

HERITAGE PARK BRIDGNORTH TO BUILDWAS





THE SEVERN VALLEY & IRONBRIDGE HERITAGE PARK A NEW TRANSPORT OPPORTUNITY

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1.0 Introduction

Welcome to this prospectus for a new Severn Valley & Ironbridge Heritage Park in Shropshire and Worcestershire and the transport network to serve and develop it in a modern, sustainable fashion

The Heritage Park stretches from Buildwas Abbey through the World Heritage Site at Ironbridge to Bridgnorth, Bewdley, Kidderminster and Stourport-on-Severn, together with the many attractions in the surrounding countryside and towns.

Tourism, leisure and the unique quality of its heritage are at the very heart of this corridor and its economic wellbeing. The Heritage Park is of local, regional, national and international importance.

However, the Heritage Park's facilities, particularly public transport and accommodation, require enhancement to match the high expectations of modern visitors as well as contemporary environmental and conservation agendas

The concept of the Heritage Park allows for its management, facility development and marketing to be undertaken in an integrated manner, enhancing its capability to attract new visitors locally, from Britain or the wider world.

Making its multiple attractions more accessible to visitors whilst not destroying the very things they come to see is key to conserving and developing the beautiful but sensitive environments of the Severn Valley and the Ironbridge Gorge

The prospectus advocates re-opening of the Buildwas-Ironbridge-Coalport-Bridgnorth railway to join the existing Bridgnorth-Kidderminster route, linked directly to the National Rail network, with a major Park & Ride site at Buildwas easily reached from the M54 and other regional highways.

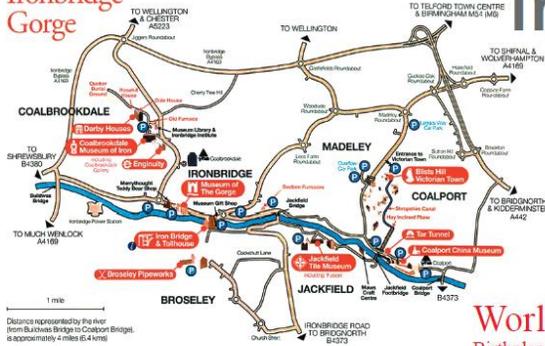
This would create a major new public transport artery capable of encouraging significant modal shift from road for existing demand, whilst providing capacity for future growth otherwise unlikely to be available through the highway network

Whilst the future use of the Ironbridge Power Station site has not been determined, its prospective closure in the next decade presents a unique opportunity – which should not be missed - to develop the rail route to serve the Heritage Park.



2.0 The Severn Valley and Ironbridge Heritage Park

Ironbridge Gorge



World Heritage Site
Birthplace of the Industrial Revolution

What is the Heritage Park and its attractions?

The Heritage Park forms a remarkable group of attractions within a relatively small area, almost unrivalled outside of London, including :-

The outstanding natural beauty and fascinating geology and geomorphology of the valley of the River Severn, stretching from Stourport, Bewdley and the Wyre Forest in Worcestershire through Bridgnorth to the Ironbridge Gorge World Heritage Site, the Wrekin, Wenlock Edge and Buildwas in Shropshire

The great mediaeval inheritance of the religious houses of Much Wenlock Priory and Buildwas Abbey and the many Parish Churches of exceptional value, together with the contribution of later church builders such as Thomas Telford

The market towns of Stourport-on-Severn, Bewdley, Bridgnorth & Ironbridge with their beautiful Mediaeval, Georgian and Victorian settings and architecture

The World Heritage Site at Ironbridge encompassing the formative history of industrial Great Britain from the establishment of metal working in Coalbrookdale and the world's first iron bridge to tile making at Jackfield and china manufacture at Coalport

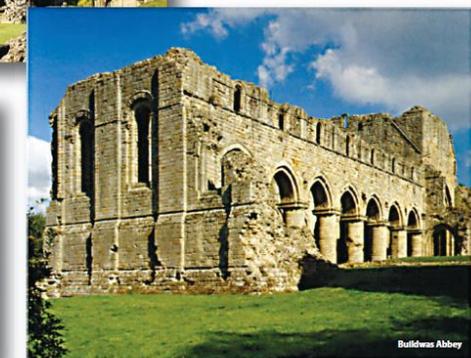
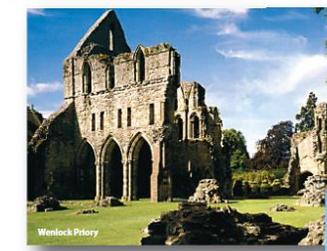
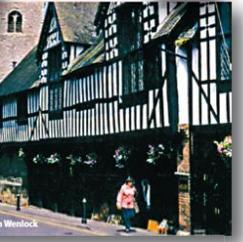
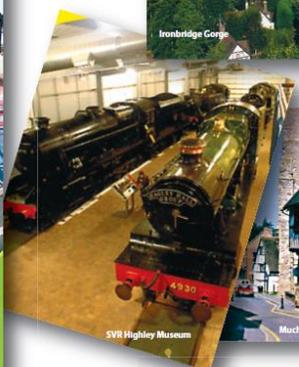
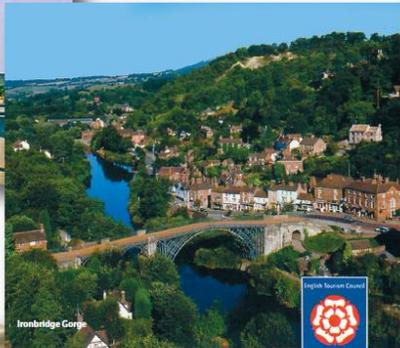
The cluster of other components of Great Britain's industrial history - mining in the South Shropshire coalfield, carpet manufacture in Kidderminster, electricity generation at Ironbridge, the development of the arteries of transport - the Staffordshire & Worcestershire Canal and the Severn Valley and Coalbrookdale railways - to the foundation of Telford as part of the flowering of the post-war New Towns

The multiplicity of individual, specialist attractions which contribute to the overall offer to the tourist or those living in the Heritage Park - such as the West Midlands Safari Park at Bewdley, Arley Arboretum, Rays Farm Country Matters, the Hampton Loade Ferry, the National Trust's Dudmaston Hall, the Daniels Mill working waterwheel, Bridgnorth Cliff Railway, the Much Wenlock Olympian Trail, and the Abberley and Malvern Hills Geopark

The national significance of the Severn as a fishing river, bringing large numbers of anglers to stay in the Heritage Park, often for extended periods

The myriad of pubs, independent breweries, restaurants, and cafes which cater for visitors and residents alike and contribute colour and quality to the Heritage Park

The developing network of National Cycle Routes which both draw visitors in their own right, and contribute to sustainable travel within the Heritage Park



3.0 The Ironbridge Trust

- The Ironbridge Railway Trust is a Company Limited by Guarantee incorporated in 2007.
- The Trust achieved charitable status with the Charity Commission in 2009
- The re-use of the Buildwas-Ironbridge-Bridgnorth railway corridor and its connection to the existing Severn Valley Railway route from Bridgnorth to Kidderminster has been mooted for many years.
- In 2006 the Bridgnorth District Local Plan Inspector addressed the potential for the route's re-use as a railway link, but concluded that there was neither a credible promoting body, nor any appropriate feasibility assessment in existence and therefore made no positive recommendation regarding the scheme
- The Trust was formed to be that credible promotional organisation, to undertake initial feasibility work, and to advocate that the scheme be formally assessed by interested parties, principally local authorities and other prospective stakeholders
- The Directors of the Trust bring a wide variety of professional experience at senior level in railway operation and development on the National Rail network, both in Network Rail and Train Operating Companies.
- This experience is particularly focused on regeneration of previously downgraded routes, including the 'Chiltern Line' between Kidderminster, Birmingham and London Marylebone, establishment of new and innovative services such as that between Wrexham, Shrewsbury and London Marylebone, and development and maintenance of National Rail infrastructure in Shropshire and Wales
- The Trust is supported by a number of consultants with expertise in railway market analysis, infrastructure and engineering project development and delivery, cost assessment, timetable planning and Transport & Works Act applications.
- The Trust also has specialist experience in the areas of heritage railway operation, maintenance of traditional skills, and conservation of historic railway architecture.

THE TRUST'S WORK SO FAR

- The Trust has followed the 8-stage programme framework used by Network Rail for all national railway schemes – the Guide to Railway Investment Projects (GRIP) – working at its first 2 stages – GRIP 1 being 'Pre-Feasibility' assessment and GRIP 2 'Output Definition'. In other words, why develop a scheme and is it possible?
- Within this framework, the Trust has undertaken 10 key pieces of work :-
 - Analysis of the key challenges in developing the tourism and leisure economy of the Heritage Park, and the national, regional and local policies relevant to these
 - Assessment of the markets for public transport in the Heritage Park, the pattern of services and Park & Ride facilities that could meet and stimulate these markets, and how these would enhance access to its attractions and facilities
 - Development of a deliverable timetable and Park and Ride structure providing high frequency services into and within the World Heritage Site and regular services along the totality of the Buildwas-Kidderminster corridor
 - Assessment of the level of modal shift from road use that a re-opened railway route from Buildwas to Ironbridge and Bridgnorth would offer
 - A comprehensive survey of the existing infrastructure between Bridgnorth and Buildwas and the work necessary to bring this back into railway use
 - An engineering feasibility assessment of the integration of the railway route into the prospective stabilisation project at Jackfield
 - Assessment of the ways in which the railway could dovetail with other such projects e.g. National Cycle Route 45, regeneration of a brownfield site when the Ironbridge Power Station ceases operating in its current form, or highway enhancement schemes
 - Indicative assessment of costs to re-establish the railway, based in the first instance, on actual costs for projects on the National Rail network, and an outline business case for the scheme
 - Preparation of architectural principles for the railway and its buildings given the sensitive environment of the World Heritage Site and the Severn Valley
 - A consultation with principal stakeholders
- This prospectus illustrates the proposed scheme further to these pieces of work, and supports the more detailed presentations made to stakeholders at the Coalbrookdale Seminar on 12 September 2009.



4.0 The Proposed Scheme

ISSUES

The issues facing the Heritage Park are wide ranging and varied. Some are apparent today, whilst many impact up on the long term development and viability of its attractions and the area as a whole.

With its many and varied attractions, the Heritage Park attracts period stays and day visitors from the Midlands, the UK as a whole and overseas. They are drawn to the area by its heritage, and the wide range of activities and attractions that are available. Growing the number of visitors, the duration of their stay and the money they spend is vital if the Heritage Park is to develop and support employment and the local economy. The maintenance of its heritage, both in terms of quality, quantity and status, and overall vitality is key.

In this context, many of the facilities visitors need are limited or poor in quality. Hotels and other guest accommodation are in short supply. Regional and National transport links depend almost wholly on the strategic highway network – principally the M54 – and access to the Gorge by car creates congestion and pollution. The local highway network is of limited capacity and car parking is also constrained, and there is very little ability to accommodate further growth. Furthermore, there is little connectivity down the Severn between Ironbridge and Bridgnorth.

The River is at the heart of the Heritage Park. It is the backdrop for many attractions and yet it also creates challenges. In flood it can isolate the very people who would visit the attractions, whilst rendering movement for residents challenging or impossible.

Looking forward, the key to unlocking development of the Heritage Park's attractions – enabling them to move forward and not stagnate – depends crucially on sustainable transport solutions which allow more visitors to be accommodated, whilst avoiding and improving on the constraints that exist today.

OUR PROPOSAL

The Ironbridge Railway Trust is promoting a rail in the heart of the Gorge as the central plank of a sustainable transport strategy.

We propose a rail service from a large park and ride car park at Buildwas, which can accommodate over 500 passengers per hour, linking quickly to the Iron Bridge itself, and beyond to Jackfield and Coalport. In addition to the park and ride, we create a direct link to Bridgnorth, extending the Severn Valley Railway into the centre of the World Heritage Site.

DIRECT BENEFITS OF OUR PROPOSALS

Our rail park and ride proposal will have the capability to grow from a modest facility to meet long term growth. The capacity of the railway indicates a long-term potential to accommodate 1,000 cars right on the strategic highway network. The route proposed would have stations within 500m of nine of the Ironbridge Gorge Museums sites. By recreating a heritage station right next to the Iron Bridge, our proposals would directly enhance the visitor attraction whilst also providing the transport capacity so badly needed.

We propose a park and ride shuttle from Buildwas to Ironbridge, Jackfield and Coalport, which can be operated at a frequency necessary to meet expected demand – and up to every 15 minutes during high season. A mixture of modern, cost-effective diesel shuttle trains and steam train equivalents where appropriate are envisaged. Complementary to this shuttle service would be flagship Severn Valley Railway trains to Bridgnorth, Bewdley and Kidderminster.



4.0 The Proposed Scheme continuation

OPPORTUNITIES

Our proposals also present a number of opportunities:

- Creation of employment
- In addition to providing vital transport capacity, our proposals are an attraction in themselves, enhancing the overall offer and attractiveness of the Heritage Park
- Our proposals can be complimentary to the next phase of development of Ironbridge power station. EoN, the power station owner, has not finalised its plans for future development of the site. Our proposals require the railway formation through the site, plus land for a station, depots and car parking. This does not prevent future re-use for power generation, nor does it prevent alternative uses for the majority of the land
- Within the Gorge, removal of traffic presents a huge opportunity to re-evaluate the requirements for highway network links and capacity. The ability to pedestrianize, or significantly enhance the public realm, in the vicinity of the Iron Bridge and elsewhere is a major benefit
- Whilst not promoted by the Ironbridge Railway Trust, our proposals enable further links to be created. The line from the power station through Coalbrookdale offers links to the National Rail network and the Telford Steam Railway
- Our proposals are also complimentary to other access initiatives such as bus-based park and ride and local bus links. Indeed, our proposals are part of a long-term strategy to improve capacity and accessibility
- Stabilization of the geological challenges at Jackfield is vital for the safety and accessibility of local residents of the Gorge. The additional investment required to enable a rail service to be carried on its original formation is not significant
- The availability of brownfield land on the power station site means existing facilities on the Severn Valley Railway – such as the sensitively located workshops in Bridgnorth – could be relocated where they would have much less impact on local residents

DELIVERING OUR PROPOSALS

There is no doubt our proposals are ambitious. We believe the full scheme would require external capital funding, but we believe that such funding can be made available for a significant sustainable transport proposal in such a historically significant area. Our work has also shown that the additional rail services that would be operated can be operated commercially without ongoing financial support.

