

## English Regional Transport Association (ERTA)

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|  | <b>Patrons:</b> Sir Edmund Verney, The Rt Hon. the Lord Newby OBE + Others welcome of professional, business or other acumen and of good standing.   |   |
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### Dossier for Guildford-Horsham-Shoreham Rail Link Potential – Reaches and Ranges

|                         |   |
|-------------------------|---|
| Who and What            | English Regional Transport Association (ERTA) |
| Why and Where           | Guildford-Horsham-Shoreham                    |
| How and When            | Reaches, Ranges and Opportunities             |
| Intermediate Spade Work | Grassroots to Strategic Support               |
| Membership              | Get Involved and help us square the equation  |

**Introduction:** The English Regional Transport Association (ERTA) is a voluntary membership-based association which seeks to advocate and support strategic and select railway line reopenings, rebuilds, route protections and select new builds. The reasons for this are complex. Firstly, we see that the 1960's closures of local rail lines went too far and left gaps in the rail network. Secondly Governments down the decades have invested in roads and road-based fossil fuel guzzling to fill the gaps created by the closures, shifting people and goods onto roads more and this has had consequences. One such consequence is the vitality of needing car, van, lorry and being dependent on oil and gas for everything be it fuel, by-products and a whole labyrinth of dependency from lifestyle to associated support industries. There are gaps in the rail network, missing links which means some communities are growing but lack any meaningful rail access for miles. Others, lack rails which takes them where they wish to go direct, involving time and cost-consuming changes by public transport, making driving an obvious choice. However, fossil-fuelled vehicles emit particulates as does friction of rubber wheels on hard road surfaces which air-borne people and wildlife have to breathe and engage with, run-offs of oil and the dust created ends up in our lungs and water courses for example, all of which is bad for health and the environment. Mass buy-in to a roads dependent culture and staple transport reliance, means congestion, especially at junctions and urban interfaces. It means a high demand for land use deployment to provide parking, in prime locations when demands also exist for housing and employment. Congestion produces more emissions, wastes time, wastes money and is inefficient. The only way to cut down on these 'bads' is to invest and switch investment to restore some of our local, lost rail links for more options to use rail for people and goods.

**Guildford-Horsham-Shoreham:** This is one such link ERTA has identified as both strategic and useful for local and regional travel more by rail. By re-railing this corridor, just look at the diversity of rail services which could ply those tracks:

- Brighton-Reading direct. Saves time and cost as 'not via London' journeys more could be done to access places further afield like Oxford, Bristol and Birmingham for example and vice versa, those audiences south of Guildford, bringing much-needed sustainably based footfall and spend all year round.
- Old Oak Common - Heathrow (new link) – Wisley (RHS) – Woking- Guildford -Cranleigh-Horsham-Crawley-Gatwick via Three Bridges.
- East Croydon-Redhill-Reigate-Dorking-Cranleigh-Horsham-Crawley-Gatwick and back along the Brighton Main Line informing a loop.
- London-Gatwick-Shoreham-Horsham/Guildford loop
- Arundel curve offers also a quick win for more options to do more and help keep trains moving.
- Bristol/Birmingham-Reading-Guildford-Shoreham-Brighton
- Waterloo-Guildford-Shoreham-Brighton with connections.

**Other benefits:**

- These are the main diversity of service options rebuilding the railway could offer. Local commutes to/from Guildford, Gatwick, Cranleigh, Horsham and Shoreham and much else.
- The railway would intercept the following main roads: A281, B2128, B2127, A24, B2135, A283, A27 and A259 for example. Giving a rail alternative choice option, helping reduce congestion, air pollution and freeing up capacity on and off the rails.
- People could use the railway for local and wider journeys, enabling flexible commuting, more options and scope for business and employment, more local sustainability and accessibility.

What needs to be done: The railway is not going to happen overnight. The work requires the following:

**The way forward:**

Getting local MP's and Councils on board to support and recognise the principle and benefits such a re-railing project could inform.

- Adopting policies national and locally to protect the corridor and formation from piecemeal development/encroachments and help to keep the option and contingency of reopening 'open'.
- Getting Councils, other organisations and Government to pool resources and invest in a study which could look at pinch-points, other user objections and how an accommodation could be done. For example in some places the trackbed upon which a railway runs, may need to be widened or reinterpreted to accommodate a footpath/cycleway alongside with suitable fencing or a deviation such as at Cranleigh to avoid development which encroaches on the old route or a relocation package everyone can reasonably buy into for the wider benefits and greater good of the communities it could serve.

