

British Regional Transport Association

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<https://brtarail.com/team-contact/> Our Blogspot is a wealth of information too:

<https://brtarailvolunteer.blogspot.com/>

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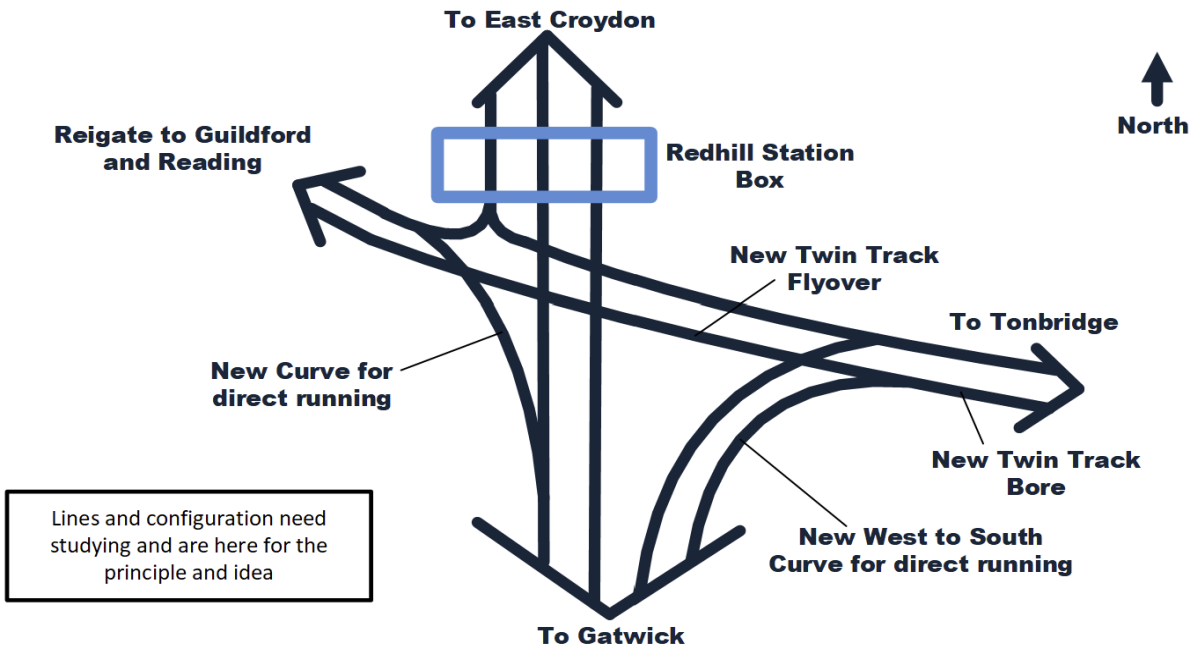
Price £2.00 where sold/Donations
welcome

Redhill, is the key location on South East Railway Network, where 'reform' with investment, could bring dividends to all rail users and more freight by rail too!

The British Regional Transport Association (BRTA) wants reform of Redhill on and part of the Brighton Main Line, which has had numerous suggestions for capacity enhancement. Closures, locked-in road dependency, and growth, leaving existing lines struggling to cope with demand as people want to vote with their feet and use better public transport.

Our diagram above, done by our excellent member Iain Sear, shows the principles of our intent to speed access to principal places at Redhill for people and goods. It does not show every track that exists, it is simplified to try and convey an idea... what if?!

Redhill Reform Capacity and Enablement



Not to scale
© R. Pill/BRTA

Visit us at www.brtarail.com

E: ceo@brtarail.com

We call for:

1. Third-Rail Electrification of the North Downs Line to enable East Croydon-Guildford and Reading Thameslink network growth and wrap around. That releases diesel stock for deployment elsewhere.
2. The flyover idea would enable Channel Tunnel-Oxford and beyond freight and passenger trains orbiting London and linking with principal places like Birmingham, freeing up capacity on existing lines.
3. Tonbridge-Gatwick and Brighton direct, shaving time off changing at Redhill would enable more trains and reduce messing around, overcrowding and link Kent with Sussex by rail.
4. BRTA calls for organisations to form a coalition, pool talent and resources and study these ideas, the benefits and time savings, freeing up paths and enabling transformation of the areas rail services.
5. If you support our calls, please add your voice to our membership: <https://brtarail.com/become-a-member/>
6. Other schemes over the recent decades have been numerous: Lewes-Uckfield, Brighton Main Line Mark 2, and a late comer is to abolish the Gatwick Express and amalgamate serving Gatwick

Airport, a growth area, into existing services, with more of them. BRTA is not necessarily against these schemes and some like Lewes – Uckfield, we have flagged up many times, but they all seem to flounder on hitches sadly.

