

English Regional Transport Association (ERTA)

~ ERTA, starting in Bedfordshire and now continuing across the regions, advocating the advancement of select public transport solutions! ~

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<p>http://ertarailvolunteer.blogspot.co.uk/</p>	<p>Newsletter No. 4</p>	<p>December 2015-January 2016</p>	<p>90p where sold</p>
<p>ERTA... the voluntary association which likes to help others, as well as <u>just</u> ourselves!</p>			



Caption Above: London Road, Northampton circa 1998 at the start of our brave campaign.

Death-knell blow to the Northampton-Bedford corridor informs the domino effect we all have feared.

The go ahead for the new Northampton Riverside Campus of Northampton University includes development south side which assumes the old trackbed approaches from the east to London Road. These development blocks are not designed to include access or station facilities as a part of the campus for a railway and despite our representations in letter, email and delegated meetings with Northampton and Milton Keynes Councils, they seem unable or unwilling or both to back the reopening campaign meaningfully and have largely been cold to us sadly in critical support for the railway.

Domino Effect 1.

There's renewed push in the wake of the University Campus development for the St James' Inner Distributor Road-way. This will presumably fill up with traffic and then the whole Northampton road system will be gridlocked and the rail option has been allowed to be severely compromised.

Domino Effect 2.

Despite and thanks to many who wrote objections to the Sainsbury's and 50 houses, Lavendon Road, Olney, the developer for the houses has appealed and on the back of the Northampton Campus development, the cue is given for a laissez-faire approach of "a railway can go anywhere", so why both to protect/take into consideration here?

Domino Effect 3

The Bedford area is pushing for housing at Bromham, Stevington and Oakley in coming years. Now, given the breach of trackbed without realignment spaces and the knock-on to integrity and protection agendas along the line, the pressure to develop may mean more breaches and compromises of the trackbed.

Domino Effect 4

ERTA and predecessor BRTA fought a good fight for promoting positively and battling to protect the trackbed and realignment spaces. The rail reopening featured in half a dozen separate studies all of which showed positive potential and benefit on and off the railway, but alas the swathe of would be backers are turned to us sadly and the wider loss felt.

Secretary's Overview

The Bedford-Northampton campaign always came late in the day as once, during the 1980's the old station at Olney was swept away, realignment and tele-visual unbelief of the crowd at Olney weighed heavily. The Handley Alignment got grudging acceptance from our arm-chair critics (only academic rigor of science and professional consultants will do, forget costs to serve that demand!) but also that the Wellingborough and Bedford lines converged on approaches to London Road, Northampton and once over into Bridge Street and ultimately Castle Station link up, meant any development which assumed the trackbed there was a 'blockage too far'. This is exactly what has happened sadly and the fact that Milton Keynes Council did not even bother to reply to our objections majoritively, nor mention the railway meaningfully at meetings, shows a covert attempt to snuff out the wick of our hope for better local rail access here, sadly. East-West is quoted, but it is not 'our railway' even as we have played as much a role in its support as has been allowed by the professionals and their support networks, which are largely closed of nature. Our best hope now, is following the new order back in the Summer, to be the national and regional voice for reopenings, support positive developments like Oxford Parkway and ride the tide of happenings. The lack of a big champion or captains of industry or academia for Northampton-Bedford, was clearly a weakness, which in the end cost us all dearly.

Simon Barber writes... "On a sunny late October afternoon, three of our members (David Ferguson, Tony Bush and myself) travelled on one of the first train services to the new station at Oxford Parkway from London Marylebone, travelling via the newly-opened Bicester Chord linking the Marylebone - Banbury line with the old East - West line which is being revived.

We split our journey at Bicester Village, one of the new stations for the revived East - West service where we distributed ERTA recruitment flyers to some of the other passengers travelling on the new service from Marylebone .Thereafter we resumed our journey to Oxford Parkway, where we distributed more recruitment flyers, before catching a bus to Oxford town centre from the small bus interchange close to the new station. We then had a superb meal at an Italian restaurant close to Oxford's main bus station.

Oxford Parkway station is built in dark blue brick with also some timber internal structures, and apparently close by there was a previous station which had closed in 1926 .The new station would benefit people living in north Oxford and its surrounding villages who would otherwise be denied convenient access to a train station, and simultaneously there would be less road congestion caused by commuters driving into the town's main rail station. The station at Bicester Village is also built with the same materials as Oxford Parkway."

