

ing street running into Yate. It might also embrace Clevedon, the Severn Beach line and Nailsea.

An improved British Rail service, using Sprinter-type trains is envisaged by ATA, to link Weston-super-Mare, Bristol and Bath, as it is not currently possible for LRT vehicles to share British Rail tracks because of collision impact requirements. Temple Meads station would be established as a major transport interchange, not only between light and heavy rail, but with a new bus station also.

Cottrell says ATA has had superb co-operation from British Rail, which will have the opportunity to exploit redundant land and revive old lines. Services would be operated by an independent operating company, and a turnkey approach to constructing the system is likely, with the whole project managed by a contractor. Foster Wheeler Energy have been project managers so far, with the involvement of consultants including Transmark, Kennedy Henderson and Nicholls Associates. Balfour Beatty are also associated with the project, which has excited interest from many other towns and cities, and a range of possible contractors, including a number of potential rolling-stock manufacturers not normally associated with railways.

Right:
The light rail system in the Avon hinterland.

Below:
Bristol Temple Meads, centrepiece of the proposed Avon Light Railway, which would serve a station beyond Brunel's original structure, extreme top left. *John Chalcraft*

