

= Long Ashton railway station =

Long Ashton railway station was a railway station on the Bristol to Exeter Line , 3 @. @ 5 miles (5 @. @ 6 km) southwest of Bristol Temple Meads , serving the village of Long Ashton in North Somerset , England . There were two stations on the site , the first , called " Ashton " , opened in either 1841 or 1852 and closed in 1856 . The second station , originally known as " Long Ashton Platform " before being renamed as " Long Ashton " in 1929 , was operational from 1926 to 1941 . The site is now partly under the A370 Long Ashton Bypass . There is local support for the station to be reopened , possibly sited further to the west , and possibly as part of the University of Bristol 's proposed Fenswood Farm development .

= = First station = =

The Bristol and Exeter Railway was opened between Bristol Temple Meads and Bridgwater on 14 June 1841 , engineered by Isambard Kingdom Brunel and build originally as 7 ft (2 @. @ 134 mm) broad @-@ gauge . A station named " Ashton " , serving the nearby village of Long Ashton , was located on an embankment 3 miles 52 chains (5 @. @ 87 km) from Bristol Temple Meads and 122 miles 3 chains (196 @. @ 40 km) from the Great Western Railway terminus at London Paddington . Quite when the station opened is uncertain ? Butt 's Directory of Railway Stations states that the station opened with the line in June 1841 , but Quick 's Railway Passenger Stations states it only opened in June 1852 . Both sources agree that the station closed in January 1856 , however other sources such as Oakley 's Somerset Railway Stations contain no reference to Ashton at all . If the earlier date is correct , services would have originally been provided by the Great Western Railway on behalf of the Bristol & Exeter . The Bristol & Exeter took over passenger operations on 1 May 1849 .

The line through Ashton remained open after the station closed . In 1871 , the Bristol & Exeter opened another station called Ashton , closer to Bristol , this station was later renamed Bedminster . The line had been reconstructed as mixed @-@ gauge by 1 June 1875 to accommodate local traffic . A year later in 1876 , the Bristol & Exeter was amalgamated into the Great Western Railway , which took over services . Broad @-@ gauge trains ceased operation on 20 May 1892 .

= = Second station = =

The station was reopened by the Great Western Railway in 1926 , now called Long Ashton Platform ; Ashton by then was the name of a station on the Teign Valley Line in Devon . Again , the exact date of opening is disputed : most sources state 12 July 1926 , but some say 20 September the same year . It was located on the same site as the first station .

The station was a basic halt , and had two 400 x 10 feet (121 @. @ 9 x 3 @. @ 0 m) platforms . A corrugated iron shelter and lamp hut were provided on the westbound platform , and a small booking office was present on the road to the platform . The estimated cost of construction was £ 1 @. @ 930 .

The station was renamed Long Ashton on 23 September 1929 , and closed on 6 October 1941 . There is now no trace of it left , and the site is now partly under the A370 Long Ashton Bypass causeway .

= = Future = =

Plans were submitted in 2010 to reopen the station as part of the University of Bristol 's Fenswood Farm development , which , if granted planning permission , will comprise some 1 @. @ 200 houses , businesses and a school spread over 35 hectares (86 acres) . The new station would be up to 1 mile (1 @. @ 6 km) west of the original location . The University notes that there is positive support for the station , but that it alone cannot guarantee its construction . Long Ashton parish councillor Anthony Butcher opposes the development , but supports the reopening of the station . The station

could be reopened as part of the Greater Bristol Metro scheme , a rail transport plan approved in July 2012 which aims to enhance transport capacity in the Bristol area .

The Bristol to Exeter Line through Long Ashton is not currently electrified . The 21st @-@ century modernisation of the Great Western Main Line will see the line from London to Bristol electrified , but electrification will not extend beyond Bristol to Weston @-@ super @-@ Mare . The group Friends of Suburban Bristol Railways supports the electrification continuing to Weston , as does Member of Parliament for Weston @-@ super @-@ Mare John Penrose .