7. Our suggestion of a flyover at Redhill has been around since the time of the 1955 British Railways Modernisation Plan, which was only partly implemented, intended to save the railways, instead, led prelude to the mass closures with modernisation was more often than not made out of economies, not government investment, which went on more roads, sadly. Getting congestion off the roads by improving rail links and access, is a top priority for BRTA and we invite the public to email their MP's in support of what we are tabling here:

<https://members.parliament.uk/members/commons?sort=1>

BRTA holds forums around the South-East to bring people together, for recruitment purposes and to delegate roles and responsibilities to local people to roll up their sleeves and help usher the agendas along!

If you share the agenda, help bring it about. Time is running out and you can make a real difference! Watch this space for progress updates!

See: <https://www.sussexexpress.co.uk/business/brta-wants-government-to-provide-more-local-rail-infrastructure-amidst-rising-developments-5394774>

Association News: Following a domestic incident and advice from professionals, Richard Pill has had his ceo@brtarail.com email hacked and cannot retrieve it currently nor his personal email, which is a major loss and inconvenience. However, his back up email richard.erta@gmail.com is working. Meanwhile his new mobile phone is being held back from public domain access. All messages can be directed through Vice Chairman David J. Start. Meanwhile a warm welcome to new members!

GREAT CENTRAL CORRIDOR

OPPORTUNITIES

Re-railing along the Great Central Corridor would:

Plug significant gaps in the network, expanding un-served markets

Offer more domestic rail capacity elsewhere.

Win more freight to rail.

BACKGROUND

The Great Central London Extension, linking the capital with Aylesbury, Rugby, Lutterworth and the East Midlands was closed from 1966. Since then, around the rail corridor, populations have grown, huge road projects have been undertaken and large-scale housing development, with associated road traffic, have mushroomed. Rail provision needs to catch up, urgently.

CURRENT SITUATION

A large swathe of the country exists with no rail service between the Oxford-Leamington line and the West Coast Main Line until they link at Coventry.

Compelling social, economic, and environmental reasons inform the case for more journeys and goods by rail. We must turn away from the indulgent, costly and polluting domination by road. Ending the wastage of rail routes abandoned and lost to development is vital for a sustainable future.

THE VISION

BRTA's view that a 21st century local and regionally focussed railway properly serving communities is needed to give an alternative to total road reliance and dependence.

We're not calling for every inch of the former Great Central Railway to be rebuilt. Rather, we are calling for a new incrementally created local railway, where enhanced connectivity offers a strong modal choice. High speed specifications are not required.

Re-railing along the Great Central Corridor would offer stronger routing options between the Rugby area and London, Heathrow, South Coast, Brighton, Bicester, Oxford, Southampton, and Bristol.

HS2 ISSUES

BRTA highlights the lack of any stations between Old Oak Common and the West Midlands for HS2. It leaves growing conurbations around Brackley devoid of rail access. Development goes on - so the impact of a roads monopoly and associated 'bads' will be exacerbated.

Our view is that a new rail link from both Aylesbury and off East-West Rail should go north parallel to the HS2 lines, following the former Great Central rail corridor as much as possible to Rugby, Lutterworth and the Leicester - Nuneaton lines.

IN DETAIL

Old Oak Common (OOC) should have bays for Chiltern Line Trains plus a tunnel to link with other lines to Heathrow from Woking or off the Waterloo Lines. A 24x7 operational through-railway could offer passenger and select freight pathing around London

Highly desirable would be a new-build link from Grendon-Calvert to link to the Chiltern Main Line with lines linking Aylesbury-East-West Rail for Milton Keynes, Northampton and Bedford.

A new direct spur or junction on East-West for a new-build line going on a new route to serve the growing Brackley area alias 'Brackley East Parkway' adjacent to the A43 and with linking buses Banbury - Brackley - Station - Silverstone Northampton / Milton Keynes via Towcester / Buckingham.