The promoters of the Welsh Highland Railway, restoring the link from Porthmadog through Snowdonia to Caernarfon shows what can be achieved. Their vision is now delivering a new 25mile long railway through a challenging engineering environment, at a cost of around £25m – secured through external funding application and individual donation.



5.0 Detailed Proposals

The project anticipates the creation of a rail link extending the present Severn Valley Railway from its present terminus at Bridgnorth to reconnect with other railway routes at Buildwas Abbey. In conjunction with a Park and Ride facility at Buildwas and a shuttle service between Buildwas and Coalport, the new line could provide a sustainable transport system through the Severn Valley Gorge, relieving the World Heritage Site of road traffic congestion and greatly enhancing public access to the numerous visitor attractions in the area. The adjacent map demonstrates the significance of the proposed rail link in the context of the national rail network.



The proposed rail link would utilise the bed of the former SVR track as far as possible, albeit there are various issues of principle to be addressed along the route. New development over the existing track line must be negotiated, whilst properties and other facilities that have utilised the former railbed for access may require former arrangements to be reinstated or alternative arrangements made. Several new stations or halts are required to replace those that have been demolished and to offer access to new visitor destinations. Annotated maps on the following sheets highlight these key features of the proposals.

A possible solution is described to extend northwards from Bridgnorth station, utilising the existing tunnel by agreement with its present owners. This would entail realignment of the B4373 and the construction of a new rail bridge connecting the station to the tunnel portal. At the northern end of the tunnel, the transition of recent housing development at Bramble Ridge would require a new track alignment through the rear gardens to descend to the riverside playing fields, before curving back to rejoin the former trackbed to the north. Whilst this is the least disruptive route, clearly agreement to such a proposal would be subject to discussion with the parties involved and possible purchase of some of the houses.

Between Bridgnorth and Coalport, options are envisaged for a new road to Linley Station House, together with reinstatement of the existing road access to the sewage works, to release the existing trackbed for railway use. These proposals also anticipate a possible extension of the E45 cycle route southward from Coalport.

Coalport station is now a private residence and its reinstatement as an operational station is a matter for consultation with the owner. It is proposed that Coalport should be the southern terminus for twin track working, providing the opportunity for a shuttle service operating from Buildwas Abbey and linking up with the SVR services. With the introduction of two new stations at The Maws and Jackfield Halt and reconstruction of the former Ironbridge and Broseley station, all the visitor attractions of the Severn Gorge would thus become readily accessible by train.

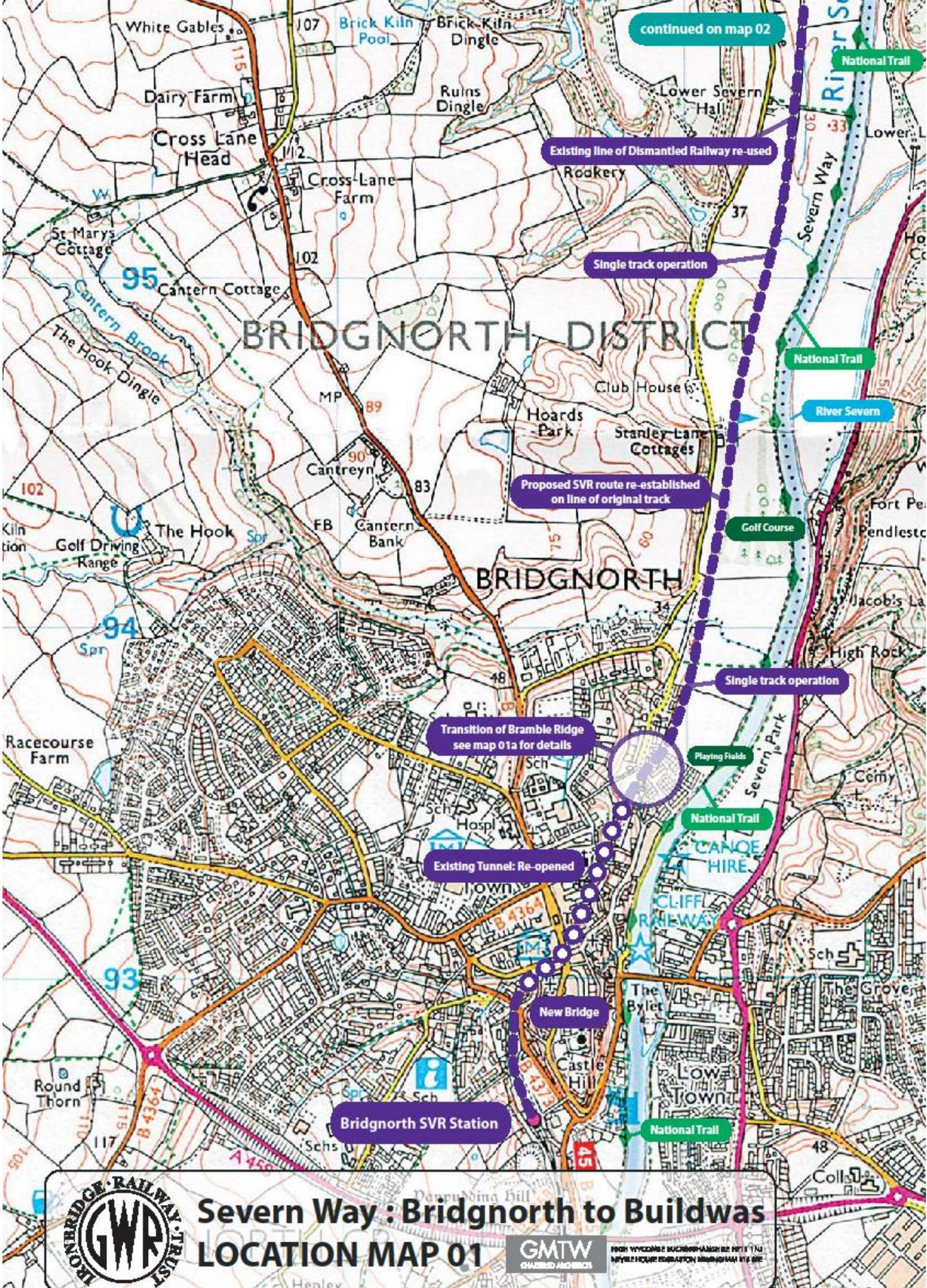
This section of twin track working would necessitate some alterations to infrastructure, such as bridge widening and the introduction of level crossings. Whilst the E45 cycle route would no longer be able to follow the existing trackbed between Coalport and Ironbridge, alternative routing is available for it wherever necessary on adjoining minor roads.

A new station would be constructed at Buildwas Abbey, providing a terminus for these proposals but with the potential for a link to the Telford Steam Railway, subject to further discussion with TSR, as well as onward extension of the line towards Shrewsbury to connect with the Network Rail system. Located at Buildwas, the proposed Park and Ride facility would be readily accessible to car-borne visitors and should significantly reduce the amount of road traffic otherwise entering the World Heritage Site and adjacent areas.



