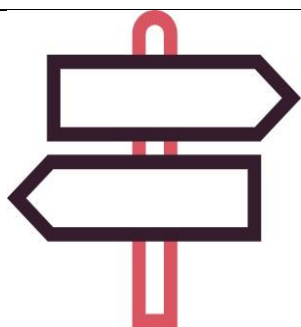




British Regional Transport Association

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Other Area Reps can be found on our website contact's page:

<https://brtarail.com/team-contact/> Our Blogspot is a wealth of information too: <https://brtarailvolunteer.blogspot.com/> Patrons are on our website contacts page.

BRTA Newsletter No. 68

July-August 2026

**£2.00 where sold/
Donations welcome**

BRTA AGM and Public Meeting – Leicester Calling 2026!

Saturday 11 July 2-4pm BRTA Leicester AGM and Public Meeting

Leicester Quaker Meeting House,

16 Queens Road, Leicester, LE2 1WP 0116-2705003

Speakers: Dr. Stephen Watkins (Transport & Health Science Group), Professor Andrew N. Williams on Northampton Rail Links and possibly someone from the Campaign for Reopening the Ivanhoe Rail Link (CRIL). All welcome, sales stall available. Please spread the word! <https://brtarail.com/events/>

<https://moovitapp.com/index/en-gb/public-transportation-Queens-Road-East-Midlands-street-4491461-2103> See Page 12 for more.



Dumfries-Stranraer Public Meeting Success!

60 people attended and more to come!

On Saturday, 25th April, the British Regional Transport Association (BRTA) held its first meeting in Dumfries at the Dumfries Daycare Centre. The gathering aimed to discuss potential real improvements in Dumfries and Galloway, with a particular focus on the Dumfries to Stranraer railway line. The event attracted a commendable turnout, with at least 60 people in attendance, including Laura Moodie, the Scottish Greens representative. Laura, who delivered a talk at the meeting, has publicly expressed her strong desire for the reopening of this line, highlighting the significant economic and social benefits it would bring. Her support for the project was warmly received by those present.

Despite the technical setbacks, the meeting managed to proceed for a duration of two hours without any further delay, during which attendees had the opportunity to ask questions about the proposed route and voice any objections they might have regarding other developments in the area.

Overall, the atmosphere in the room was one of optimism and enthusiasm. Participants were keen to put a positive spin on the proposed railway development, expressing a clear preference for the reopening of the railway line over the alternative plan of dualling the A75. This sentiment was echoed throughout the meeting, underscoring the community's desire for improved transport infrastructure.

One of the key topics of discussion was the need for more local meetings along the route of the Stranraer line. Areas such as Stranraer, Newton Stewart, Glenluce, Castle Douglas, Dalbeattie, and Gatehouse of Fleet were identified as potential locations for future gatherings. The suggestion was made to establish local groups that could liaise with one another regarding developments in their respective towns and villages. This collaborative approach would ensure that the voices of local communities are heard and considered throughout the planning process.

Looking ahead, there are plans to set up these local groups in the near future. Details about these initiatives will be advertised, and anyone interested in obtaining more information or getting in touch with the BRTA is encouraged to reach out to Scott Borthwick. Scott can be contacted via email at 2drscott@gmail.com

Our guest speaker Laura Moodie from the Green Party was quoted as saying the following at the meeting:

“The railways were once an industrial powerhouse, which were an absolute backbone, not luxury. Dumfries has now one of Scotland's lowest average wages and is inaccessible by public transport, and the lack of railways damages economy. We need the railway to access jobs,

education and communities, whilst businesses better connected. "



The meeting in Dumfries marked an important step forward in the ongoing discussions about the potential reopening of the Dumfries to Stranraer railway line. The strong turnout and positive engagement from attendees demonstrated a shared commitment to enhancing transport options in the region. As plans for future meetings and local group formations take shape, there is a growing sense of anticipation about the possibilities that lie ahead. The community's collective voice will undoubtedly play a crucial role in shaping the future of transport in Dumfries and Galloway.

Join our Facebook pages:
<https://www.facebook.com/groups/1194133031762169> and
<https://www.facebook.com/profile.php?id=61568192464841> Our thanks
also to those who organized the meeting and to Laura Moodie our guest
speaker from the Scottish Green Party.