A phase 1 Brackley line rebuild and a new station would serve the Woodford Halse area, Willoughby and reopen Rugby Central as a park-and-ride station with modern facilities.

FREIGHT

Various options exist to enhance freight by rail around the corridor.

A new link from south of Willoughby could link with West Coast Main Line north of the Kilsby Tunnel area and run into existing Rugby.

At Rugby, a link with the Northampton Loop Line, DIRFT running alongside M1 to serve Magna Park, one of the largest industrial warehouse complexes in Europe not served by a rail link.

Lutterworth, where the M1, M6 and A14 converge, is also lacking a rail link which could offer strong potential for intermodal freight locations.

BENEFITS

Alleviate existing road problems, reducing congestion, time and fuel cost-waste, cutting emissions, air pollution and associated health hazards.

Offer more and new “by rail” journey opportunities for goods, saving time, cost and boosting efficiency

Boost income and stimulate regeneration to areas not currently served by rail.

Cut the need to path services via Birmingham and/or London, improving end-to-end timings.

Ensure sustainable population and housing growth, balancing land use between housing, farming, employment and conservation.

MOVING FORWARD

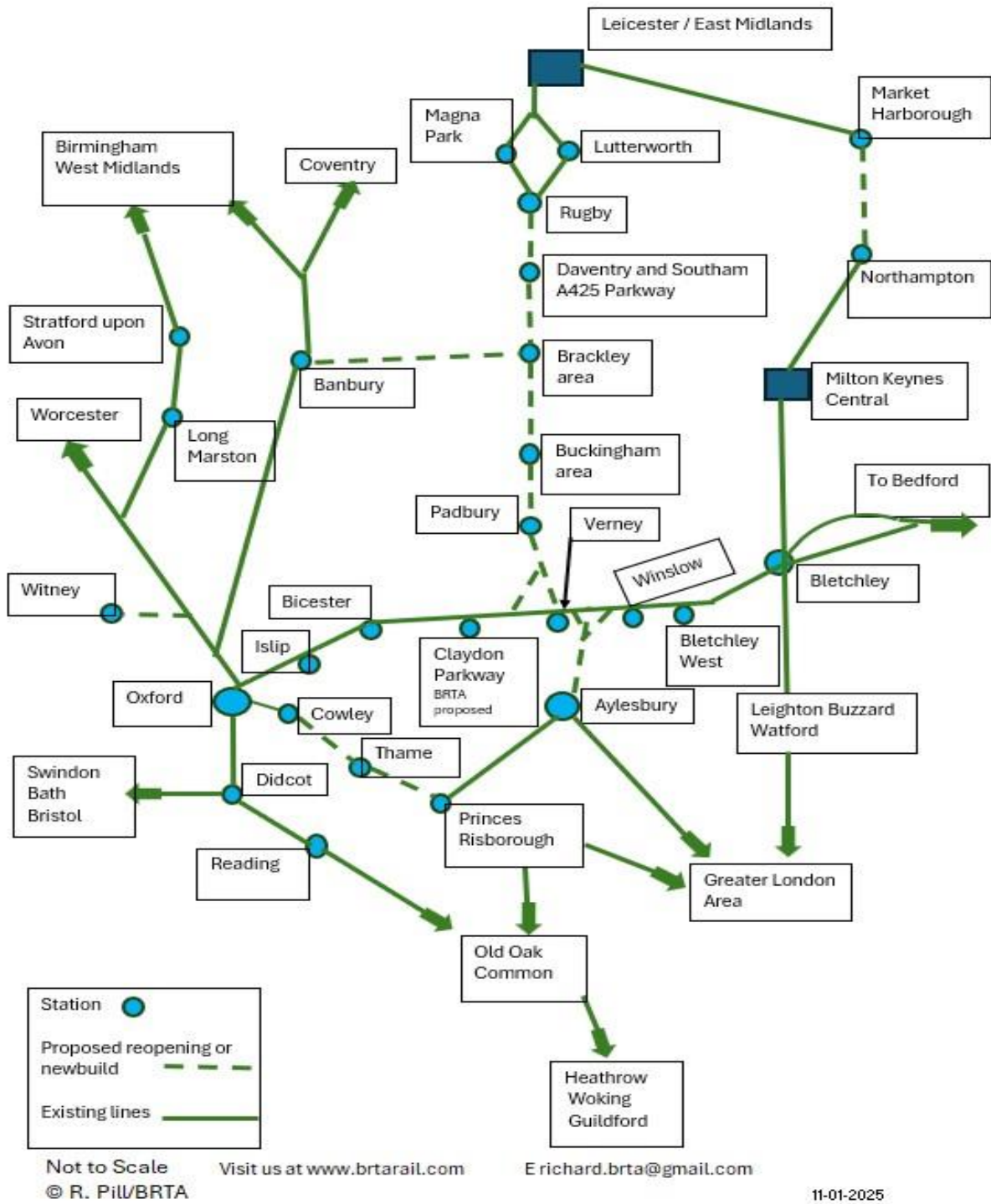
The next steps involve working up a business case towards a formal feasibility study of routing and challenges. To do this we need interested people to join, offer reliable volunteering and to commit to making a basic business case, with a view to courting investors to take it forward! Unless that happens, we can merely wave the flag and point towards what needs doing. Enquiries welcome via ceo@brtarail.com