5.1 Rail Network Concept





continued on map 02

Existing line of Dismantled Railway re-used

Single track operation

Proposed SVR route re-established on line of original track

Transition of Bramble Ridge see map 01a for details

Existing Tunnel: Re-opened

New Bridge

Bridgnorth SVR Station

National Trail

National Trail

River Severn

Golf Course

Single track operation

Playing Fields

National Trail

CANOE HIRE

CLIFF RAILWAY

National Trail

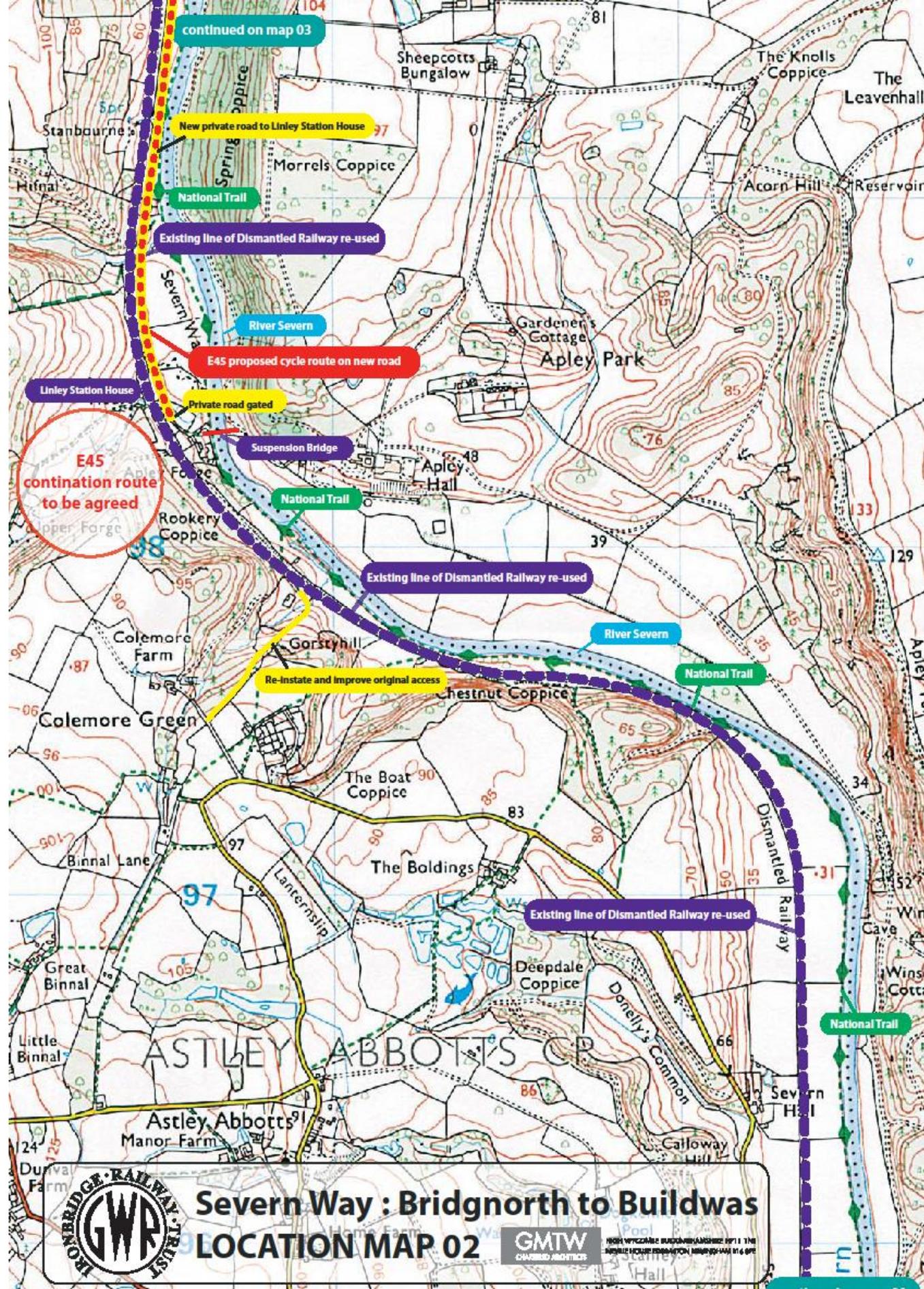


Severn Way : Bridgnorth to Buildwas

LOCATION MAP 01

GMTW
CHARTERS AND TRIPS

FOR VYCKE'S RICHMOND-ALLEN BY THE RIVER SEVERN FOR INFORMATION AND BOOKINGS



continued on map 03

New private road to Linley Station House

National Trail

Existing line of Dismantled Railway re-used

River Severn

E45 proposed cycle route on new road

Linley Station House

Private road gated

Suspension Bridge

National Trail

Existing line of Dismantled Railway re-used

River Severn

National Trail

Re-instate and improve original access

Existing line of Dismantled Railway re-used

National Trail

ASTLEY ABBOTTS CP

Astley Abbots Manor Farm



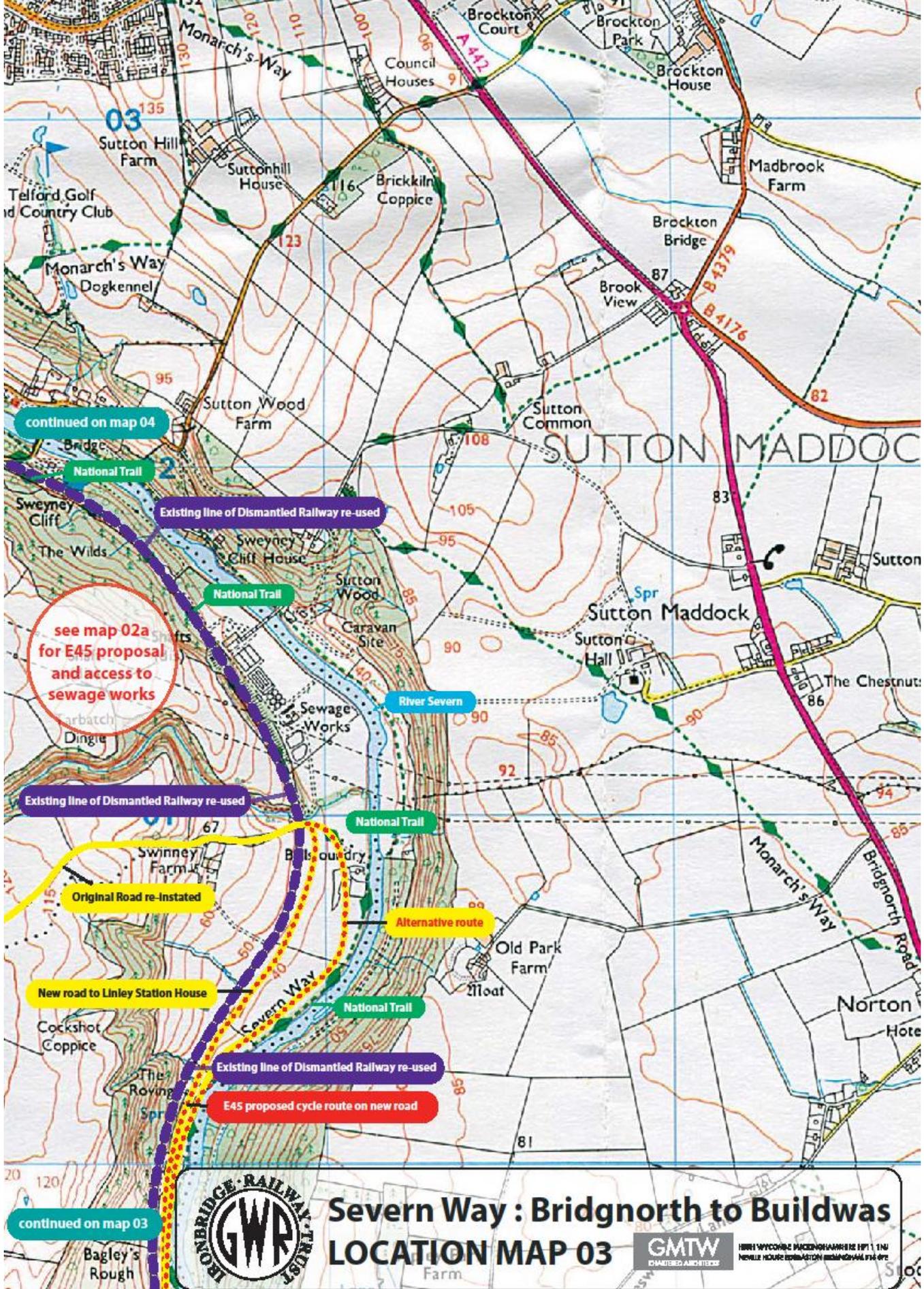
Severn Way : Bridgnorth to Buildwas

LOCATION MAP 02



FROM THE GREAT MIDLANDS TRAILWAY PROJECT 1 THE SEVERN WAY FROM BRIDGNORTH TO BUILDWAS BY G.M.T.W.

continued on map 01



continued on map 04

National Trail

Existing line of Dismantled Railway re-used

National Trail

see map 02a for E45 proposal and access to sewage works

River Severn

Existing line of Dismantled Railway re-used

National Trail

Original Road re-Instated

Alternative route

New road to Linley Station House

National Trail

Existing line of Dismantled Railway re-used

E45 proposed cycle route on new road

continued on map 03



Severn Way : Bridgnorth to Buildwas

LOCATION MAP 03

GMTW
CHARTERED ARCHITECTS

10001 WYCKVILLE PARKINSONS WAY RE: EPT 1 1NW
NEVILLE HOUSE ESTABLISHMENT BRIDGNORTH SHROPSHIRE

Possible TSR Extension

Possible Passenger Service Link from Wolverhampton to Shrewsbury Main Line utilizing existing freight line

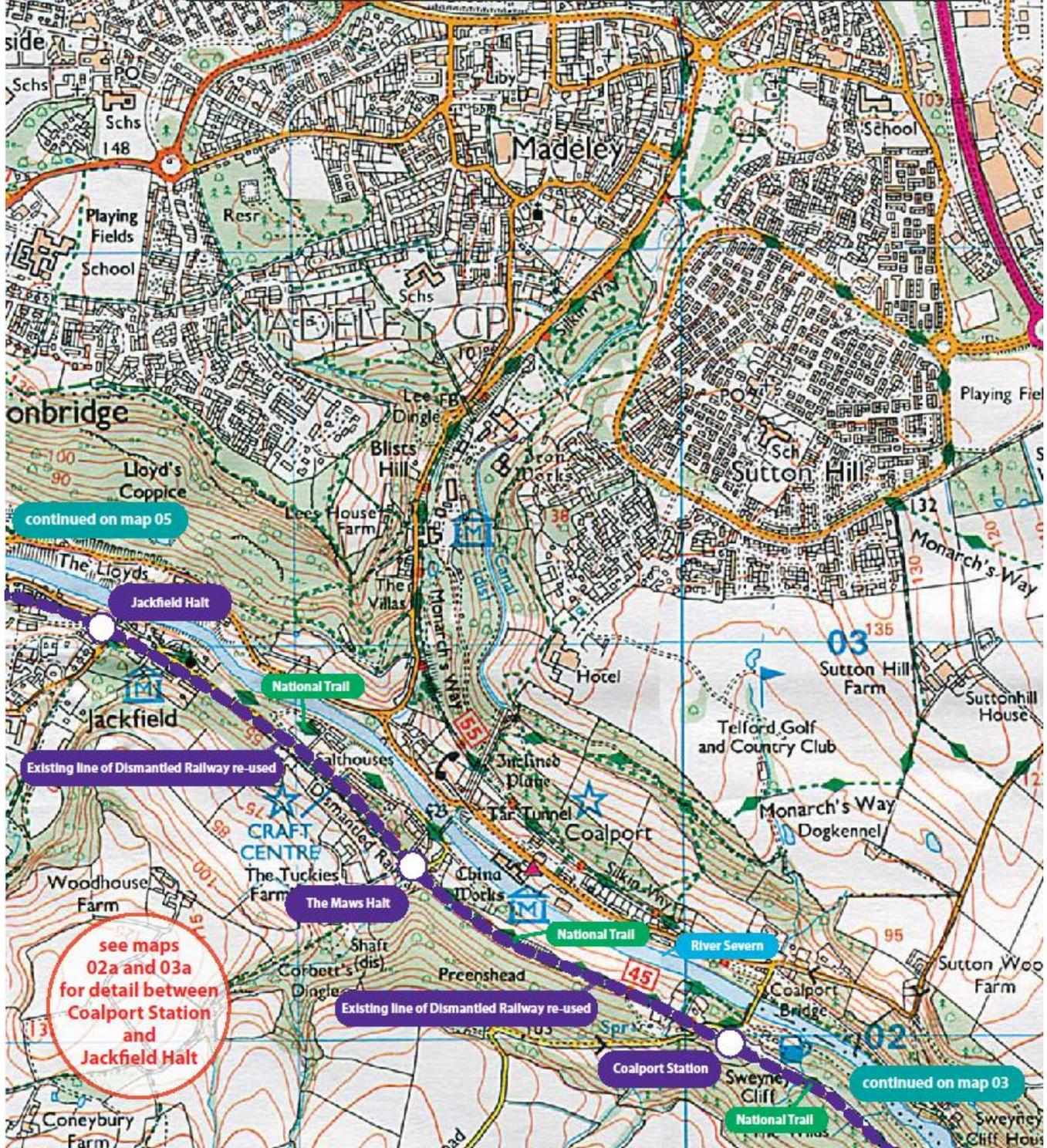


Severn Way : Bridgnorth to Buildwas

LOCATION MAP 04

GMTW
CHARTERED ARCHITECTS

1:25,000
OS 100
1:50,000
OS 250



continued on map 05

Jackfield Halt

National Trail

Existing line of Dismantled Railway re-used

The Maws Halt

CRAFT CENTRE

Shaft (dis)

Existing line of Dismantled Railway re-used

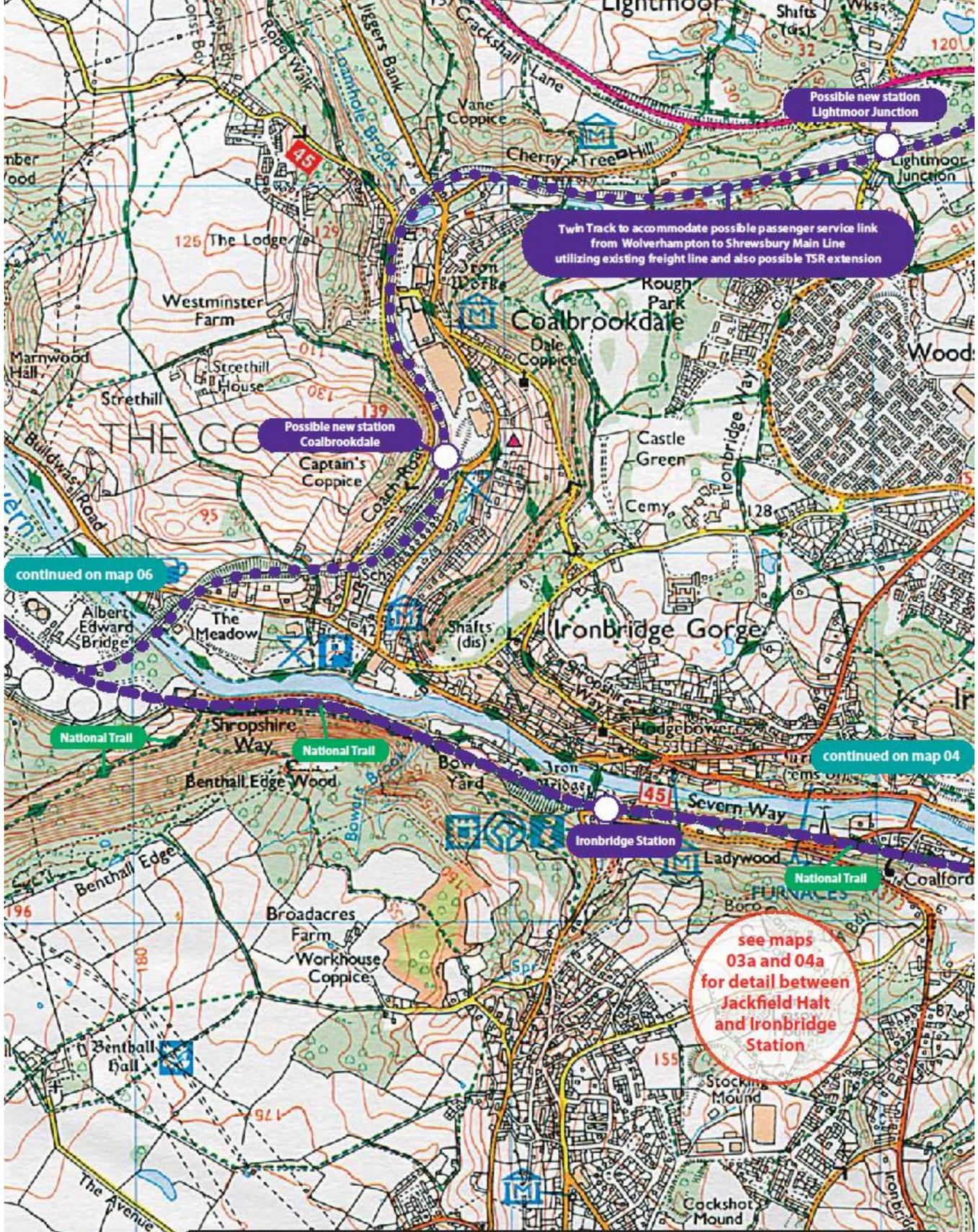
Coalport Station

River Severn

National Trail

continued on map 03

see maps 02a and 03a for detail between Coalport Station and Jackfield Halt

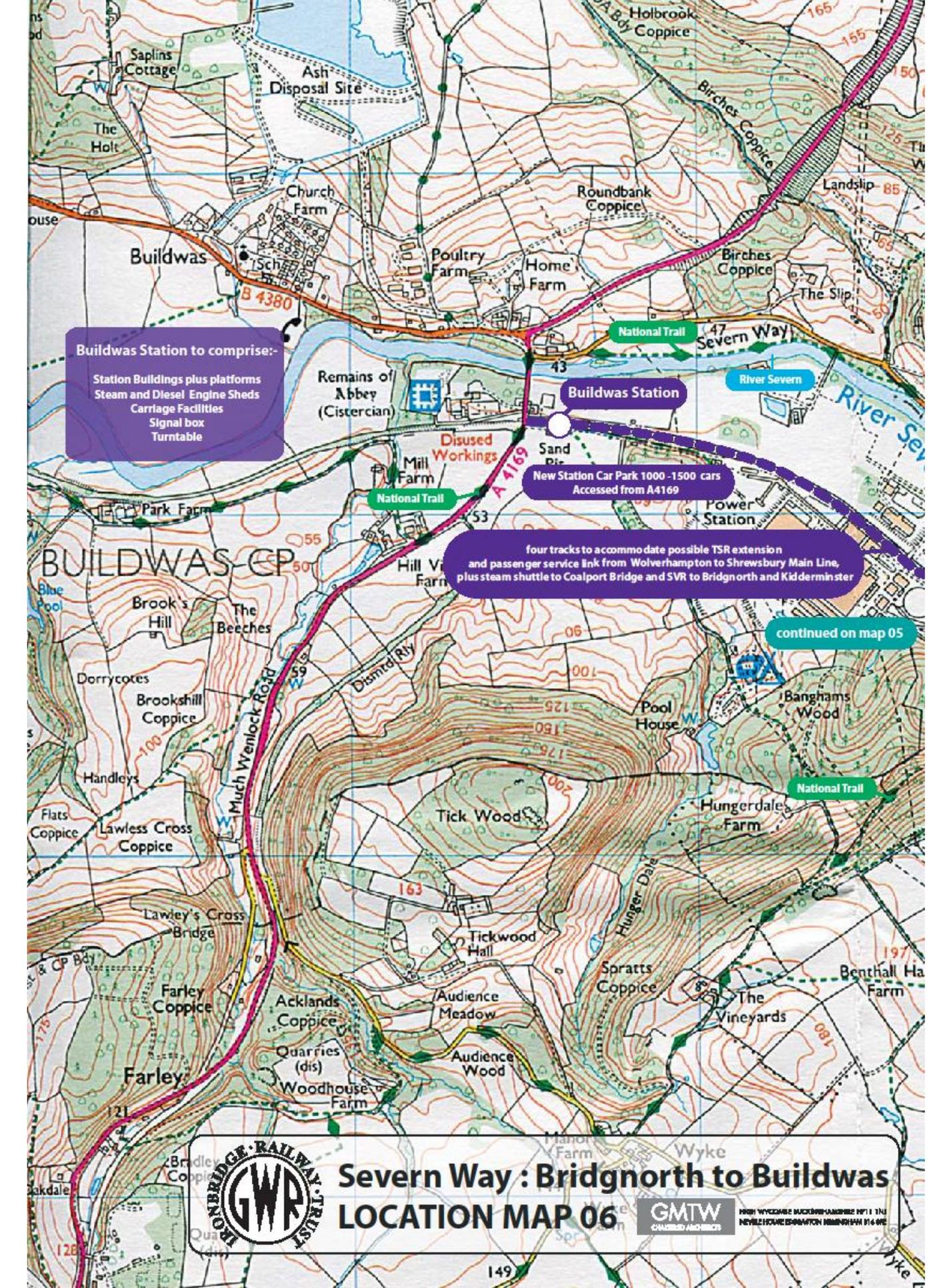


Severn Way : Bridgnorth to Buildwas

LOCATION MAP 05



1:50,000 Scale
 1:50,000 Scale
 1:50,000 Scale



Buildwas Station to comprise:

