

English Regional Transport Association (ERTA)

~ An unincorporated membership based association seeking reopening of select rail lines making for a better environment as a result. ~



Chairman, Coordinator, Media and Bedford-Northampton Rail Link

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



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~ Making a contribution towards retention and improvement in better public transport. ~

W. <https://ertarail.com/>

F. <https://www.facebook.com/ERTACobblerLine>

G. <https://plus.google.com/+ERTAVoluntaryTransport>

Northampton here we come...!

ERTA has done a lot of focus on Bedford as one end of the Bedford-Olney-Northampton rail link campaign and Olney too for that matter along with the A428 corridor. Whilst keeping trackbed watch and interspersing injections of interest, we are aware that Northampton is key for targeted presence and remains a main interest, mover and shaker if the railway is to be built. To be sure some railway fraternity scoffers exist whereby if a railway closes it cannot be reopened, if it is encroached it cannot be realigned, if a bridge is dismantled... it is a definite that a line will not reopen.

How wrong they were and are despise winning accolades for being jolly good fellas!! We start from a conviction it can be done and a sense it must be done and a way found to do it. Bus links are slow, local commuting and trade between the two towns is stifled and a 30-minute end to end train could make for wholesome opportunities quashed currently.



Caption Above: The new bus station at Northampton has been cited as being too small for the number of buses and people using it and the road layout including this shot off the Drapery shows how 3 or 4 buses soon jam the system up. The No. 41 Stagecoach bus ply's the Bedford-Northampton A428 corridor hourly most days of the week via the Olney detour and takes near 1.5 hours to do each way some 21.5 miles.

Northampton Focus and Diary Page

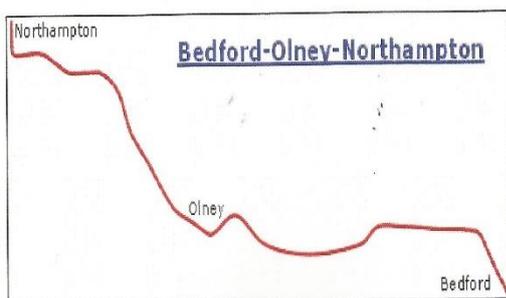
<p>Bedford-Northampton Rail Reopening Committee comes to town</p> <p>We are dispensing with the forum and are aiming to try and build a committee of people focusing on the reopening, building a focal point, a consensus and hopefully actions which can move the agenda along. We know what our ultimate goal is, the rebuilding of the line with realignments like at Olney where blockages exist. We meanwhile wish to see those blockages minimised and not exacerbated. If you wish to attend the committee or play a role, please contact Richard Pill e. richard.erta@gmail.com The meeting is expected to be at the Quaker Building in Wellington Street, central Northampton, NN1 3AS on Saturday 24th February starting 1.30pm.</p> <p>Route protection, lobbying councils and councillors, MP's, coercing business interests and other parties which could make or break prospects like the new Waterside Campus of the University of Northampton are all key issues to address and make progress with hopefully. It is expected the committee will aim to meet on a bi-monthly basis.</p>	<p>Other Diary Dates Mapped Out</p> <ol style="list-style-type: none">1. Bedford Forums at the Pilgrims Progress, Midland Road/River Street corner, Bedford dates are: Tuesday 30th January, 13th March, 15th May. 1pm food and social, 2-4pm business.2. Other meetings: Saturday 26th May Reopenings Forum, Lynd Cross Wetherspoons, St Johns House, 1 Springfield Road, Horsham RH12 2PG 1pm social 2pm-4pm business.3. AGM 1pm social, 2-4pm business at The Lamb and Flag Pub, Oxford – date to be finalised.4. Post AGM it is proposed: Dates for Bedford Forum 4th September, 6th November, Northampton Reopenings Committee, 11th August, 13th October.5. Xmas 2018 bash to be decided.6. Executive Committee (EC) meetings Tuesday 16th January, at Wetherspoons Milton Keynes, Tuesday 10th April at Water Barn Wetherspoons, St Albans, only elected members may vote but members can raise issues and are welcome to attend and give support. Keep up to date on our meetings either by visiting our website page: https://ertarail.com/events/ or by emailing simon4barber@gmail.com
<p>Northampton Conference</p> <p>The English Regional Transport Association (ERTA) is to facilitate a Public Transport Users Conference on Saturday 28 April 2018 from 11am-4pm at the Castle Hill United Reformed Church (Function Room), Doddridge Street, Northampton NN1 2RN.</p> <p>Our conferences seek to bring people together to discuss and explore ideas and possibilities for improving the quality and quantity of affordable, accessible and plentiful public transport (rail and bus for example) and integration wherever possible. We would like to take this opportunity to invite you to attend the conference and enjoy a day considering and participating in ideas for enhancing public transport opportunities please. Our conference costs are: (tick)</p> <p>£15 include a modest lunch <input type="checkbox"/>, £10 without lunch <input type="checkbox"/>, £35 for a group booking of 5 people <input type="checkbox"/></p> <p>ERTA is a voluntary association and seeks to foster chances network with speakers and other delegates. If interested, please fill in the attached form and send to Richard Pill, Chairman of ERTA, 24c St Michael's Road, Bedford, MK40 2LT. Please let us know if you have any special needs. The venue is near the Northampton Railway Station and does have a disabled access lift. Booking form enclosed. Please book now. If a success we may do more.</p>	