Pertinent Rail-based Transport Matters

Introduction: The British Regional Transport Association (BRTA) is a voluntary membership-based association which punches above its weight. We want a nationwide government-backed programme of local rail reopenings, select pieces of conventional rail rebuilds and existing rail capacity enhancements. So far this has been piecemeal and rail does not enjoy a level playing field in terms of schemes wanted and bided for contrast road upgrades and new-builds which the state does the homework for than asking promoters to DIY for example. It is often said that local authorities, getting them on board is the first step to getting a scheme off the ground. That can be true, but things need to be seen in the round of local, regional and strategically national welfare, benefit and gains is we tip the balances back to local rail and what it potentially can offer. For example, many think of freight by rail as block containers rumbling away, whereas parts of the network deal with smaller freight like parcels. BRTA wants these services to be joined up to offer a diverse nationwide range of all sized freight for customers and translating that, more incentives for distributors including Amazon and couriers to send lion's share, more post, parcels and cater for (supermarkets too) cages, pallets and other mix-load consignments. London has always been a main market for people and goods, but longer distances and moving cars and lorries by rail is very limited currently.

BRTA believes gauge enhancements on some lines like the Brighton Main Line would enable double-deck Dutch passenger services, creating more seats and capacity on what is fast becoming a very busy railway with diverse operations and huge demand as the closures and subsequent resurgence in demand, means so much filters to it with few if any rail alternative routes.

We call for a study on individual and regionally-based ideas we are putting before the public and government tiers and regional agencies, to progress them and make delivery the priority rather than pontification, dithering and getting lost in the big vision amidst minutiae of the small 'p' politics. We need local aspiration and national government policy, leadership, direction and investment for growth to meet and inform a series of inter-linking rail network enhancements.

Please see these websites for wider vision for South East Regional areas:

<https://brtarail.com/southeast/> and <https://brtarail.com/guildford-cranleigh-horsham/>

Key areas in brief:

1. Redhill Reforms: Redhill Station is very busy with people and trains reversing in and out. Gatwick, Tonbridge, Guildford and South London all have a claim to access it. It takes time, changing presents a barrier to demand. Gatwick is a principal demand location and increasingly so as is Brighton Main Line. BRTA suggests:

a. Direct curves to Gatwick from the Guildford (North Downs Lines) and that of the Tonbridge Lines direct to Gatwick = new build. It would shave 20 minutes off end-to-end journey times, enable growth by rail and enable longer distance trains to reach the airport, reducing local clutter on and off the rails.

b. A study into a new-build viaduct across the valley at Redhill linking North Downs Lines with that of Tonbridge Lines (they

would need expanded tracks for the direct curves and new bore of the Tonbridge Line). The benefits would be:

- Channel Tunnel-Reading direct passenger and freight access by rail – takes on heavy road usage and cuts emissions.
- It would enable direct travel between places like Guildford and Reading to the west, to/from places like Kent and Ashford without recourse to Redhill delays and clutter.
- If the study showed growth by rail, that is gain.

2. Guildford-Horsham:

This rail link needs studying and route protection via development control/tailoring and building the case for the rail link amidst development and harmful impacts on congested local roads and land-use parking demand in urban areas. It would:

- a. Enable Gatwick-Guildford-Reading and vice versa (Gatwick from the south) informing a loop with aforementioned reforms at Redhill. That would enable 24x7 train operations and relieve existing line.
- b. With a new curve at Arundel, direct Horsham/Cranleigh/Guildford to the South Coast (Portsmouth, Chichester, Shoreham and Brighton) and those audiences to Horsham, Cranleigh, Guildford and 'not via London' access to Reading and beyond and vice versa, freeing up London-centric seats, saving time and possibly money.
- c. It needs a proper study, making the case as a through