- Station Buildings plus platforms
- Steam and Diesel Engine Sheds
- Carriage Facilities
- Signal box
- Turntable

Buildwas Station

**New Station Car Park 1000 - 1500 cars
Accessed from A4169**

**four tracks to accommodate possible TSR extension
and passenger service link from Wolverhampton to Shrewsbury Main Line,
plus steam shuttle to Coalport Bridge and SVR to Bridgnorth and Kidderminster**

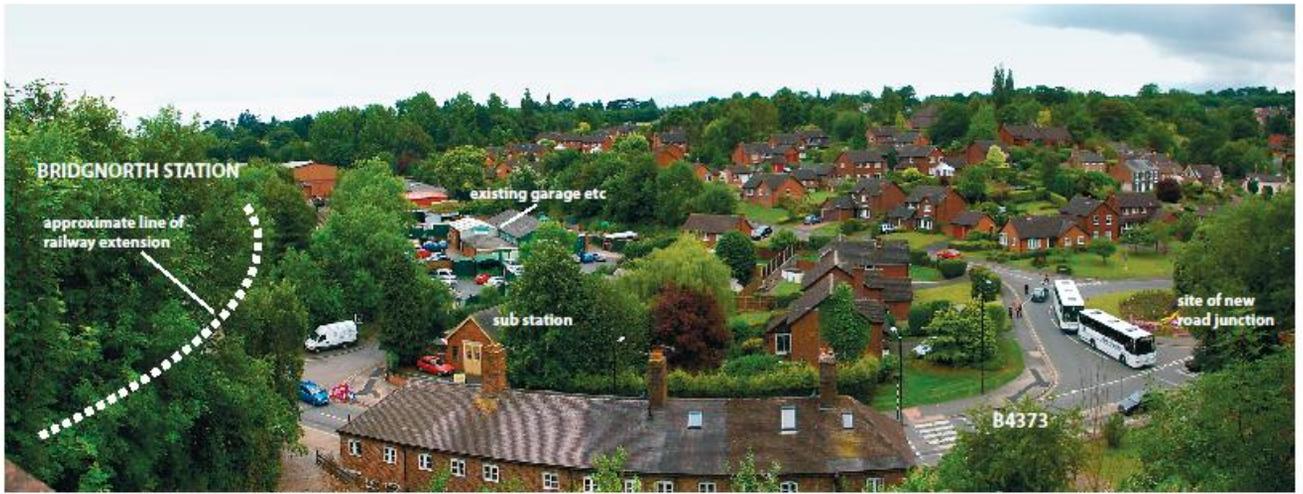
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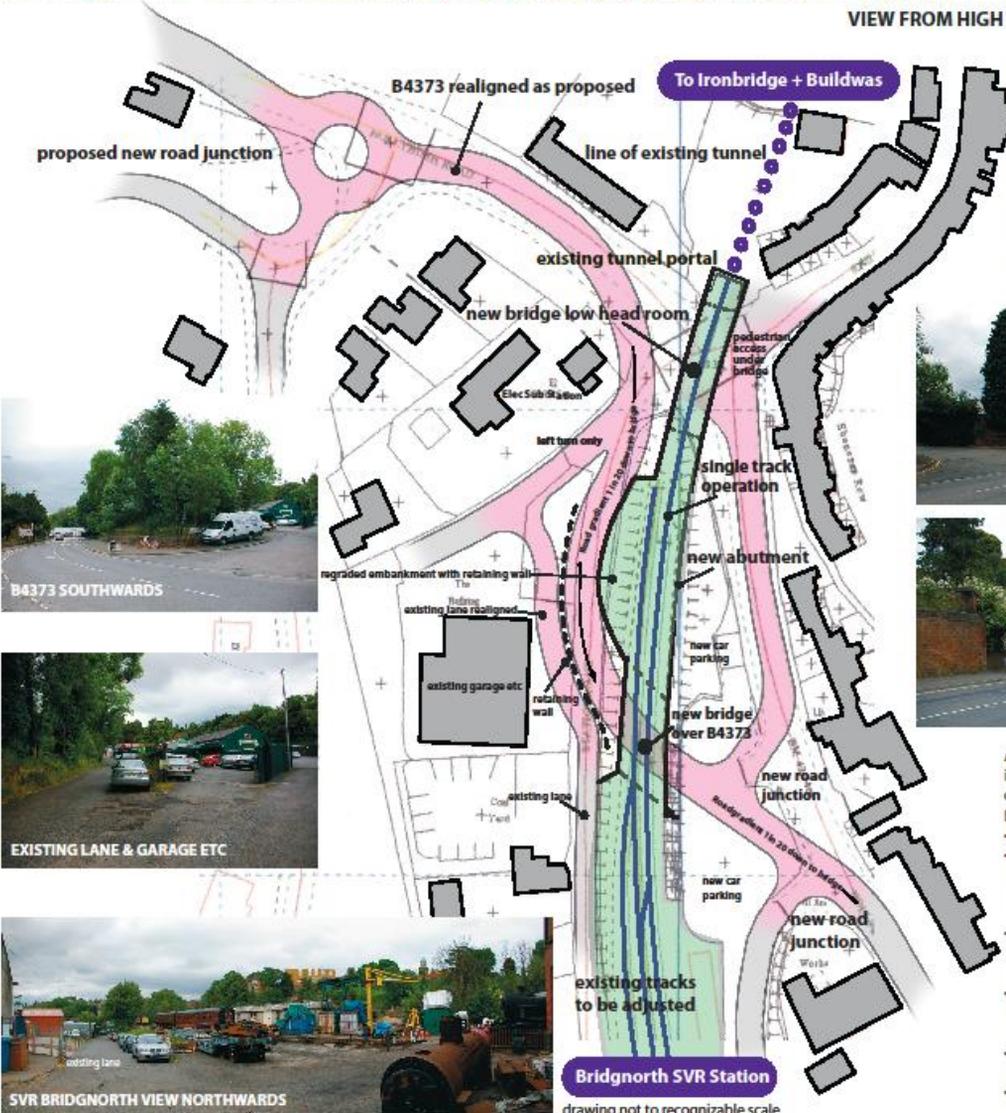
Severn Way : Bridgnorth to Buildwas LOCATION MAP 06



HIGH WYCHEMBLE HUCKLEBURNHAMBERE 1971 114
NEWELLHOUSE BRIDGNORTH HIRINGHAM 116 010



VIEW FROM HIGH TOWN LIBRARY CAR PARK



IRT has investigated several options for extending the SVR line through the existing tunnel northwards from Bridgnorth Station.

Reinstating a bridge in the original position suggests an obvious choice but this would not appear to be viable, owing to resultant restricted headroom for traffic and a requirement to redirect underground services installed since the original bridge was dismantled



A more viable proposition is therefore illustrated, namely realignment of B4373 crossing under the railway further south.

Benefits:-

- Avoids problems with reinstatement
- Improves B4373 access for traffic entering and leaving residential area to the northwest of Bridgnorth Station, ie. school traffic
- Pedestrian access can be maintained to and from B4373 via a smaller bridge in the original position
- Proposal can be constructed without demolition of either business or residential properties. Business access is also retained
- Existing B4373 remains in operation until realignment is completed
- SVR Car park can be reinstated, albeit in two sections

drawing not to recognizable scale

PROPOSED LAYOUT SUBJECT TO TOPOGRAPHICAL SURVEY AND COUNTY HIGHWAY APPROVAL

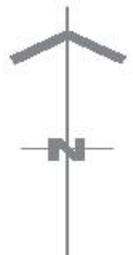


Heritage Park : Bridgnorth to Buildwas

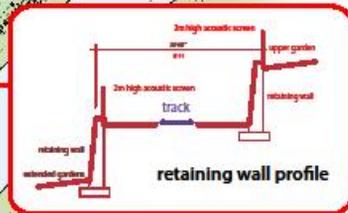
BRIDGNORTH: ROAD AND RAILWAY ALTERATIONS BRIDGNORTH STATION



IRONBRIDGE RAILWAY TRUST
HERITAGE PARK BRIDGNORTH STATION



Transition of BRAMBLE RIDGE BRIDGNORTH



IRT proposes that upon leaving Bridgnorth tunnel the railway line travels north and descends to playing field level passing down through the gardens of houses fronting Bramble Ridge. The retaining wall profile illustrates how this can be achieved. The rear gardens of 31-45 in particular slope considerably away from the houses and thus it is proposed to utilise these areas of steeper gradient, which have been difficult to maintain by residents. The line would then proceed across the playing field and golf course in order to be re-established on the original track as illustrated

The new works should include for the formation to cross the golf course on an embankment with the provision of pedestrian under passes for access to the course by golfers and maintenance crews

It is acknowledged that discussions will need to take place with land owners, residents and the golf club to achieve agreement to this proposal.

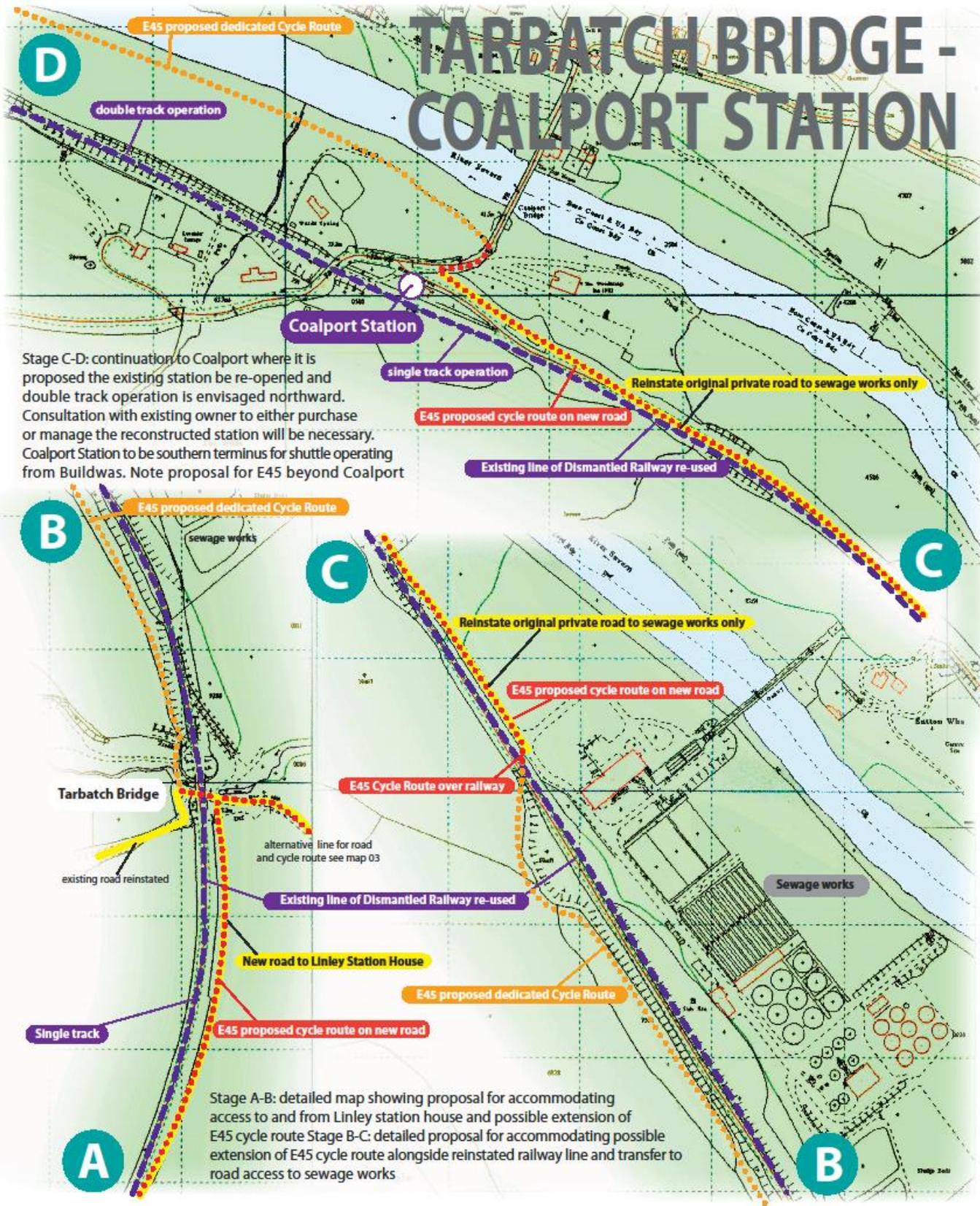


Heritage Park : Bridgnorth to Buildwas
LOCATION MAP 01a



10001 WYCCOMBIE HUCKLEBURNHARBURG EP11 1TU
 NEVILLE TUCKER BRIDGNORTH SHROPSHIRE WV16 0PE

TARBATCH BRIDGE - COALPORT STATION



Stage C-D: continuation to Coalport where it is proposed the existing station be re-opened and double track operation is envisaged northward. Consultation with existing owner to either purchase or manage the reconstructed station will be necessary. Coalport Station to be southern terminus for shuttle operating from Buildwas. Note proposal for E45 beyond Coalport