**Conclusion:**

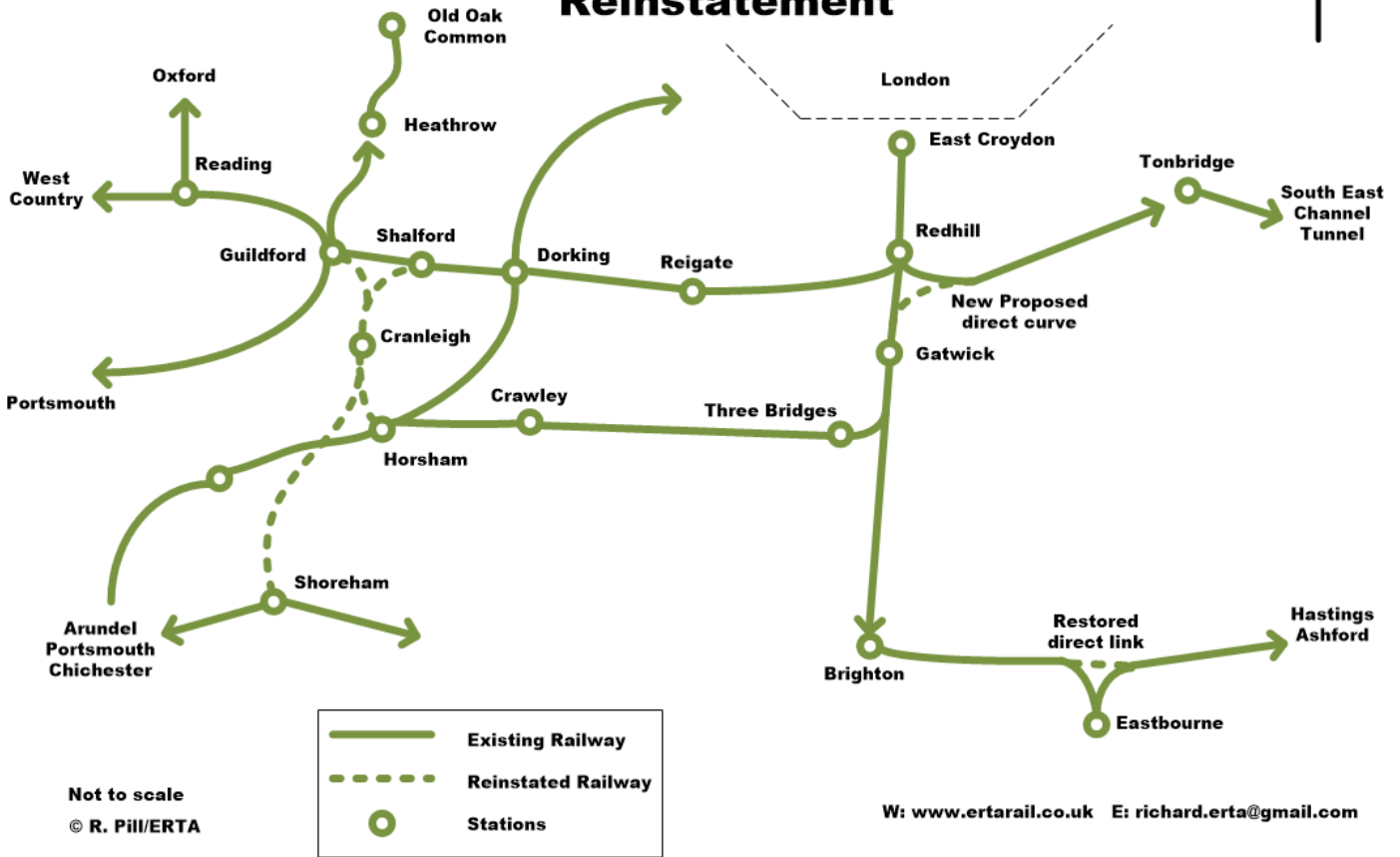
- ✓ ERTA will seek to table meetings to seek to bring people and agencies together and grow a consensus to take the project forward. You can write to your MP, Council and elected representatives in support of the railway idea and ask them to work with us to take it forward.
- ✓ The context of this proposal is a growing population, increasing traffic on our roads and a need to improve facilities, choices, options and greener lifestyles. Land is a precious commodity and needs conservation to be an agent for balance and control, tailoring around key arteries not on top of them!
- ✓ The existing lines, like roads, are congested, overcrowded and this reopening could help alleviate that, freeing up seats and enabling our railways to do more.

