

English Regional Transport Association (ERTA)

~ A membership-based association seeking reopening of select rail lines making for a better environment. ~



Patron: Sir Edmund Verney + Others welcome of professional, business or other acumen and of good standing.

~ Contributing towards retention and improvement in better public transport. ~



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ERTA Rail Reopenings Pamphlet

2018-2019

90p where sold

The English Regional Transport Association (ERTA) founded circa 2013 is a pro-rail voluntary membership-based association. We advocate and support select local, conventional rail reopenings, rebuilds or in some cases new builds. People and places need local, accessible, affordable and inclusive rail-based transport for passengers and sending more freight by rail. This can only happen if we address the legacy of glaring gaps in the rail network thanks to the over-zealous closures of the 1960's and pockets afterwards, which decimated and disenfranchised communities, regions and generations whilst £billions have been spent on new roads which serve up huge volumes of congestion to urban areas demanding parking and where accommodation cannot be serviced.



Caption Above: From a vantage point over-looking across 'the gap' at Loughborough on the former Great Central Railway. The gap over the Midland Main Line has now been bridged allowing a much longer preservation railway operation from Leicester North to Ruddington on the edge of Nottingham. Taken in the mid 1990's. See: <http://www.gcrailway.co.uk/unify/about.php>

1. **Atlantic Coast New Build for Newquay new build:** Newquay boasts a booming tourist, visitor and sports/leisure all year-round economy and place to live yet has a withered and poor rail link from Par. There's a need for a dedicated North Devon-North Cornwall conventional 125 mph new direct link for Bristol/London direct access with select intermediate stations to cut traffic and open this area up by rail.
2. **Bedford-Northampton rebuild/new build:** Strategic missing link could be modern railway linking Brighton, Gatwick and Luton Airports, St Pancras with Eurostar and direct links with North Kent to Bedford-Birmingham via Northampton-Birmingham via Rugby and Coventry. It would also give a rail parallel between Luton and Northampton to the congested M1, saving time and money.
3. **Bridport by Rail rebuild:** Rebuilding the direct link from Maiden Newton would allow Westbury direct trains into this popular seaside resort, boosting the economy, reducing land use for parking demand and giving employment commute opportunities by rail not currently available especially all year round.
4. **Bude Reopening rebuild:** There is a campaign for this and we fully support their aspiration. Commuting into Exeter and managing more visitors minus the cars would enhance the ambience and environment as well as local economy. See <http://www.connectbude.uk/> for more information.
5. **Cambridge-Colchester via Haverhill rebuild/new build:** Haverhill (population 27, 041, source https://en.wikipedia.org/wiki/Haverhill,_Suffolk) was an expanded town coinciding with closure of its local railway! Population has expanded and the need for better commuting options to centres like Cambridge means the reopening/rebuild should be a top priority in transport terms. See: <http://www.railhaverhill.co.uk/>
6. **Canterbury Curves new build:** Network Southeast in the 1980's proposed linking the 2 lines at Canterbury with curves to allow more journey options and operational flexibility to this international ecclesiastical pilgrimage centre, place of work, living and study. Time to revisit the idea.
7. **Carlisle-Edinburgh Waverley Railway rebuild/new build:** The Borders Railway has achieved great success, with 4 million plus carried since partial reopening a few years ago. It is mainly a rural location with intermittent towns, but has brought flows of footfall and spend revitalising the areas it serves. See: <http://www.bordersrailway.co.uk/>
8. **Colne-Skipton rebuild:** This campaign has been something of a pioneer template for good planning and execution of a much deserving to succeed campaign to see approximately 10 miles rebuilt to link these northern Yorkshire and Lancashire towns for through passenger and freight options and capacity. See: <http://www.selrap.org.uk/>
9. **East-West Rail rebuild/new build:** This campaign now with Consortium and Company to rebuild Bicester-Bletchley and Bedford-Cambridge for a full Oxford-Milton Keynes-Bedford-Cambridge east-west rail link has taken 30 years from conception and is now making progress. See: <https://www.eastwestrail.org.uk/>
10. **Great Central (Leicester-Nuneaton-Calvert) Rebuild/new build:** ERTA supports the rebuilding with a new connection off the Leicester-Nuneaton lines near Narborough to rebuild the Great Central Main Line to Calvert with select realignments where blockages exist to enable East Midlands-Heathrow, Oxford, Guildford and Southampton 'not via London' orbitally linked with more rail capacity as well as recover a direct commuting corridor by rail in its own right.
11. **Guildford-Cranleigh-Horsham-Gatwick-Redhill-Tonbridge Line rebuild/new build:** ERTA supports the incremental rebuild and recovery of this corridor for Brighton Main Line relief, links with Heathrow and Oxford with the South Coast, Gatwick, Kent and Channel Tunnel 'not via London'. See: http://www.cranleighrailway.info/reopen1_waverly_fact_sheet.htm