Stage A-B: detailed map showing proposal for accommodating access to and from Linley station house and possible extension of E45 cycle route Stage B-C: detailed proposal for accommodating possible extension of E45 cycle route alongside reinstated railway line and transfer to road access to sewage works



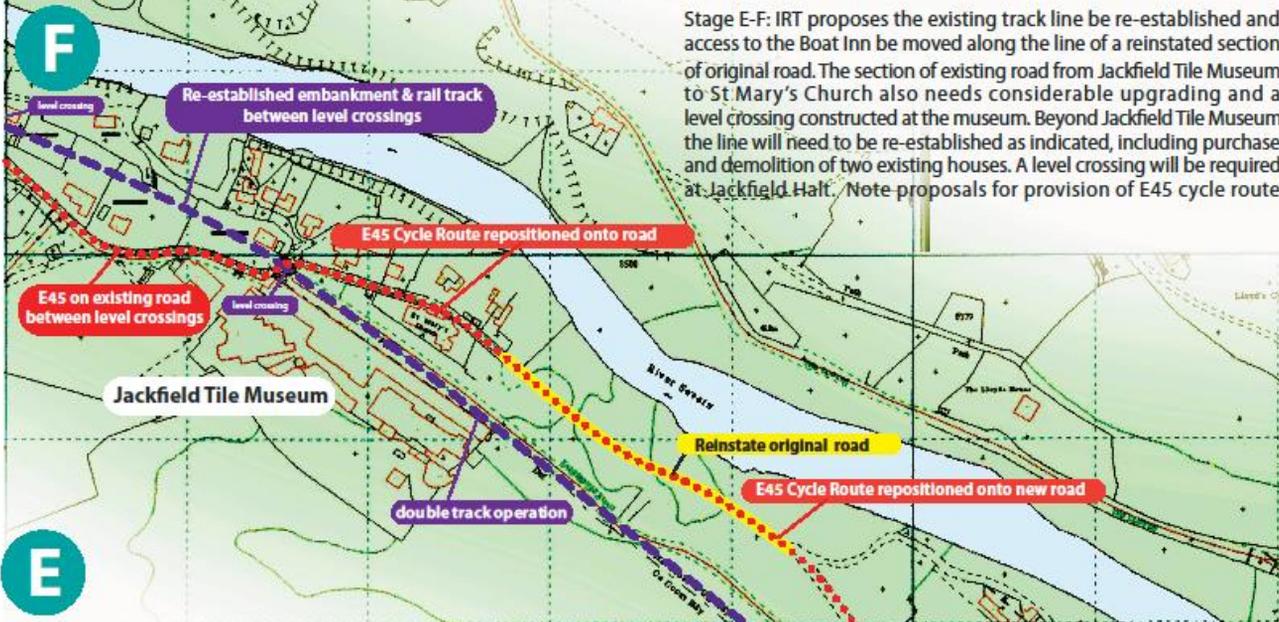
Heritage Park : Bridgnorth to Buildwas
LOCATION MAP 02a



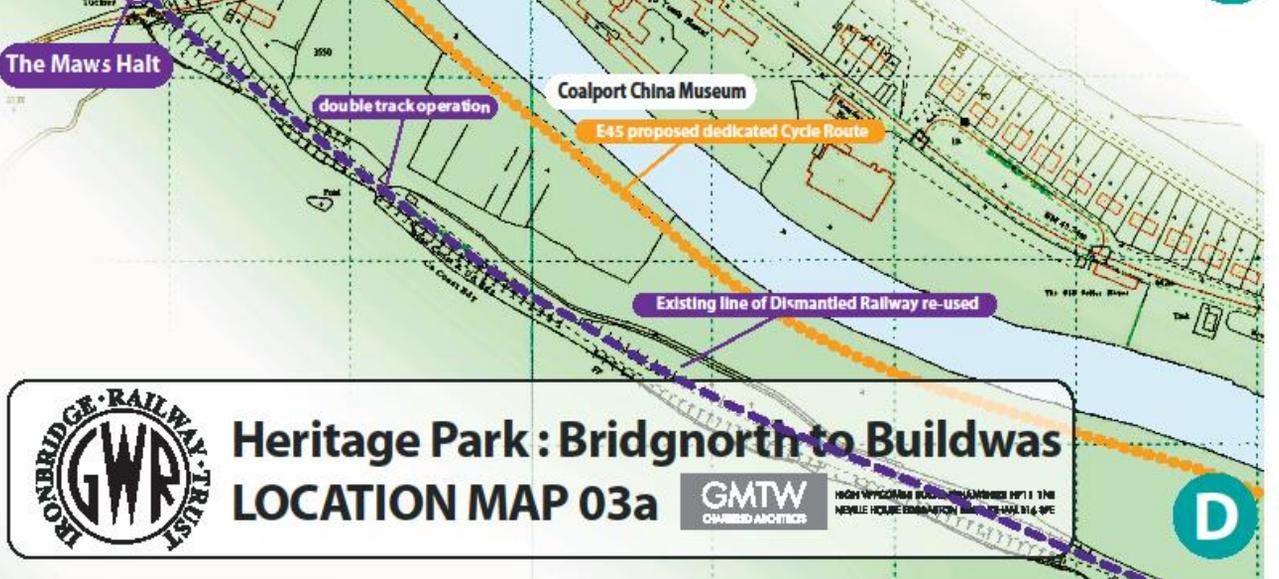
1901 SPENCER BUILDING BRIDGNORTH SP11 1JH
 1911 HOUSE BRIDGNORTH BRIDGNORTH SP11 1JH

MAWS HALT TO JACKFIELD HALT

Stage E-F: IRT proposes the existing track line be re-established and access to the Boat Inn be moved along the line of a reinstated section of original road. The section of existing road from Jackfield Tile Museum to St Mary's Church also needs considerable upgrading and a level crossing constructed at the museum. Beyond Jackfield Tile Museum the line will need to be re-established as indicated, including purchase and demolition of two existing houses. A level crossing will be required at Jackfield Halt. Note proposals for provision of E45 cycle route



Stage D-E: The Maws Halt: IRT propose a new station halt be constructed to provide access (via Memorial Bridge) to Tar Tunnel, Coalport China Museum together with the more distant Blists Hill Victorian Town and Hay Inclined Plain. This will also assist in enhancing the trading opportunities of the Boat Inn, a destination presently difficult to access owing to the condition of the existing road.

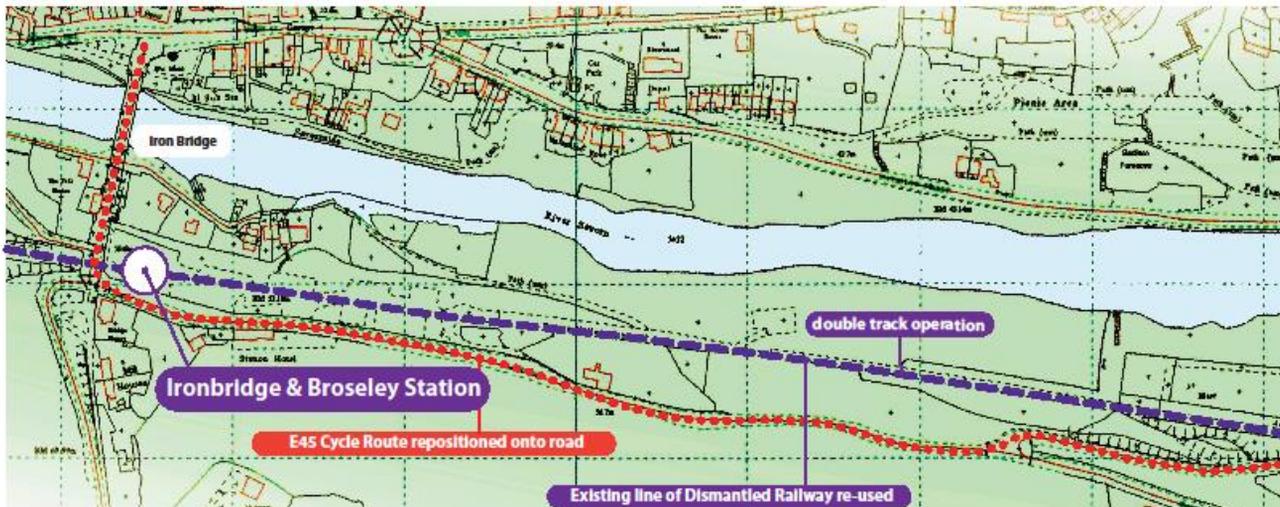


Heritage Park : Bridgnorth to Buildwas
LOCATION MAP 03a



HIGH WYCOMBE BUSINESS CENTRE UNIT 1 THE
 NEWELL HOUSE EDINGWORTH MK43 0AE

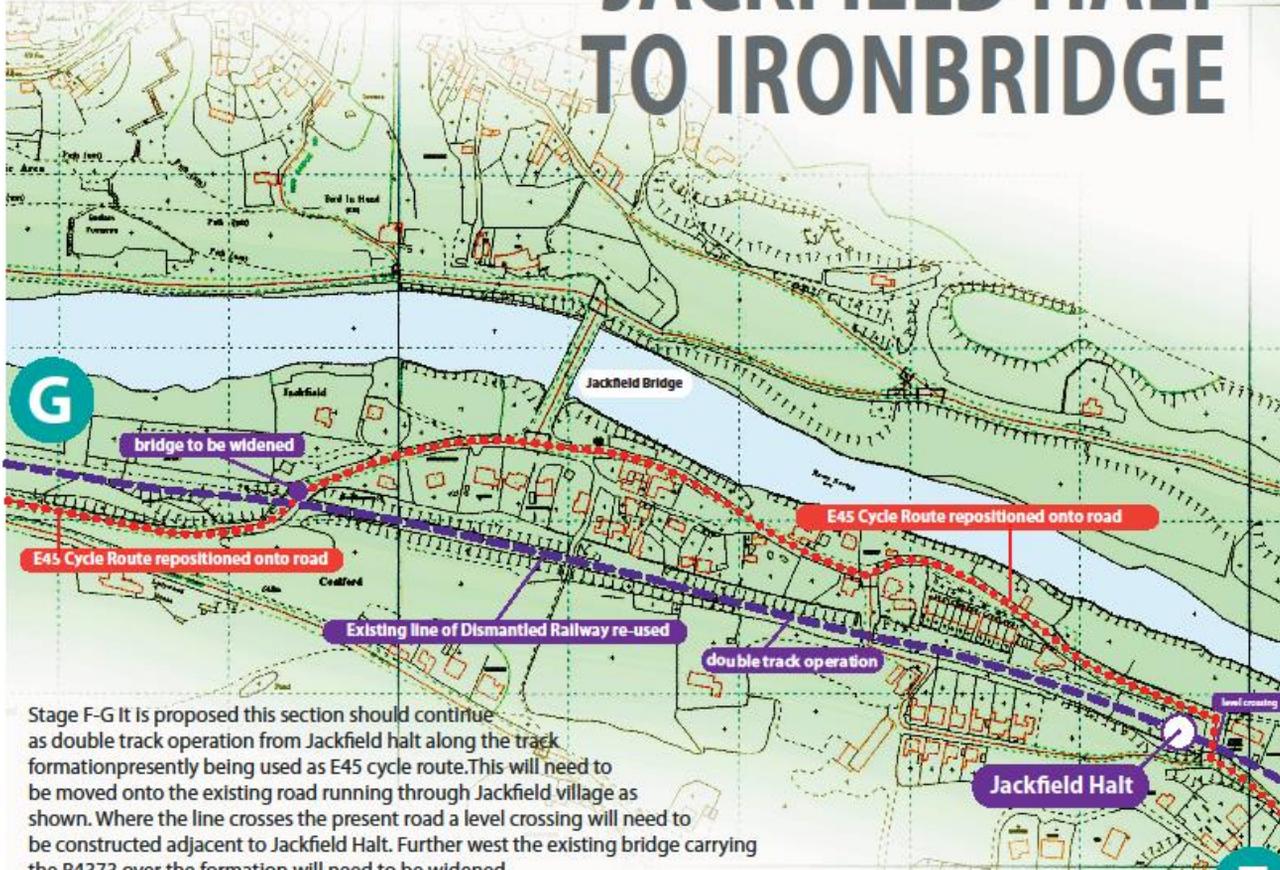




Stage G- Ironbridge: Illustrates continuation of double track operation. E45 cycle route will have to be repositioned onto existing road. It is proposed a two platform station be erected and a level crossing reinstated at the Iron Bridge southern access point. The station would be known as Ironbridge and Broseley Station to serve the town and attractions north of the river being the Museum of the Gorge, Coalbrookdale Museums and Darby Houses etc. A new signal box (Cosford Signal Box) is intended to be re-erected west of the new station adjacent to the level crossing

G

JACKFIELD HALT TO IRONBRIDGE



Stage F-G It is proposed this section should continue as double track operation from Jackfield halt along the track formation presently being used as E45 cycle route. This will need to be moved onto the existing road running through Jackfield village as shown. Where the line crosses the present road a level crossing will need to be constructed adjacent to Jackfield Halt. Further west the existing bridge carrying the B4373 over the formation will need to be widened.