| <b>Set 1 Guildford -Horsham – Shoreham / Strategic Places of principal size wide range</b>  |                    |                    |                |
|---|--------------------|--------------------|----------------|
| Place   | Population         | Place              | Population     |
| Reading   | 218, 705           | Woking             | 101, 167       |
| Guildford   | 147, 889           | Shoreham           | 20, 889        |
| Shoreham  | 20, 547            | Worthing           | 110, 000       |
| Hove  | 91, 000            | East Croydon       | 386, 710       |
| Redhill   | 18, 163            | Reigate            | 21, 820        |
| Horsham   | 142, 217           | Brighton           | 229, 700       |
| Crawley   | 106, 597           | Farnborough        | 65, 034        |
| <b>Sub Total</b>  | <b>745, 118</b>    | <b>935, 320</b>    |                |
| <b>Set 1 Total</b>  | <b>1, 680, 438</b> |                    |                |
| <b>Set 2 Guildford-Horsham-Shoreham / Local Places of smaller sizes either side of line</b> |                    |                    |                |
| Shackleford   | 770                | Compton            | 1, 154         |
| Farncombe   | 4, 600             | Arlington          | 339            |
| Peasmarch   | 1, 163             | Shalford           | 4, 142         |
| Chilworth   | 1,204              | Albury             | 1, 191         |
| Milford   | 4, 156             | Busbridge          | 779            |
| Hydestile   | 431                | Wonersh            | 3, 412         |
| Bramley   | 5, 875             | Shamley Green      | 732            |
| Hascombe  | 307                | Cranleigh          | 11, 241        |
| Ewhurst   | 2, 391             | Dunsfold           | 989            |
| Alford  | 1, 059             | Rudgwick           | 2, 791         |
| Loxwood   | 1, 341             | Plaistow           | 1, 898         |
| Sinford   | 1, 647             | Barnes Green       | 982            |
| Itchingfield  | 1, 447             | Shipley            | 1, 075         |
| Southwater  | 10, 000            | Nuthurst           | 1, 711         |
| Lower Beeding   | 1. 001             | Cowfold            | 1, 864         |
| West Grinstead  | 1, 934             | Shermanbury        | 454            |
| Partridge Green   | 2, 039             | Ashurst            | 226            |
| Henfield  | 5, 012             | Southwick          | 13, 195        |
| Bramber   | 757                | Portslade          | 2, 000         |
| <b>Sub Total</b>  | <b>47, 143</b>     | <b>Sub Total</b>   | <b>50, 175</b> |
| <b>Set 2 Total</b>  | <b>97, 309</b>     | <b>1, 777, 747</b> |                |
| <b>Grand Total of both Set 1 and Set 2 together:</b>  |                    |                    |                |

Fig 1 shows Reading-Brighton and Guildford-Shoreham large and intermediate 3-mile cordon population bestriding the old line. In the event of reopening, widening of the route corridor for rail + leisure use could be done but in some places new deviations of the railway route and/or the cycle-way may be necessary but both would benefit from the aggregate bulk of people and goods the railway could carry off local roads and inform sustained footfall and spend minus the traffic. Disclaimer: Sources of populations Wikipedia and Google search. They aim to give approximations and develop a picture of potential catchment near and far.

15-May-2021

# Guildford Horsham Shoreham Reinstatement



Use form below. Please Join or Renew your Membership of ERTA and help us help you!



Tear Off and Send with Your Subscription or Renewal or go to on-line:

<https://ertarail.co.uk/become-a-member/>

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

Membership of ERTA costs £15 per annum. I/We wish to join

Name (Please Print): \_\_\_\_\_

Address: \_\_\_\_\_ Postcode: \_\_\_\_\_

Tel/Mobile: \_\_\_\_\_ Email \_\_\_\_\_

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](mailto:richard.erta@gmail.com)