12. **Guildford-Heathrow-Old Oak Common-Chiltern Main Line new build:** ERTA supports this scheme and others for better links by rail to Heathrow especially from the South, but we insist it must be onward linked to Old Oak Common and the Chiltern Main Line for wider links south of the East-West Rail project and vice versa. See: <https://heathrowrail.com/>
13. **Harrogate-Ripon-Northallerton rebuild/new build:** This would provide a direct spinal link between the East Coast Main Line and the Midland Main Line for north-south freight and other passenger movements including local and regional commuter services.
14. **Horsham-Shoreham for Guildford/Gatwick-Brighton via an alternative route rebuild/new build:** ERTA supports the rebuild of this line for better access, capacity and more links to and from Brighton and the South Coast and vice versa to Heathrow and Reading for further afield, decongesting routes via London.
15. **HS1-Stratford-Stansted-M11-Maddingley/EWRL/Cambridge orbit-A14-West Midlands new build:** This would be a new conventional rail build at 125 mph for passenger and freight instead of the waste and ill conceived HS2 project, saving the over-heating of West London, the intrusion of the Chilterns and saving cost but allowing rail to do more, decluttering trunk and motorway roads.
16. **Hull-Beverley-York rebuild/new build:** This strategic link would be good for both locations and all in between with more sustainable footfall and spend, visitors and resuscitation of local economies. See: <http://www.minstersrail.net/>
17. **Kings Lynn-Hunstanton rebuild:** ERTA supports this rebuild. Hunstanton is a popular seaside resort and the railway would bring footfall and spend minus the land use demand for parking and give all year-round options including commuting to places like Cambridge and London. See: <https://www.change.org/p/government-reinstate-train-line-from-king-s-lynn-to-hunstanton>
18. **Leicester-Burton upon Trent reopen:** Knighton Junction south of Leicester needs its triangle restored and the line would not only give commuting options into Leicester cutting congestion, but enable more passenger and freight to go by rail giving wider flexibility and benefits.
19. **Lewes-Uckfield rebuild/new build:** ERTA supports the rebuilding of a new link from Uckfield to the South Coast Lines making strategic sense and enabling rail to deliver more for the places it can reasonably serve. See: <http://www.wealdenline.org.uk/rebuilding-uckfield-to-brighton-lewes.html>
20. **Long Marston-Stratford upon Avon rebuild/new build:** This short piece of rebuild would enable better access from the south to one of England's top tourist destinations – Stratford upon Avon via the Cotswold Line from Oxford for example and vice versa, West Midlands south and wrapping around for a local service into Worcester orbiting the West Midlands. See: <http://www.shakespeareline.com/ar1.php>
21. **March-Spalding rebuild/new build:** A line which survived until 1981 needs reopening with new build where blockages exist to allow more freight by rail (currently sent via Peterborough) and commuting from South Lincolnshire to Cambridge, Norwich and Stansted Airport.
22. **Northampton-Daventry-Great Central:** ERTA supports re-railing Daventry (population 25, 026/source: <https://en.wikipedia.org/wiki/Daventry>) and as a new build, could extend along the A425 corridor to link with our Great Central rebuild enabling with Northampton-Peterborough, Northamptonshire full county spinal east-west re-railing.
23. **Northampton-Peterborough rebuild/new build:** ERTA supports this. It would be a new build, but the benefits would be significant for the County of Northamptonshire and end to end scope for passenger and freight by rail.

24. **Oxford-Cowley-Thame-Princes Risborough:** Wheatley and crossing the M40 needs a rail deviation but would enable Marylebone and Paddington-Bicester-Oxford and back running through Oxford and enable more.
25. **Peak Rail rebuild/new build for Derby/East Midlands – Manchester/North West axis direct:** Linking airports, linking vast conurbations and enabling better rail access to the Southern Peak District areas, making visitorship more sustainable.
26. **Penrith-Keswick rebuild:** Long standing campaign to reopen this link by rail to an area of popular tourist and visitor destination with environmental and economic benefits for all. See: <http://www.keswickrailway.com/>
27. **Polegate-Stone Cross realigned direct curve to allow more for more new build:** This link would enable Brighton-Ashford quicker transit times for links with wider Kent and the Channel Tunnel and vice versa and free up paths into Eastbourne making a win, win opportunity.
28. **Stansted Airport-Braintree via Great Dunmow/A120 new build:** Linking east and west Essex, better access to and from the Airport, cutting traffic and air pollution is what this rail link offers.
29. **Taunton-Barnstaple-Bideford/Ilfracombe rebuild/new build:** The new build of a direct railway to Barnstaple for London/Bristol-North Devon quick, direct and save money would boost all concerned. See: <http://www.combe-rail.org.uk/>
30. **Ventnor by Rail from Shanklin rebuild:** Whether a new bore is needed through chalk cliffs or not, this seaside resort needs re-railing with benefits for all concerned and equitable share of visitors.
31. **Watford-Bricket Wood-St Albans Abbey Extension to Napsbury and Hatfield:** A new station south of St Albans City on the Midland Main Line and rebuilding back to Hatfield would make this a more vibrant rail served corridor.
32. **Wisbech reopening:** This Fenland town with a rich history would greatly benefit by being re-railed. See: <https://wisbechrail.org.uk/>
33. **Woodhead for North Sea/Hull-Atlantic/Liverpool via Sheffield and Manchester rebuild/new build:** Rebuilding the Woodhead rail route is not just a local matter, it is a strategic missing link offering great dividends if delivered in a timely manner. Roads deliver congestion and air pollution. See: <http://www.grandnorthern.co.uk/#>

Conclusion: ERTA supports all these reopenings, rebuilds and new builds. Join us and help usher them towards delivery. <https://ertarail.com/events/> and <https://ertarailvolunteer.blogspot.com/>

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