Oxford Parkway



Caption Above: Oxford Parkway Station adjacent to the A421 A Class 172 Unit arriving from London Marylebone. **Pictures taken by Simon Barber, ERTA Member. Caption Below:** Bicester Village Station, formerly Bicester Town! October 2015



Diary and Noticeboard		New Blogspot
<p>1. January 2016</p> <p>Monday 18th January 2016 Social Forum Link Up at the Metropolitan Bar, Baker Street - contact Mr Simon Barber for details T. 0208 940 4399.</p>	<p>2. February</p> <p>We have booked the upstairs room at The Two Brewers Pub, 34 High Street, Olney MK46 4EB T. 01234 711393 for 1pm Saturday 20th February 2016. Discussing Bedford-Olney-Northampton rail link, welcoming support and offers of help to improve the campaign, pooling skills, time, talent to best use and working together in a spirit (ideally) of cooperation.</p>	<p>http://ertarailvolunteer.blogspot.co.uk/</p> <p>Is the new browser line address of our new Blogspot. Please do peruse it, link to it and pass it on to friends, family and any potential recruits! We have the chance for a new webmaster and website coming along in the New Year.</p>
<p>3. March</p> <p>Saturday 19th March at The White Hart Pub, Market square, Biggleswade, East Beds The ERTA East Beds Transport Forum will convene. http://www.whitehart-biggleswade.co.uk/finder-us</p>	<p>4. April</p> <p>ERTA National Rail Reopenings Meeting:* Thursday 7th April 2016 19:30-21:30 pm Upstairs Room, The Calthorpe Arms, Grays Inn Road, London: http://www.tripadvisor.co.uk/Restaurant_Review-g186338-d1043968-Reviews-Calthorpe_Arms-London_England.html * The ERTA National Rail Reopenings Committee is open to all genuinely interested in seeing rail reopenings, new builds of conventional passenger and freight 'mixed use operational' rail capacity across the English Regions, similar to the progress made in Scotland where several lines have been reopened/rebuilt and have exceeded expectations of use take up.</p>	<p>Events Coordinator and Fund Raiser Sought</p> <p>ERTA is gradually seeing prayers answered in emergent new webmaster talent coming on-stream in a new deal with a local college to which we give thanks. More details should be ready for our next newsletter. It is hoped the new website will enable direct donations using modern electronic methods and recruitment direct on-line, bringing us up with the Jones', if not the Smiths!</p>
<p>Season's Greetings to All our Members, Friends, Colleagues and Contacts!</p>		
<p>Brighton Mark 2 Heralds Better News Government investment includes a new direct Lewes-Uckfield link for through running into Brighton. Type this into your browser if you have one: http://www.bml2.co.uk/the-news/112-story-conservatives-endorse-brighton-main-line-2.html</p>	<p>Great Central Calls ERTA is calling for the Great Central to be reopened/new built from Leicester via a new link off the Leicester-Nuneaton Line onto former trackbed, realignment needed at Lutterworth, links to the Northampton loop line, Daventry International Freight Terminal (DIRFT), Daventry and Buckingham commuter load and go loops and of course a new viaduct and bypass is needed at Brackley. Benefits from such a reopening, remembering tracks exist to Calvert from Aylesbury, would be Midland Main Line, West Coast Main Line and M1 relief by virtue of more capacity for freight by rail to grow and with new design, cater for new flows including roll-on, roll-off!</p>	<p>South Coast New Polegate-Stone Cross avoiding line needed. Good news as more capacity and rail links to/from Brighton are, with Thameslink amongst other interested parties involved (Bedford is on that link!); the need to reinstate a new realigned direct South Coast link remains important and should be included.</p>

Support a new Railway Station for Ampthill Come and Join Our Forum

**Ampthill Station Forum: Wednesday 9th March 7pm The Albion Pub
side/sports room, Dunstable Street, Ampthill T. 01525 791 935**

Rally support and bringing people together for an Ampthill Railway Station.

- **Would alleviate Ampthill and Flitwick of traffic congestion and parking problems**
 - **Would be closer to Centre Parcs**
 - **Would be within walking and cycling distance of the town**
 - **Would boost local footfall and spend in small business'**
 - **Join ERTA and give us your support. All welcome.**
- **ERTA, come to our local Forums and offer time and talent as you may?**
 - **Please send for more details to ERTA Membership Secretary:**
- **Mr Simon Barber, 20 Fitzherbert House, Kingsmead, Richmond, Surrey,
TW10 6HT T. 0208 940 4399 E. simong.barber@o2.co.uk**
 - ***ERTA... it's what its members make it!***

_____ Fill In, Tear Off and Send with Your Subscription Please help us recruit more members! _____

ERTA, come to our local Forums and offer time and talent as you may?

Tick if a New Member: _____ Tick if renewing as an existing member: _____

Name: _____

Address: _____

Postcode: _____ Tel/Mobile: _____

If you wish to renew your membership, please indicate category:

New Member: £5 for the first year _____

Business/Corporate/Sponsor/Benefactor: £20.00 _____

Fully Waged Adult/Family/Individual £10.00 _____

Concessions: £5.00* _____

(*Students, Low Income Households, or on any kind of Benefit/Pension or Disability)

Signed: _____ Dated: _____

Please send completed form to ERTA Membership Secretary:

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