Booklet for Sale!

English Regional Transport Association (ERTA)

Website: <https://ertarail.com/>

Making a case for a new Northampton-Bedford Rail Link



~ Local Links, Regional Connections ~

By Richard Pill
£4.50

Buy our booklet and help ERTA's funds and influence!

This booklet charts what we have been doing these last 20 years on Bedford-Northampton whilst seeking to remind folks that there are sound reasons both for the protection and pursuit of reopening this rail link both as a stand-alone in its own right and as an integral contributor to the wider capacity and reach of the local rail network.

If you want hard copy it is £4.50 + (UK Postage) £2.00 making £6.50 all in all. Cheques should be made to ERTA and sent to Richard Pill whose details are on the front of this newsletter.

Any expressions of interest can also call between 9-5 Monday – Friday 01234 330090. Only on receipt of payment will booklet be despatched.

All funds go to the association after costs. Its dissemination will help get our message across, make new people aware and hopefully grow the public support which our locally elected representatives should listen to and lend a hand to take the project forward to Governmental support and investment.

Richard is also hoping to run a market stall in Northampton on a Thursday to help promote ERTA whilst selling 2nd hand books and bric-a-brac. If you wish to lend a hand or donate towards this venture please do. Again, Richard's contact details are on the front of this newsletter. ERTA hopes to have volunteers supporting the initiative. We would like to sell the booklet electronically but need a willing and congenial volunteer to help us set it up both on the website with PayPal and as an Amazon account. If willing to help, please contact Mr Simon Barber: T. 0208 940 4399, E. simon4barber@gmail.com

Simon Barber's Column:

DELEGATED MEETING WITH PETER McBEATH. Peter McBeath is the designer of the New Lower Thames Transport Tunnel which will be a combined rail/road tunnel under the Thames between the M2 in Kent and the A13 in Essex, and he consequently founded his own company NLTTT org.in 2013.His design is a modified version of the earlier one by Highways England which had only catered for a road.

Both David Ferguson and I had led a delegated meeting with him in early October at the Institute of Directors in London. Peter's rail proposals will be built to HS1 specifications, since the new railway is intended to plug into HS1.The railway will also include an extension of Crossrail 1 from Abbey Wood to Grays, and more importantly, a freight link from Dover/Channel Tunnel to the East Coast ports including DP World at nearby Thames Gateway.

Peter was extremely enthusiastic about re-opening Bedford – Northampton.

CENTRAL LONDON FORUM .This took place in the evening on Monday, 30 October at our usual venue, the Metropolitan Bar in Baker Street.

Apart from me, three other members came - David Ferguson, Michael Hustwait and Tony Bush, and also my friend Conway Castle-Knight. The main topic we discussed was our London 'Wish List' which we all reviewed.

There seemed to be in particular much enthusiasm for the Lower Thames River Crossing project, which will be a combined rail/road tunnel under the Thames between the M2 in Kent and the A13 in Essex.

ELECTRIC RAILWAY MUSEUM, COVENTRY. Although this museum closed in October, all the items have now been found different homes. This could partly be due to pressure from ERTA, since we sent a letter to Coventry City Council.

Caption below: Nostalgia- Back to the Future style! An old bus finds a new role as a newlywed carriage outside the Guildhall in central Northampton. Once these buses would have plied the countryside and with



subsidy in the days of nationalisation were with the proliferation of the car and government funded new motorways undermined the railway network which was not getting the same sort of funding or kid glove treatment but made to face harsh economics of “if you want investment, close smaller lines to pay for modernisation.” However, post privatisation many communities have lost their bus links or scant services which are unreliable. Long gone the local rail links and our roads are jammed. It is not unique to Britain, but the response of inept Government is to pander to £50 billion HS2 which most people are against instead of using that money to reopen lines like Bedford-Northampton.

Is integrated transport of local, affordable and accessible bus and rail too much to ask?