F

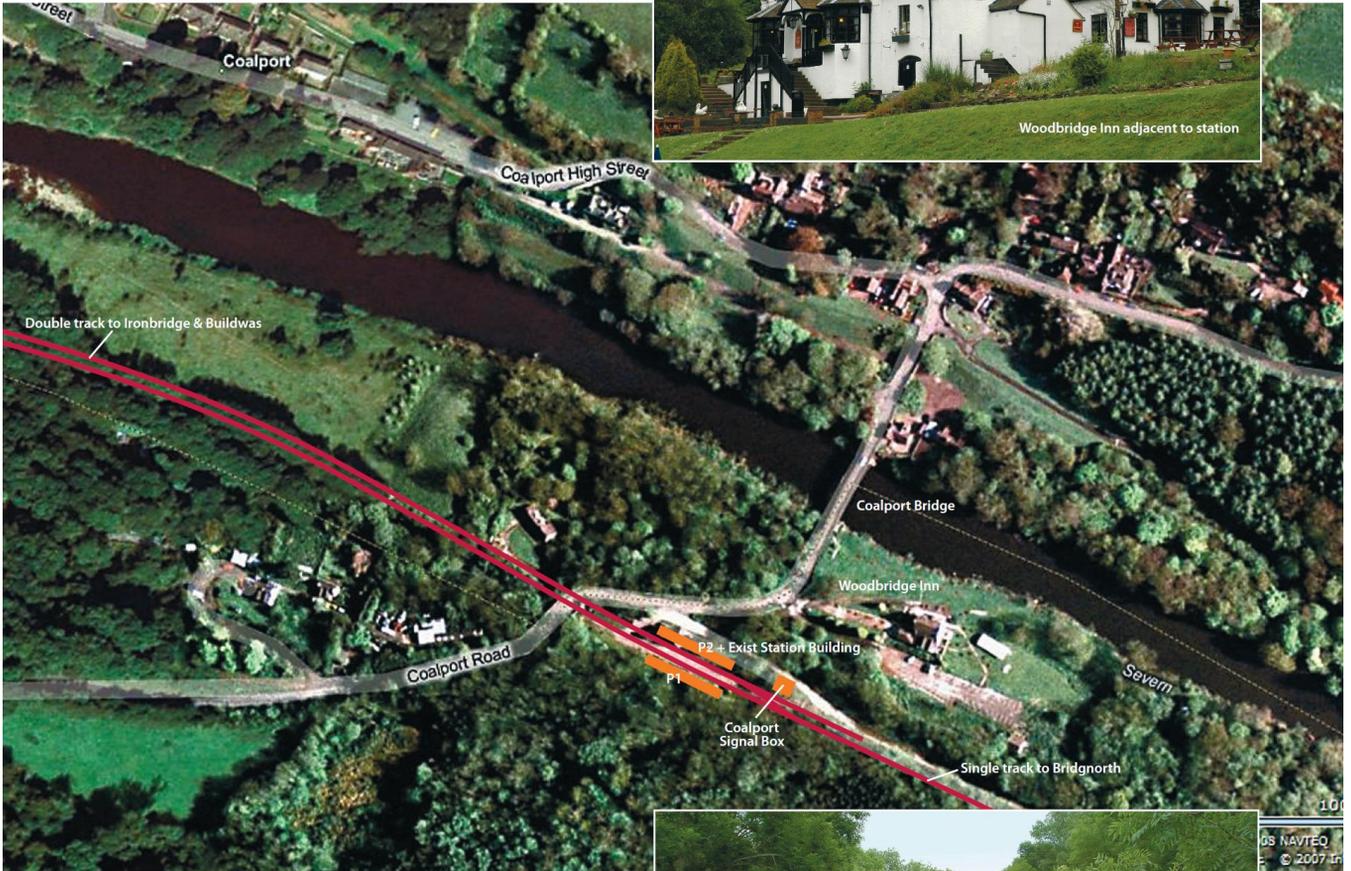


Heritage Park : Bridgnorth to Buildwas
LOCATION MAP 04a

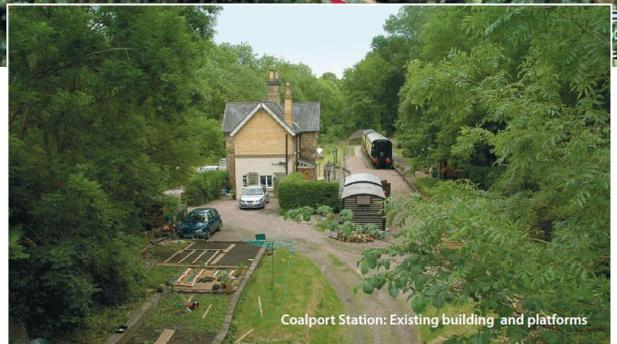


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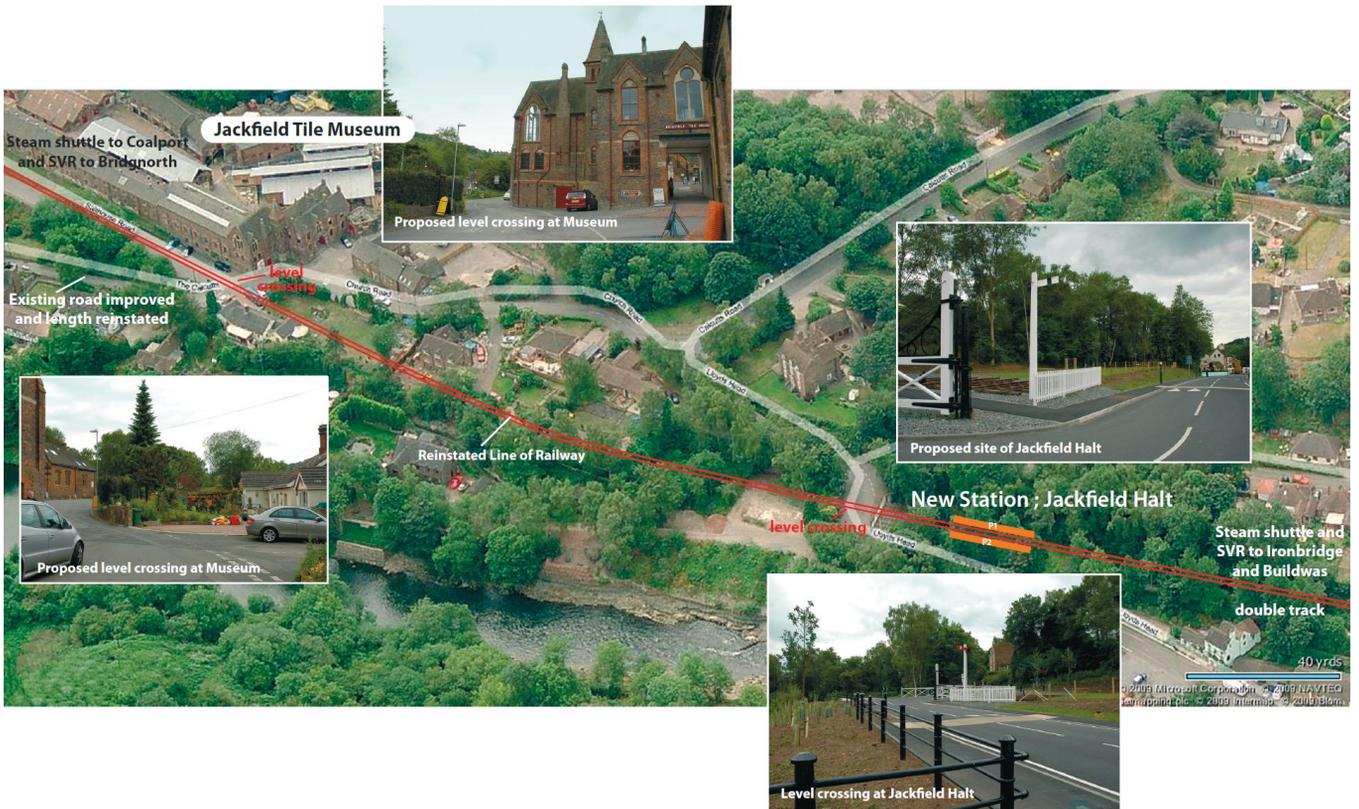
COALPORT STATION



Photographic presentation identifying position of regenerated station aligned with Coalport Bridge and The Woodbridge Inn. It is suggested that this point becomes the southern terminus for the proposed shuttle service from Buildwas serving all points of interest in the Gorge, hence double track working beyond this point. The shuttle service would integrate with SVR services to and from Bridgnorth, Bewdley and Kidderminster stations. See also location map 02a



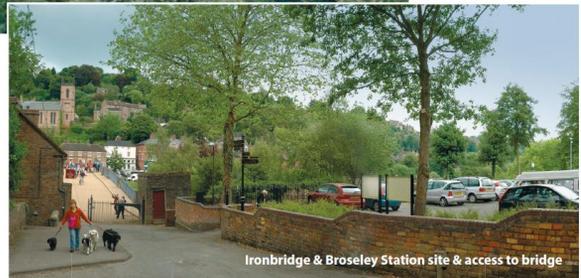
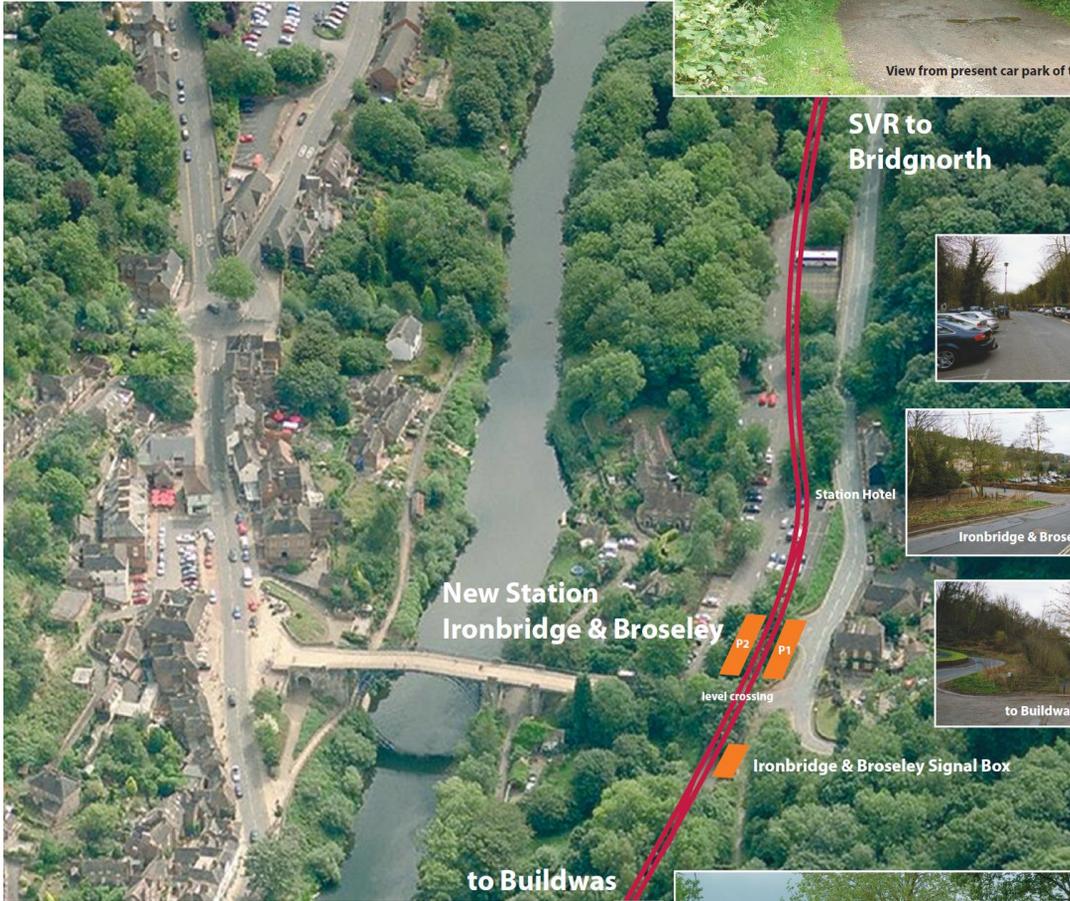
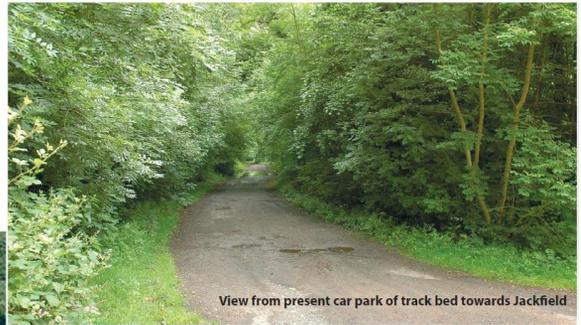
JACKFIELD HALT



Photographic presentation of IRT's proposal with inset views of salient points along the line of the railway track as they presently exist. The proposed station halt is positioned approximately equidistant between Jackfield Tile Museum and Jackfield village and situated near the existing public house and restaurant. It will also be within easy walking distance of a new vantage point providing extensive and magnificent views of the Gorge which have evolved as a result of recent reclamation work along the course of the river.



