1) I consider that in rural Wales the only viable financing of TfW is one of a publicly funded not for profit structure, with the lowest possible public fares. Large corporations making profits at the expense of poorly serviced public is not something I agree with.

Inherently in rural areas a fragmented and widely distributed public transport system will need long-term strategic funding.

2) The network is in dire need of modernisation and expansion.

One single line connecting Mid Wales to Shrewsbury is lamentable. A reconnection from Aberystwyth to Carmarthen is urgently needed and I would suggest a connection from the Cambrian Line to the Heart of Wales Line would also be beneficial.

3) I consider that TfW should morph toward becoming an integral part of Welsh Government transport, local government and regional transport authorities with the aim at the end of this franchise of it being wholly nationalised. The network after all is pitifully small and should be well within the capabilities of WAG to run themselves.

Research is needed to identify the diversity of use of the rail network - e.g. is more long-term parking space needed at key stations for daily commuters ?

4) Need for increased capacity for cycles which feature highly on the Cambrian line in holiday periods.

5) As regards governance, there is currently little or no provision for the actual users of the network to have a say in how it is run. A WAG recognised User forum should be established for each line with representation at all levels to ensure that TfW plans are correctly in line with users experiences and wish's. We after all are the ones paying for the railway through fares and taxes as well as paying for the politicians.