WORTHWHILE LINKS
- EMAIL ADMINISTRATION

COMMUNITY TRANSPORT

HENBURY RAIL STATION CONSULTATION- LAST EXHIBITION

DECEMBER 4, 2015 TIM PARKINSON LEAVE A COMMENT

Henbury Rail Station Consultation

The consultation for Henbury rail station location starts on **November 30 2015 and lasts until 25 January 2016**

- There's one remaining exhibition on:
 - Wednesday 9 December 2015**

At Henbury Library, Crow Lane, Henbury, Bristol BS10 7DR

from 2pm until 7pm

- Further information and the consultation questionnaire can be accessed at: www.travelwest.info/metrowest
- If you would rather complete a hard copy, you can contact Metrowest through the website or write to:

0117 903 6868

MetroWest Phase 2: Henbury station location consultation

Engine Shed, Station Approach, Temple Meads

Bristol BS1 6QH

CATEGORIES

Select Category ▾

RECENT POSTS

- [Keep Safe this Christmas](#)
- [Henbury Rail Station Consultation- Last exhibition](#)
- [We now have a draft Community Action Plan](#)
- [Community Action Plan – November update](#)

ADMIN

- [Log in](#)
- [Entries RSS](#)
- [Comments RSS](#)
- [WordPress.org](#)

Other websites


There was very little interest in the consultation by the press and the story did not run in the main Bristol Post either online or in the printed version.

BS24/7 did run the article:

B24/7


News and Features Culture What's On Food and Drink Lifestyle Business Sport Student Opinion Tickets

News Features People Green Capital 2015 Sport Videos Arts




FREE FIRST RIDE UP TO £15

UBER
SIGN UP WITH THE CODE **B247**
[UBER.COM/APP](#)



Like this? You might be interested in...



Mayor commits to pedestrianising Old City

Ferguson says he will go ahead with plans if re-elected

News - Transport


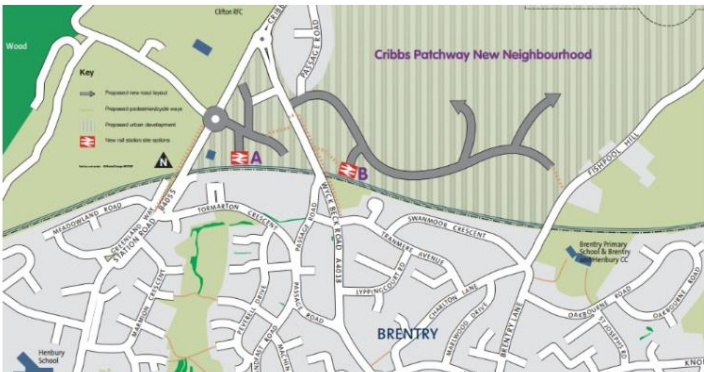
Share Transport: **Two station options in Henbury consultation**

Louis Emanuel, November 30, 2015 < previous article | next article >

A new railway station linking Henbury, Cribbs Causeway and the new Filton Airfield development to Temple Meads will be built in one of two locations.

A [consultation](#) has been launched for the station, one of three to open in north Bristol as part of a £100 million improvement to local rail services which includes reopening old lines.


The public consultation, which opened on Monday, earmarks two sites either side of Wyck Beck Road for the final station on the reopened passenger line.



New year, new vandalism for Montpellier RPZ

Meters attacked in continued revolt over new parking rules

News - Transport



First Concorde test pilot dies

Andre Turcat was the first man to fly the supersonic plane

News - Transport



Initial plans to create a “Henbury Loop” which would have linked to the Severn Beach line [were shelved after a business case favoured a spur at Henbury.](#)

New stations are also due to open in North Filton and Ashley Down Road, as well as Portishead and Pill by 2021.

The eight-week consultation, running until January 25, 2016, into the Henbury station puts forward two options which both include a new platform and shelter on the north side of the line.

The consultation includes two exhibitions at Henbury Library on December 3 and December 9, 2pm-7pm. There is also an [online questionnaire.](#)

The station will become more significant when the [Filton Airfield development of 5,700 new homes](#) - dubbed “Filton Keynes” - is completed in 2035.

Bristol24/7 in your inbox



Last piece in residents' parking jigsaw

Spike Island RPZ goes live, completing mayor's policy

[News - Transport](#)



A sleep-deprived Christmas for

Exhibitions

The exhibitions were held over 2 days on Thursday 3rd December and Wednesday 9th December 2015. Both sessions were open from 2pm until 7pm. A total of 88 people attended the exhibitions (50 on the first date and 38 on the second date).