Whether it is realignments, new- build, or a bit of both, BRTA believes the corridor of the former Great Central should be re-railed. Forget past glories, Berne Guage obsessions and HS2 for that matter, a parallel railway can serve the corridor. Problems abound, but studying

can come up with options and what needs doing where. Compulsory purchase, relocations, amendments, and demolitions may have to be done, but unless we re-rail, development abounds, all goes currently to the roads as no rail alternative and then what? Congestion, delays, pollution, worsening public health, NHS waiting lists bloated when they need not be, waste, spiralling costs, blight and 24x7 noise, whereas once a train goes past, the quiet remains!



Photo by our Rugby-based friend Steve Byatt a few years ago. Great Central was double track, but taking the corridor rather than literal trackbed alignment, a modern twin-track railway plus a cycle-cum-footpath could coexist if people are willing to be flexible. It is not so much the practicalities but the will and politics involved that gets trickier.



Please note, whilst we do not under-estimate the challenges, we see potential and opportunities too. 1000 miles starts with a single step, and if the case is robust enough, the balance of preservation of an unsustainable status quo and giving the corridor a rail choice, BRTA says 'rail must come first', as roads proliferation is a hiding to nowhere! Join us and help be the answer, not the problem!

Guildford-Cranleigh-Horsham Rail Link Campaign



BRTA has limited resources and we rely on the generosity of people to join, volunteer, and help grow teams to do what is required. Councils and MP's have pushed back in our faces to do trackbed audits and watches, to do business cases and generally on a fiver, to orchestrate a £million campaign; in the context of a lack of care, diligence and throw-away attitude by our leaders towards this local-regional rail link brimming with potentially huge and beneficial potential. The media is keen enough. We are not giving up and will aspire to do what we can, but without the public helping, we could fail and flounder, it is in the balance. It should not be down to mere 'us'; our leaders are paid to lead and that abdication of responsibility and a lack of appreciation, even with Local Government Reform, is a condition of paralysis in a context of development and abuse of the rail corridor makes our job a hard one to do justice to. However, we will

1. Hold meetings in Guildford, Horsham and Redhill

2. We will raise funds for delivering flyers around Guildford, Cranleigh and Horsham,
3. We will seek people who can dedicatedly work on Business Case Making and
4. We aspire to have station stalls to court existing rail users for courting their support at Richmond, Guildford and Horsham.

We are not going away. This rail link has local and regional potential. It must not be allowed to be squandered. This is the critical time to do all we may.

Please donate to BRTA and see our web page:

<https://brtarail.com/southeast/>

From the CEO: The past can tell us something of tomorrow!

I have said it before, and I will say it again, that where we are today is rooted in historical acts and decisions which rippled and informed the patterns at work today. Meaning the post-war mid-20th century onwards policy of turning any finance from railways to more roads proliferations, privatising the lorry fleet to encourage road v rail competition, the gradual erosion of coal as the staple fuel to oil and then to cap it all the mass closure of local rail links nationwide, which subsequently locked-in patterning of new growth and development going increasingly to road, that in turn boosted stats to suggest more roads and upgrades were needed and so the capacity created, then absorbed the next generation of growth and so it has gone on. The culled rail network was inadequate to meet and court market share of that growth and proliferation, where rails do not exist and gaps abound, the default is roads on an island such as ours. We are not unique in these trends and problems, but could be a pioneer in informing a new generation of local rail links to meet demand, inform switch back to rail as a staple transport mode and switch funding to rail to cut road proliferation, congestion and the known-now negative spin-offs of traffic congestion, spiralling costs of delays, emission and pollution impacting the public and bloating NHS waiting list and so it goes on.