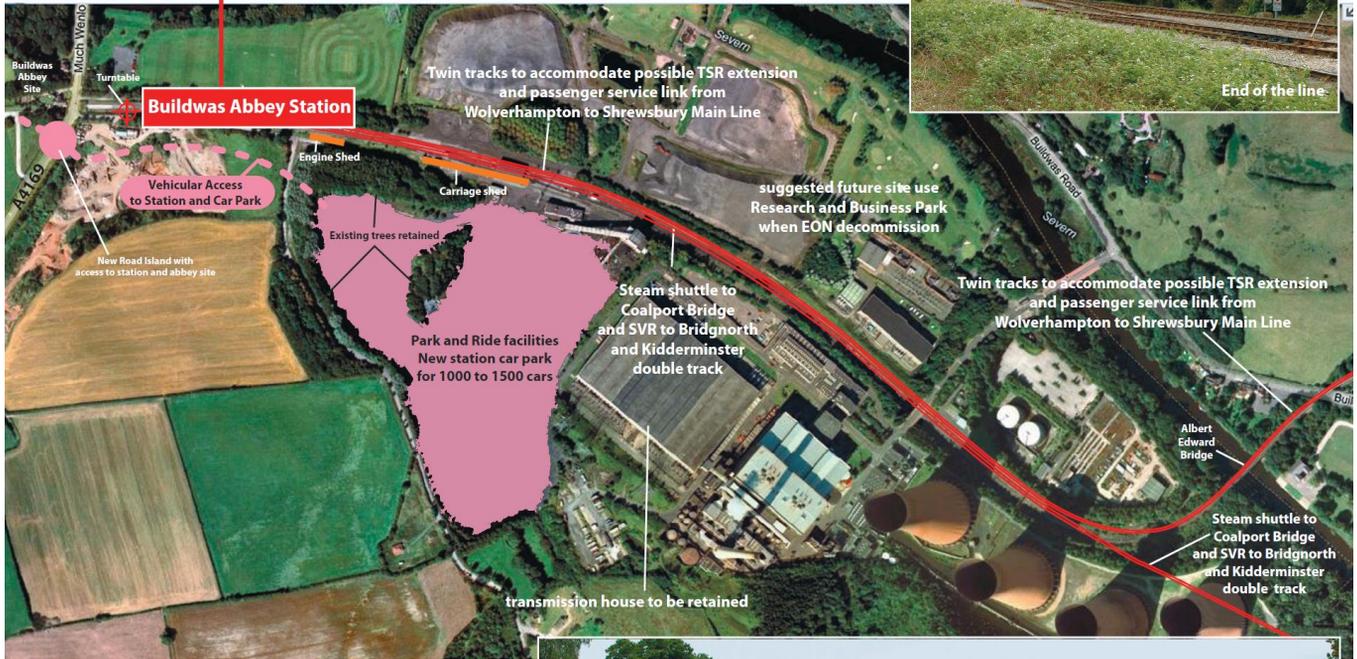
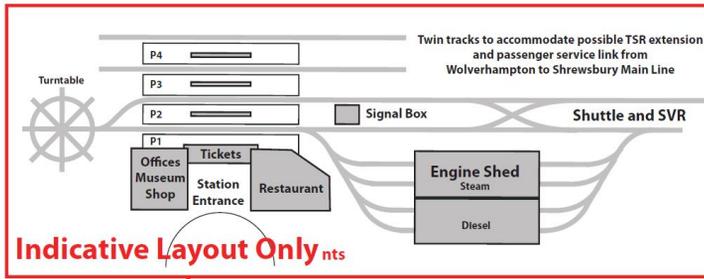
IRONBRIDGE & BROSELEY STATION



Photographic presentation identifying station and signal box proposals for Ironbridge. This arrangement should also permit retention of a car parking area albeit smaller than presently exists, the entrance to which could be provided over the reinstated level crossing and access road between platform two and the River Sever. Due to the close proximity to Ironbridge and thus other venues on the north side of the river, provision of the railway would help to negate reliance upon present bus services and the use of private cars, thereby reducing visitor car parking requirements within Ironbridge itself.



BUILDWAS ABBEY STATION



Photographic presentation of IRT's proposals for the Buildwas power station site, which is intended to be utilized as a rail terminus incorporating station facilities including museum, shop and restaurant together with signal box, engine and carriage sheds. This site offers tremendous opportunities for the establishment of a park and ride car park for visitors arriving from the north and south on the A4169 who wish to enter the gorge to experience the various attractions, thus substantially reducing reliance upon buses and private cars for access. Visitors presently arriving on more local roads (for example B4373) from M54 or A442 could be redirected accordingly

Provision can also be arranged within station design for onward extension of railway if required to connect with Network Rail system

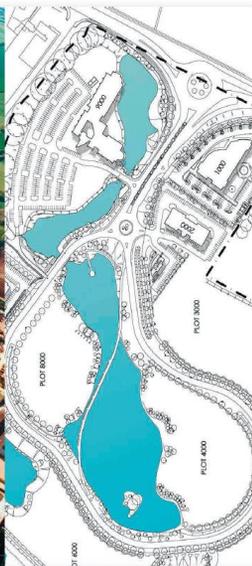
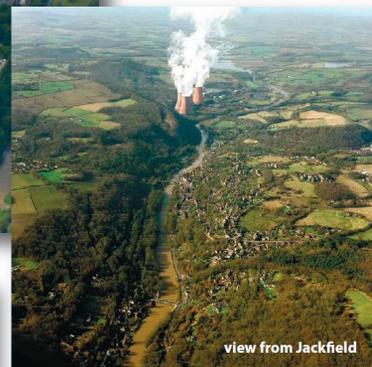
A further presentation is included separately to identify additional future development opportunities assuming the closure and decommissioning of the power station and demolition of the cooling towers.



IRONBRIDGE POWER STATION - BUILDWAS

suggested site utilization following decommission

The proposed route of the new rail link through the present Ironbridge Power Station site presumes the decommissioning or downgrading of that facility from its present capacity and the demolition of at least one cooling tower. If the power station was not to be decommissioned or the cooling towers were in any event to remain, an alternative route could be defined avoiding this obstacle to connect the railway to the proposed Buildwas Abbey station. The present illustration is merely a proposal to demonstrate the potential and is subject to further discussion with E.On UK.



The power station site following decommissioning would make available a substantial area for necessary infrastructure associated with the Buildwas Abbey terminus as well as a variety of potentially related developments. Provision for additional tracks into the terminus would allow a rail connection with the Telford Steam Railway across the Albert Edward bridge. The present area of slag heaps to the south of the line, and /or the playing fields to the north, would accommodate Park and Ride facilities for some 1000 - 1500 cars, an essential feature of the proposal.

The rest of the development zone could potentially support a Research and Business Park as a centre of engineering excellence within the area. Such an enterprise would provide an ideal location for public attractions such as a Museum of Power and an Educational Centre, drawing on current expertise as well as the significance for industrial archaeology of the World Heritage Site and the specific history and relevance of the power station site itself.



6.0 Architectural Philosophy

In designing the proposed new railway buildings, it would be inappropriate to disregard the intrinsic consistency of architectural approach evidenced by the original stations of the railways within the Severn Valley area. Their generally similar style and built form arose from their having all been designed within a very few years of each other and probably by the same architect.

Such consistent design reinforced the company identity and created dignified, functional and economical buildings in a restrained Italianate style appropriate to their rural and domestic setting. Bridgnorth station alone stands out in contrast, as the only Listed Building on the line, its Jacobean architecture reflecting the ornate character of the town and its historic status as the major settlement along the route.

The station buildings of the Severn Valley generally conform to a standardised form and plan layout. In the larger stations this originally comprised a two storey stationmaster's house and a second block containing an office and waiting room, linked by a booking office and additional waiting space. The second block was omitted in smaller branch stations but only Bridgnorth and Ironbridge stations were built without houses, such accommodation being available nearby at those locations.

The materials selected for construction of the railway buildings varied in accordance with local geology and availability. At the southern end of the railway, Bewdley station is in red brick, reflecting much of the town it serves. More recently, Kidderminster has also been reconstructed in the locally available red brickwork; this building alone on the Railway conforms to a standard GWR pattern.

Yellow-grey sandstone was available at Highley and was thus utilised for that station. The same stone was employed throughout the Railway where its use was essential for cills, window mullions and lintels. However to the north of Highley, little building stone was available for general wall construction. Hence all the remaining stations were constructed in buff brickwork, such bricks being manufactured at Ironbridge and easily transportable by river. Construction features in yellow-grey stone complement the buff brickwork, but in the northern stations even string courses, arch lintels and chimney cappings were formed in the available brickwork in preference to stone.

Such variations in building materials along the route do not significantly detract from the fundamental consistency of the Italianate domestic villa style. Details such as canopy brackets, finials and timber fretwork are largely consistent throughout the line, although these also exhibit local minor variations.

The original buildings have been substantially altered over the years. 19th century additions closely followed the original style and materials but 20th century alterations were less constrained. Post-Beeching, the stations at Buildwas Junction and Ironbridge and Broseley have been demolished, whilst Coalport and Linley have been converted to residential use, Coalport in particular retaining most of its original features.

It is of course neither necessary nor desirable to reproduce exactly the buildings that formerly existed. Their replacements can and should accord with modern requirements in terms of their layout and facilities, whilst respecting the essential characteristics that define the Severn Valley style. Buildwas Junction is likely to be the larger of the new stations and given its strategic position relative to incoming lines, the new station building might draw on the later style of Leamington as an alternative to the typical Severn Valley pattern.

Ironbridge and Broseley station would also enjoy considerable status given its location adjacent to the Iron Bridge, from which it might well derive specific ironwork detailing. The two possible additional halts, at The Maws and Jackfield, would require only minimal accommodation but there is no reason why these buildings should not also maintain the company image of the Severn Valley Railway by employing its original architectural style.

The following pages illustrate the architectural intent towards station design outlined above, and serve as a reference for future proposals.



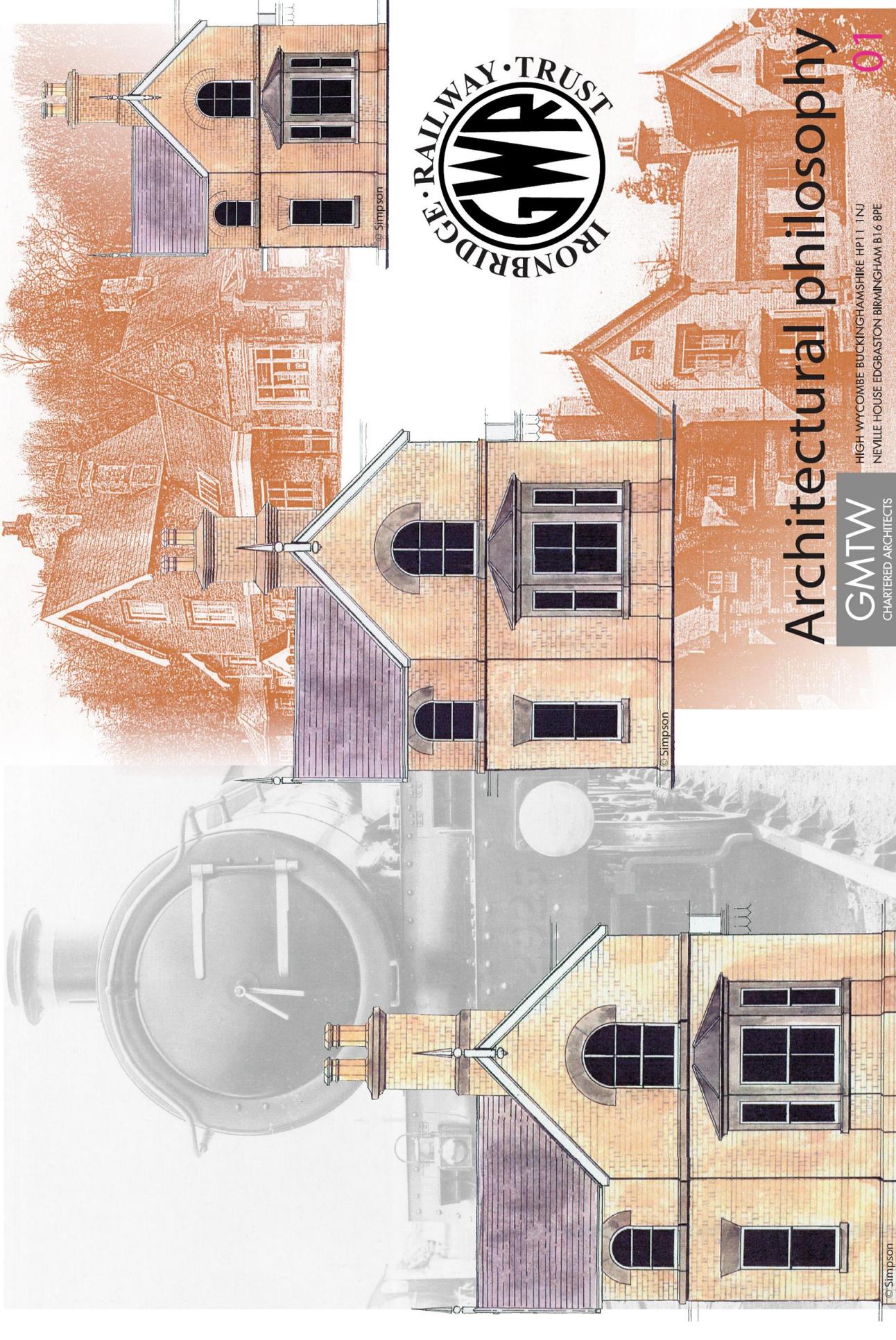
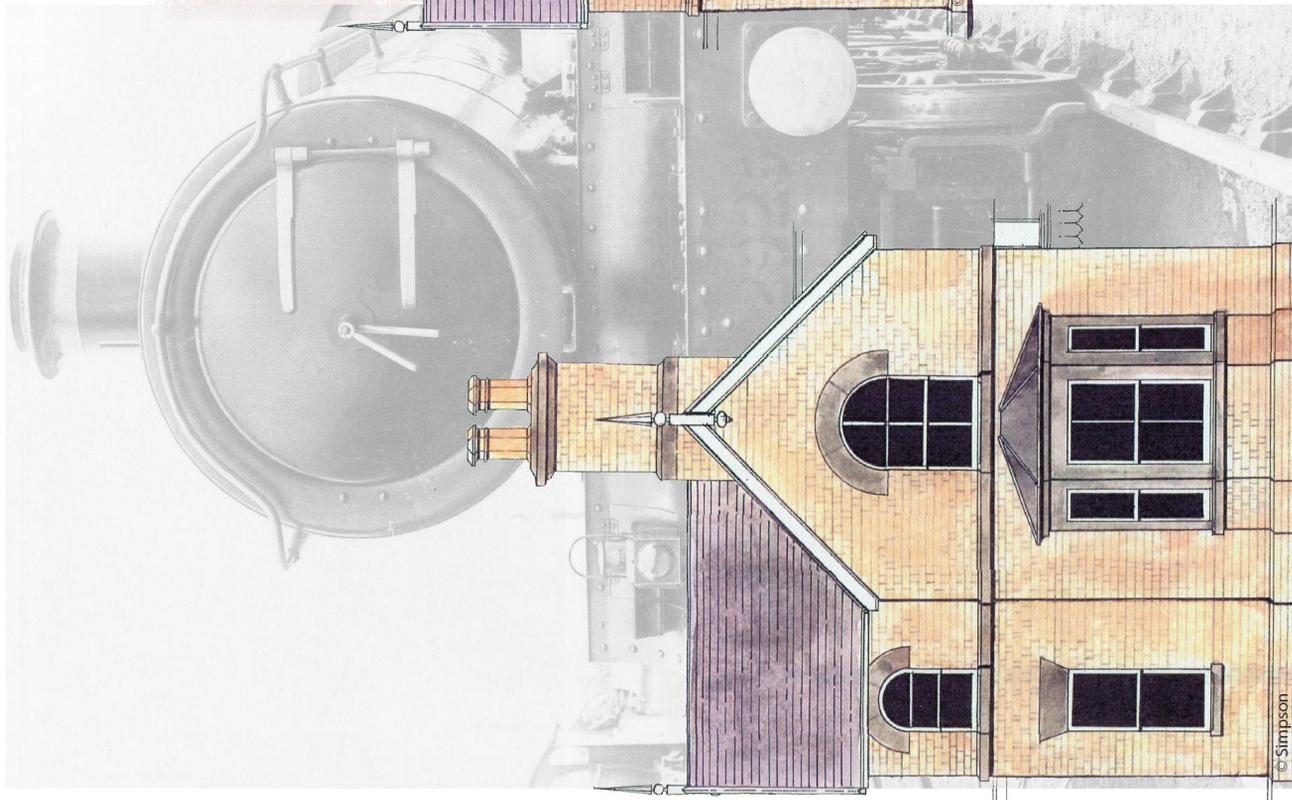