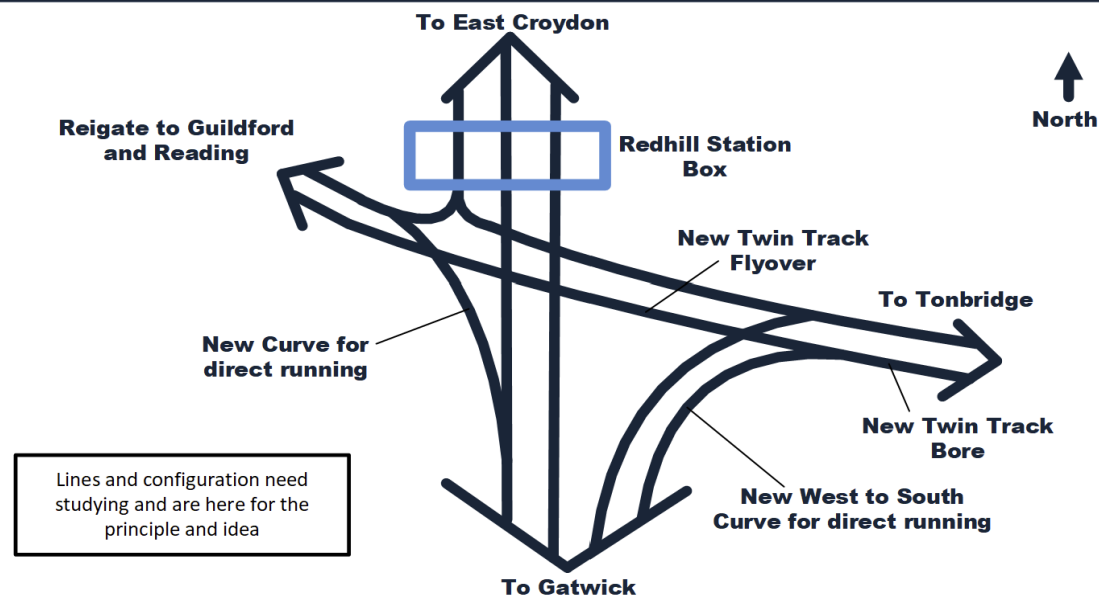
route with fresh eyes and a determined political will to push it through as essential local infrastructure. Guildford and Horsham are congested and as development goes in, the railway becomes ever more sought after. It can be done if we act now, another 10 years pontification and rejectionism, just exacerbates operational problems and compounds against sustainable urban footfall, spend and quality of life issues.

3. North Downs Line Potential: As well as our suggested Redhill Reforms, the North Downs Line, a long-time Cinderella line, needs investment in the form of extending third-rail electrification enabling direct semi-fast running of Thameslink Trains from East Croydon to Guildford and vice versa integrated. A Phase 2 could be extension to Reading, which informs a South outer-London orbital rail network, which brings many new and diverse capacity opportunities to more by rail along these lines. The current diesel service is inadequate, poxy, gets crowded with people and luggage (principally for the airport) and takes end-to-end a while. The link direct from Guildford to East Croydon, would enable more direct commuting options, more carriages and more employment opportunities without adding to road journeys.

5. Heathrow and Old Oak Common: BRTA believes that trains and platforms can accommodate diverse rail services. Therefore, sharing tracks 'common infrastructure' should be the approach for enhancing new rail-links with Heathrow and the emergent Old Oak Common (OOC) Interchange Station in West London.

