

English Regional Transport Association (ERTA)



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. ~



Association Chairman, Campaigns Advisor, Bedford-Cambridge and Bedford-Northampton Rail Links Liaison Officer, Membership, Bedford Area Rep., Publications, Sales, Media Spokesperson, Co-Conference Organiser and Newsletter Editor: Mr Richard Pill, 24c St Michaels Road, Bedford, MK40 2LT T. 01234 330090. E. richard.erta@gmail.com

Vice Chairman, Coordinator responsible for (Finance, Delegated Meetings, Recruitment and Administration) and the oversight of the Northern Reach Team, March-Spalding, Guildford-Horsham-Shoreham Rail Reopening Group, Great Central Calvert-Brackley rail reopening projects with delegated others and West Country Area Rep: Mr Simon Barber, 20 Fitzherbert House, Kingsmead, Richmond, Surrey, TW10 6HT T. 0208 940 4399, E. simon4barber@gmail.com

Field Officer: South London and Southeast Area Rep, Leafleting, Northamptonshire Area Rep, Great Central Corridor Leicester/Narborough-Lutterworth-Rugby, Executive Committee, Finance and General Purposes Committee, Sales Stall Assistance, Northern Reach Team Member and General Helper: Mr David Ferguson, 25 Virginia House, 19 Kingston Lane, Teddington, TW11 9HL T. 020 8977 4181 E. daferguson1212@gmail.com

Hertfordshire and North London Area Rep., Northern Reach Team Member and General Support Officer: Mr Tony Bush, 26 Berwick Close, Waltham Cross, Herts. EN8 7PU T. 01992 701485 E. c/o simon4barber@gmail.com

ERTA Horsham Area Rep. Mr Michael Cockerill, 14 Garden Place, Hawthorn Close, Horsham, West Sussex. RH12 2BD Tel: 01403 750809 E. michaellcockerill@gmail.com

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

www.linkedin.com/in/richard-pill-erta

<https://twitter.com/ERTACampaigns>

ERTA Rail Rebuild, Reopening and select conventional, local new build rail pamphlet.

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: The long-mooted Bedford-Sandy-Cambridge rail reopening is at 2019 as 'sand slipping between our fingers' in that laissez-faire demand for development is blocking every conceivable route left, right and centre, whilst poor stewardship over 50 years has left the old route blocked. Only a determined leadership with upheaval could deliver such a link now.

1. **Add Bude to the rail network:** Likewise add on to it a reopened Bude Branch cutting influxes of visitorship by just road and reducing land use parking demand conflicts when land is needed for housing and employment to make the economy all year round robust and resilient to changing demands. See <http://www.connectbude.uk/> for more information.
2. **Arundel Chord:** This short curve west of the Brighton and Worthing conurbations would enable an alternative route to and from Brighton for more people to use and commute to and from. <https://www.theargus.co.uk/news/11022034./>
3. **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 onwards via Northampton to Rugby, Coventry and Birmingham and vice versa. It would also give a rail parallel between Luton and Northampton to the congested M1, saving time and money.
4. **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 and regular trade all year round. http://maidennewton-bridportrailway.weebly.com/?fbclid=IwAR0_aOtbrclDeAJKcc8DEZNUiyOcQWfALBWE6wxBFhnX2LerY5yilCly8c
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 some 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. See separate brochure for more details.

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. <https://ertarail.com/english-regions/>

15. 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: <https://www.minstersrail.com/>

16. 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>

17. 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. http://www.ivanhoeline.org/?fbclid=IwAR2ytGfQy8Qq9V-N-S_b44o3QcQbw3sCafSUdcE_XhdqYNzEB9g1i8VbvY

18. 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>

19. 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/arl.php>

20. 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. <https://ertarail.com/english-regions/>

21. 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.

22. 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.

23. 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.

24. 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/>

25. 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.

- 26. Restore Devon's Depleted Rail Network!** Rebuild from Okehampton-Tavistock-Bere Alston for an alternative route to the Dawlish Coast which often gets flooded and swept away by the sea. This would open the heart of Devon to new and redistributive networks and flows of footfall, spend and commuting opportunities by sustainable rail. <https://okerail.2day.uk/>
- 27. 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.
- 28. 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/>
- 29. 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.
- 30. 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.
- 31. Wisbech reopening:** This Fenland town with a rich history would greatly benefit by being re-railed. See: <https://wisbechrail.org.uk/>
- 32. 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/>

Disclaimer: ERTA calls on the British Government to inform a rolling programme of local, conventional rail reopenings, informing more choice, modal shift from road to rail and cutting emissions, congestion and associated public health issues. This list is not exhaustive and relies on willing members of the public to join and offer time and talent to help progress these schemes. We at ERTA work on 5 projects currently and rely on the generosity of the public to inform more. Thank you.

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Membership of ERTA costs £12 per annum. I/We wish to join

Name (Please Print): _____

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I/We hereby give consent to our data being used and stored for the purposes of communication with ERTA and its purposes compliant with General Data Protection Regulation (GDPR)

Signed: _____ **Dated:** _____

Please send completed form and payment to ERTA Membership:

ERTA, 24c St Michael's Road, Bedford, MK40 2LT (01234 330090)

Join our free email loop: E. richard.erta@gmail.com