

If we are to proceed with a mass transit scheme we need to make sure the plans are realistic. The Light Rail Transit Association (Tram Forward) could advise on this as they have been involved in the Westway study and cut and cover tunnels such as those at Newcastle Upon Tyne and Hannover. I myself have been involved in the Trans-Clyde project in Glasgow but we must stay focused on MetroBus, MetroRail delivery and Better Bus A38 North to Thornbury and A370 to Weston-Super-Mare.

Other stakeholders could include RMT, TSSA, ASLEF, Unite, Network Rail, First Group, MTR and Stagecoach and a number of rail engineering firms. We must make sure that any mass transit scheme is fully integrated with MetroWest Phases 1 & 2 to Portishead, Bath and Gloucester including the Henbury loop. It should hub and spoke at Temple Meads and Broadmead.

Of course at Temple Meads we are dealing with a Grade 1* listed building and a number of important heritage buildings including the George and Railway, Grosvenor hotel and Cattle Market Tavern.

In East Bristol we are looking at coal mine shafts as well as the River's Frome and Avon in Bristol and Bath.

We should be looking at the Midland Railway corridor between Bristol and Bath, North Somerset Railway to Brislington with a link to the new Hengrove housing estate and the new Bath tramway scheme as well as the Bristol Airport tram/train link on the A38 with a potential conversion of the South Bristol link road to include a tramway.

We must continue to fund disability access and station improvements.

Regards

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