Redhill Reform Capacity and Enablement

9-Nov-2025

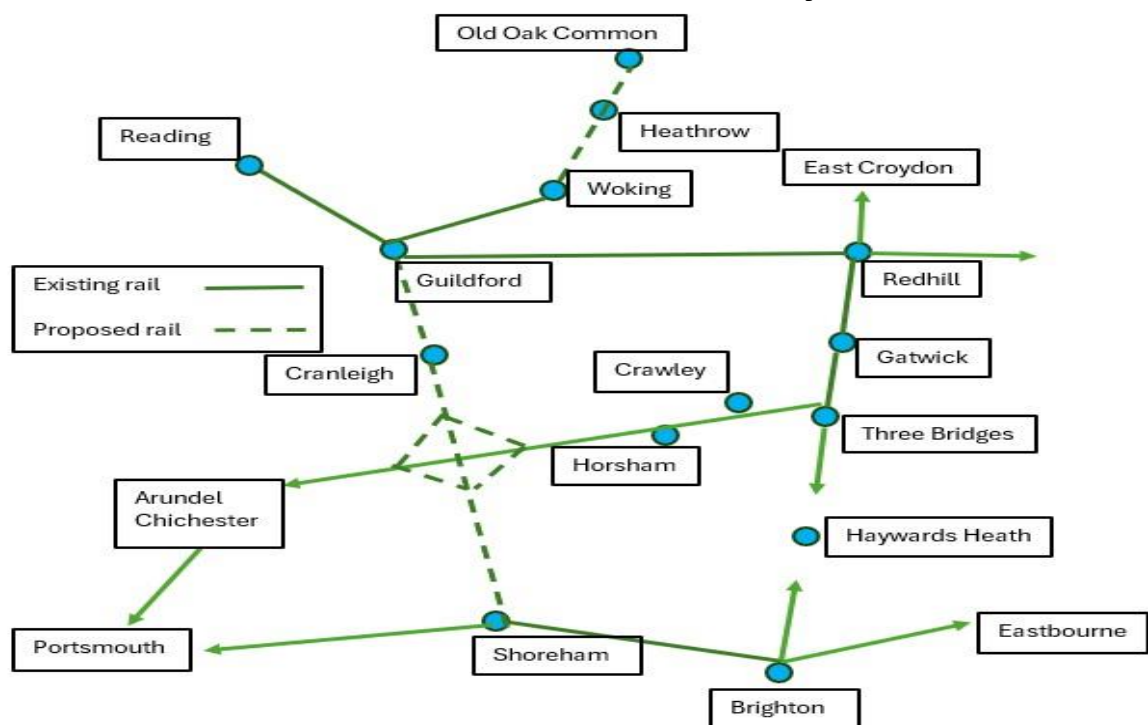


Not to scale
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Visit us at www.brtarail.com

E: ceo@brtarail.com

Above: BRTA wants a study into 'Redhill Reforms' to enable more capacity and service. Below, our vision for Guildford-Horsham and the South Coast incrementally.



Not to Scale
© R. Pill/BRTA

Visit us at www.brtarail.com

E richard.brta@gmail.com

20-01-25

David J. Start, our Treasurer based in Kent writes that...

Great Western Railway is running a 12-week trial of new overnight train services between Reading and Gatwick Airport.

This service is intended to help passengers catch early-morning flights or reach home after late night scheduled arrivals at Gatwick Airport.

The period of operation advised by GWR is Saturday June 6 to Saturday September 12.

The route with stops at Reading, Wokingham, Guildford, Dorking

Deepdene, Reigate, Redhill and Gatwick Airport.

Saturday morning departures from Reading 02.28 and 03.30

Return from Gatwick 00.30, 01.24, and 04.00.

Monday morning Departure from Reading 03.24

Return from Gatwick 00.24 and 04.00



**Caption above by ©David J. Start 20-05-2026 at Redhill.
Below: Our Photographic Officer ©Nathaniel Dodd took this
of East-West Rail near the new Winslow Station in
Buckinghamshire which has no passenger services currently!**



Sustainable Britain Needs Re-Railing



British Regional
Transport Association

We're campaigning for better public transport. Join us.

STIMULATING ECONOMIC GROWTH
ENHANCING ACCESSIBILITY AND INCLUSION

PROMOTING QUALITY OF LIFE AND HEALTH
IMPROVING OUR ENVIRONMENT

LEICESTERSHIRE RAIL LINKS PUBLIC MEETING

Guest speakers invited:

Dr. Stephen Watkins | *Public Transport Matters for Health*

transportandhealth.org.uk

Professor Andrew N. Williams | *Northants and Leicestershire Rail*

brtarail.com/northantsrail

Bruce Wakley | *Campaign to Reopen the Ivanhoe Line*

ivanhoeline.org

Cllr. Ben Jameson - Mayor of Kettering

2pm Saturday 11th July 2026

Leicester Quaker Meeting House, 16 Queens Road, Leicester LE2 1WP

Regular buses from Leicester Railway Station: 31, 31A, HH, X7, 44, 44B (12 mins)

All are welcome.

brtarail.com



BRTA is a proudly neurodivergent-led organisation.

For membership and contacts please see:
<https://brtarail.com/become-a-member/>
<https://brtarail.com/team-contact/> For more about our
work as volunteers: <https://brtarailvolunteer.blogspot.com/>
Please tune in and give us your pro-active support!