BRTA voices its calls for more and better public transport, integrated buses and local rail solutions, reopenings and capacity enhancements. Government responds with pluralism to please a swathe arcingly, but satisfying no-one in particular and leaving that sigh of a nationwide policy of direction of travel largely illusive. Our call to politicians of all tiers, is make your voice heard and count. Likewise, the public-at-large.

Decide in your heart, mind and soul if what we advocate is the right thing and that people, places, land-use stewardship and the environment matter above all, life itself and ensure policy is founded on such values and rolled out. Beeching was an example of negative stealth superimposed, a nationwide rebuild, select new-build and duplicate capacity lines including orbitals of principal cities like London, Birmingham, and Manchester, must be rail-based for passenger and freight more by rail and less by roads. Indeed, to reclaim road land-take for more environmentally precious use – farming, food production, homes for all pockets and none and ensuring we do not just ever retreating default oasis' for wildlife, but corridors which are

viable, objective and inform the food that wildlife needs be it bird of the air or ecological chains of life which ultimately support biodiversity and human well-being too. ’

Sometimes, it can seem like a “why bother” barrier to endeavour attitude from swathes of our audiences, but in 1991 a predecessor to BRTA, Transport 2000 Bedfordshire Branch put out a flyer calling for as follows:

- “Traffic calming measures” (new road layouts in Bedford mean less space for growing traffic volumes informing long queues, but both congestion and these new layouts have cut speed and enhanced cycle lanes). Transport reforms without the bus-rail alternatives is inadequate. People have bought into car culture because the alternatives are grim, costly and inadequate. It is unfair to parade modal choice if in fact it is not comprehensive, affordable and accessible.
- “Safer Cycling” the Bedford cycle lanes, network is coming together, but has taken a few decades!
- “Through (Rail) services to East Anglia” – East-West Rail is now the vehicle glacially advancing that agenda. Not the route we wanted, and questionable as to whether it will carry freight or arcingly link to a new railway to Northampton and beyond and vice versa, but a railway none the less arcing Oxford-Cambridge via Bedford.

As time goes by we get older and new generations need to pick up the batons of what needs doing and find cost-effective means and ways to deliver without costing the earth or exploiting less-others. I believe employment is for time, skills and production, not the ownership of someone’s body, heart, mind and soul; some may scoff, but you would be surprised that some do approach work, employment and contributions in a hire-fire, ownership model which is presumptive and manipulative. We need laws to protect people from abuse and the question of whether pay should include the time and cost of transport to and from a place of work to be factored in? If you agree, please email your MP: <https://www.parliament.uk/get-involved/contact-an-mp-or-lord/contact-your-mp/> Amateur campaigning pays dividends, but at a cost!

BRTA welcomes Falak Naz as our new EC Member, Westminster Coordinator and Projects Manager. She is a welcome addition to our team and we need more! Please join BRTA and peruse our website: <https://brtarail.com/>

BRTA Membership Form 2026-2027: Join or Renew

Official annual renewal date may vary in any given year.



Tear Off and Send with Your Subscription.

Please help us recruit more members!

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

I/we would like more information about volunteering opportunities with BRTA

Membership of BRTA is as follows:

Family Membership £26

Ordinary Member (Individual) £16

Corporate Members (Business/Organisations) £51

Concessionary Membership (Any kind of Welfare/Disability) £10 Students
£5

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 BRTA and its purposes compliant with General Data Protection Regulation (GDPR)

Signed: _____ Dated: _____

Please send completed forms, payments, and donations to BRTA Membership and Finance: BRTA, Mr David J. Start, 2 Leigh Road, Hildenborough, Tonbridge, Kent, TN11 9AB Mr David J. Start T: 07535 641055

E: davidjstart63@gmail.com

Membership Payment can also be done on-line via our website: <https://brtarail.com/become-a-member/>

Bank Details are Sort Code: 40-45-27 Account Number: 92086808 Please help and enable all of us with YOU to make a difference!