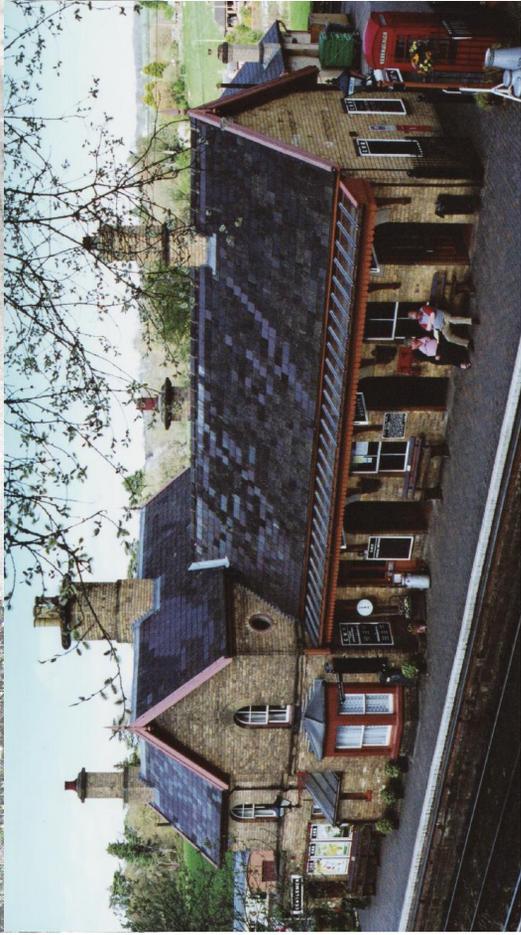
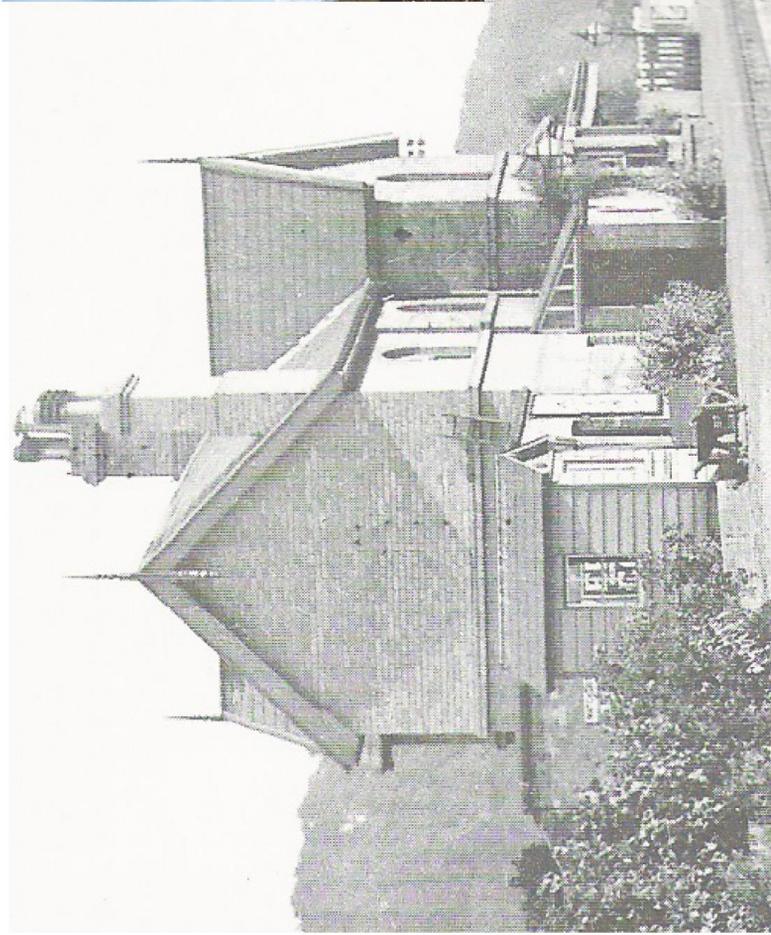
Architectural philosophy

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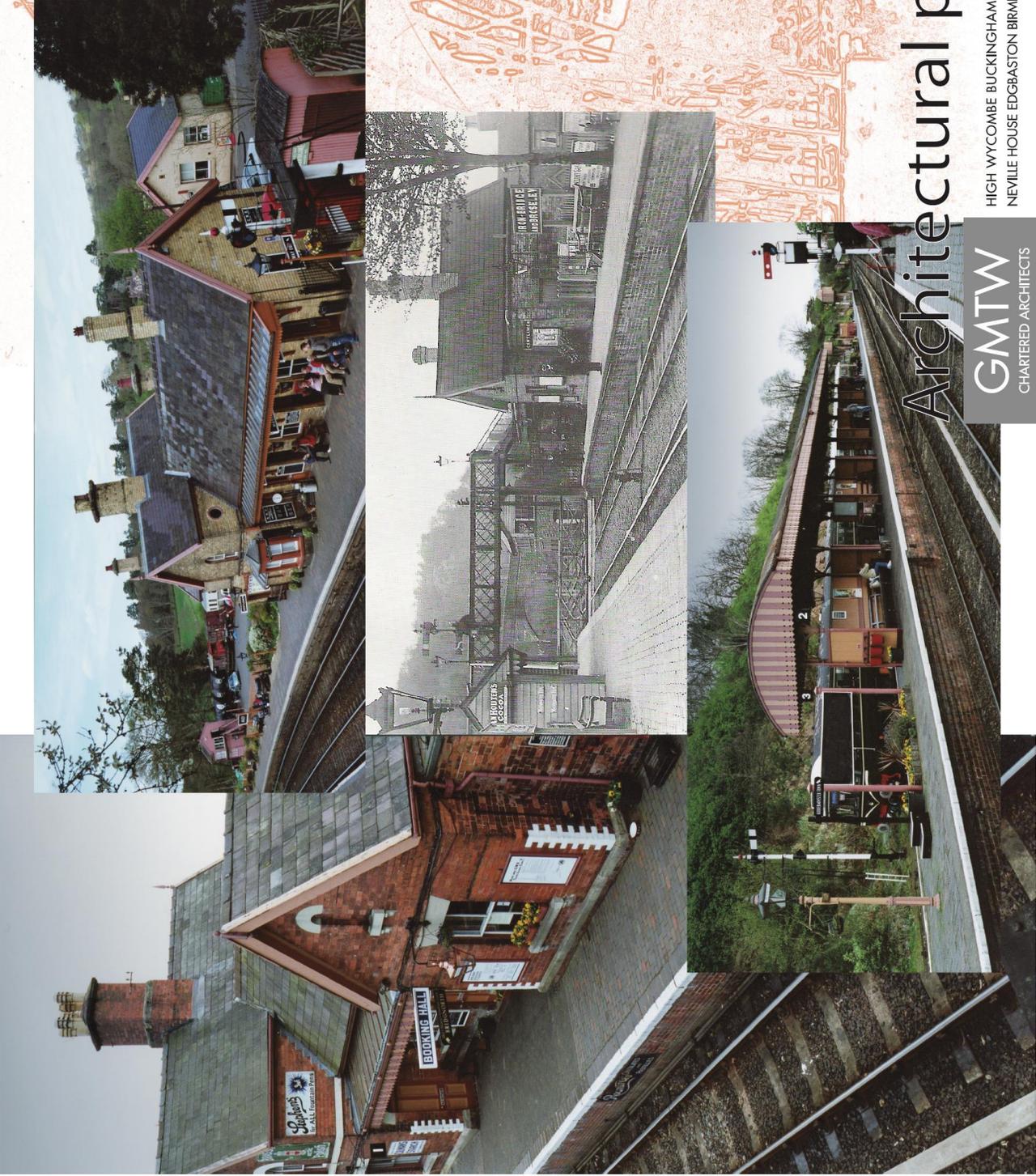




Architectural philosophy

GMTW
CHARTERED ARCHITECTS

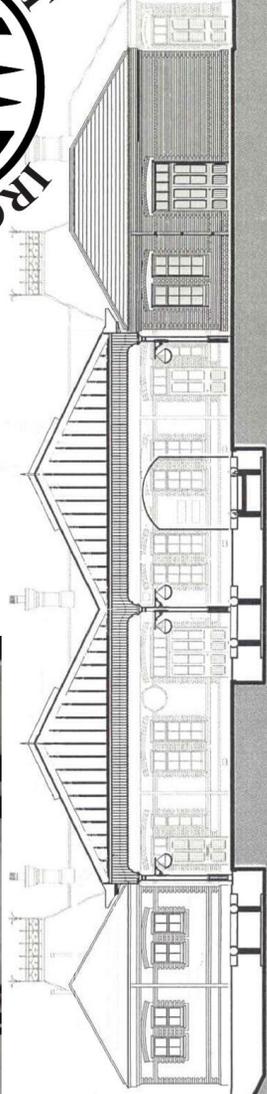
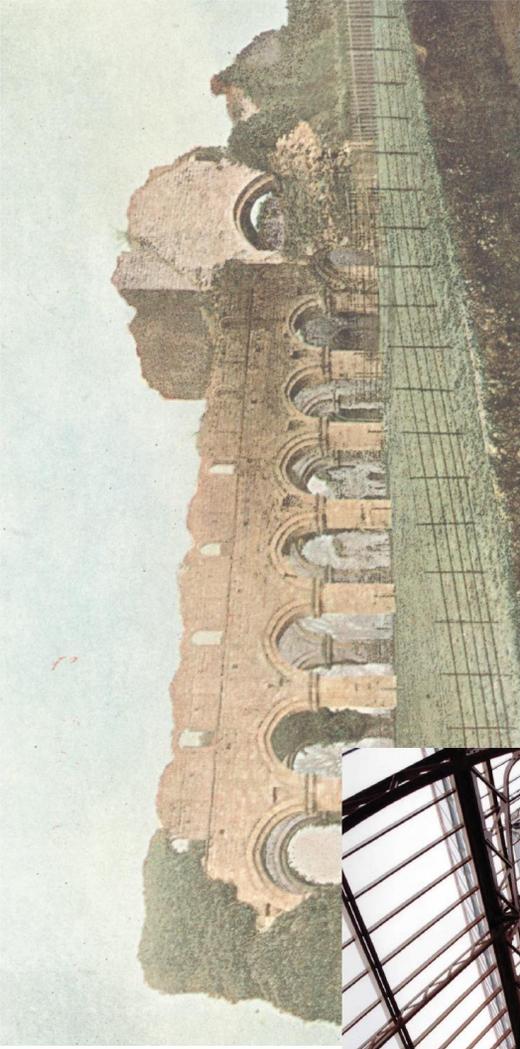
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Architectural philosophy

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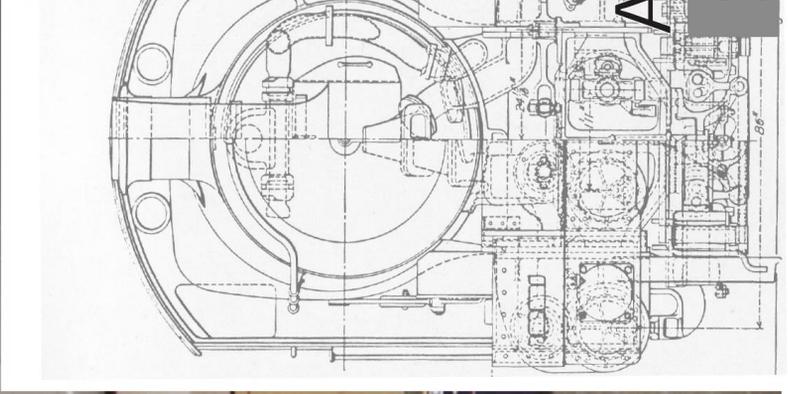
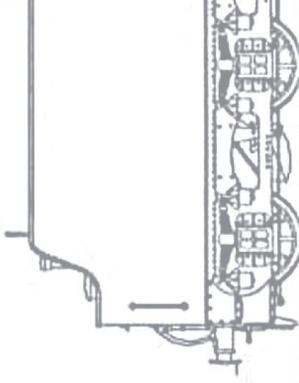
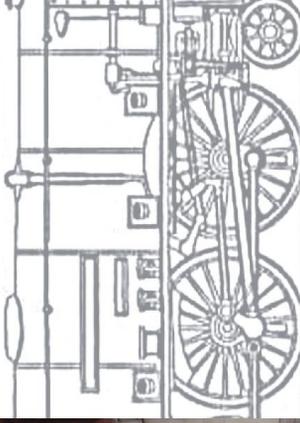


Existing Station Proposed Canopy to Concourse Proposed Dining Area

Architectural philosophy

GMTW
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Architectural philosophy

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7.0 Acknowledgements:

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