**BRA Bulletin – 1st Sept 2018**

**Latest updates on Station Road, Quarry, Planes and Railways!!!!!**

Dear Member

**Station Road**

Not good news, sadly. Here is the latest regarding the much-troubled project.

*Dear all,*

*You may have observed the contractor has been unable to complete some of the works proposed for this week.*

*The small raised table between Moor Lane and Waverley Road junctions and all the speed cushions are incomplete. The material was supposed to be delivered at 9.30am but the first load of asphalt concrete turned up at 12.15pm. This is a combination of plant breakdown / quarry, impact on other regional deliveries and Friday traffic. One option was to extent the closure today up until the works were completed but due to an accident on the M5 presenting additional traffic on the A370 and no guarantee on material slot it was not progressed.*

*North Somerset do not wish to prolong or promote any further closures, and so the Contractor will complete the above surfacing elements utilising portable temporary traffic lights between school hours next Monday and Tuesday. Any outstanding lining will be picked up later in the week.*

*Works will continue most of the week on the footpaths under temporary lights to install tactile paving at mobility crossing points and where footpath resurfacing is scheduled. The traffic signals at Backwell shuttle will be installed and commissioned over the week with loop cutting programmed on the evening of Wednesday and Thursday from 7pm utilising temporary lights and stop/go boards.*

*I can only apologise for the delays and thank you for bearing with me whilst the contractor completes the final works.*

*The end is in sight.*

*Best regards,*

*James Dawson, Highway Engineer, North Somerset Council*

*31.8.18*

**Stancombe Quarry – Open Day- Sat Sept 15th 9.30 to 3.00pm**

Guided tours of the quarry will take place at Stancombe Lane, Flax Bourton as part of the Heritage Open Days initiative “Free to Explore”. The tours will be in a minibus every 20 minutes, stopping at 2 locations and taking about 45 minutes in total. Such public access is rarely allowed.

Most Backwell residents are unaware of this quarry, even though it is in our Parish, other than seeing lorries coming in and out of Stancombe Lane on the A370 opposite Flax Bourton Cricket Club. It is a significant activity producing 1 million tons every year, with local employment. There is a Community Fund associated with the quarry operations, which makes regular grants to Backwell organisations.

Further details can be found on

[https://www.heritageopendays. org.uk/visiting/event/ stancombe-quarry-open-day](https://www.heritageopendays.org.uk/visiting/event/stancombe-quarry-open-day)

**Bristol Airport – Noise Consultation**

As we are all aware, the airport has grown significantly and is projected to continue to do so. Every flight creates noise on the ground and greater noise during take-off and landing. Larger flight numbers will create more noise, but there are mitigating factors such as quieter planes and actions that the airport can take to reduce noise. The website below

[www.bristolairport.co.uk/about-us/environment/noise-management](http://www.bristolairport.co.uk/about-us/environment/noise-management)

gives a link to the Draft Noise Action Plan 2019-2024, a 63-page document which has a one-page Executive Summary! Anyone with a keen interest in the airport operations, such as the rules for night flying, will find there is much useful information in here.

**Responses on the Draft Noise Action Plan can be made up to Oct 2nd** by sending an email to: NAP2018@Bristolairport.com

or in writing to:

Noise Action Plan Consultation, Bristol Airport Bristol BS48 3DY.

**Metrobus**

There has been publicity for the (much delayed) launch of the m2 metrobus route which will take place on Monday 3rd Sept. It will run from the Park & Ride to Bristol City Centre and back in a loop. The link to the website <https://metrobusbristol.co.uk/>

The main points to note are:

1. It replaces the current service from the Long Ashton Park and Ride

 but has a different route.

1. A valid ticket is needed before boarding (extra ways of buying are provided using a Smartcard and with a mobile phone)
2. Concessionary cards are accepted as before.
3. It goes over the Winterstoke Road “Rollercoaster”!!

**Great Western Rail Franchise**

The Dept. of Transport, which has been much criticised for how it has handled the rail industry, invited comments on the priorities for this franchise in the 2020’s. BRA made a submission. These comments have now been analysed and are published in an 81 page document, which can be viewed on

<https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/736146/great-western-rail-franchise-stakeholder-briefing-document.pdf>

Among the many topics covered in the report covering a large region were high ticket prices, complex pricing and unreliability. Keen railway users may like to read the whole document.

For others, the following items are of particular interest to Backwell.

Some concern was raised when it was suggested that one franchisee could run trains into Bristol from the South West, with a different one running trains to Paddington. This could mean less direct London trains calling at Nailsea & Backwell. Many of us appreciate sitting on a train from busy Paddington and next leaving the seat in our more tranquil village!

On page 10 the report states:

*In light of the views expressed and supporting arguments presented by consultees at the consultation events and in the written responses,* ***we do not intend to split the franchise******at this time.***

On page 15 there is a general statement on accessibility.

*We will require FirstGroup to set out how it will further improve accessibility, measure the quality of service provided to disabled passengers, and involve disabled passengers and representative groups in taking decisions on matters which affect them.*

On pages 66 regarding accessibility the following statement was made:

***Nailsea & Backwell was frequently mentioned*** *because access between platforms at this station is limited to a footbridge or to walking along the road underneath the railway line. The ramp to the eastbound platform has a steep gradient and there is no ramp access to the westbound platform. Respondents noted that the station is heavily used and the local population is likely to increase.*

It is good to know that responses to draft documents can have an impact, but we still await action to provide accessibility on both platforms at our station.

Best wishes

From your BRA Committee 1st Sept 2018

**Visit our website on** [**www.backwellresidents.org.uk**](http://www.backwellresidents.org.uk)

**Email us at backwellresidents@btinternet.com**