



Dear Hans Mundry,

I am contacting you regarding the plans for the proposed main road through Latchford.

I think this is a serious case of disconnected thinking.

It is now well known that the Government want to put an end to all internal combustion engined transport, so would it not make more sense to reinstate the existing track-bed that is already in use from Arpley sidings, past the rear of 'Go Outdoors' on Wilson-Patten street, via Bridgefoot, under Wilderspool Causeway, and along the back of St Mary's Street, and almost up to the end of Park Avenue. At this point, the existing track ends, but the track bed continues past Woolacombe Close, past Wash Lane, then past Cantilever Gardens (new build), from where it crosses over the slowly disintegrating high-level bridge over the Ship Canal, past Thelwall village, where the track-bed becomes the Mersey Path foot and cycle way, which in turn runs through Statham, Lymm, Broadheath, and on into Stretford and beyond.

This rail line could either be an extension of the existing Manchester tramway system, or a proper railway, which in turn could connect up to the proposed 'Heritage railway' that is being discussed elsewhere - to reinstate the other disused line in the immediate area, through Glazebrook to Broadheath.

By taking this option, no houses need to be demolished, and the 'wild-life' areas need not be significantly disrupted or disturbed.

Yours sincerely,

