

English Regional Transport Association (ERTA)

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https://ertarail.co.uk/	www.linkedin.com/in/richard-pill-erta	https://ertarailvolunteer.blogspot.com/
Brackley East Rail and Station	August 2022	£1.00

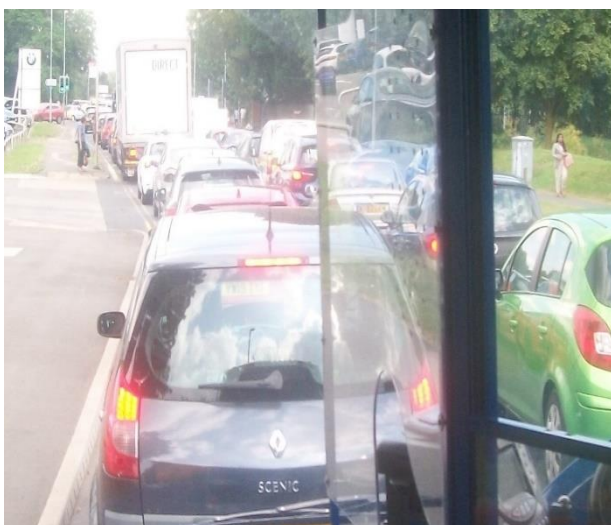
Introduction and Background: The English Regional Transport Association (ERTA) is a voluntary-based association which seeks to plant ideas and see them nurtured towards fruition. One of our key aims is to see a programme of local-regional rail reopenings, rebuilds and select conventional new builds. Thanks to the closures mainly of the 1960's through to the early 1980's, our rail network is inadequate, patchy and glaring gaps do exist. These gaps are places disenfranchised from nearby local rail access which have grown since the closures. Likewise, connectivity between one railway line and another can be missing, meaning great detour cost-time by rail to get to places or making other options like driving or bus cheaper-quicker and once a lifestyle pattern established, why use rail? Furthermore, both these trends leave out freight. 90% of freight goes by road, it was once the complete reverse before the closures and we need these new rail links to 'level up' and make it more like 50% by rail and less reliance on roads for everything, less reliance on fossil fuel burning (environment/emissions/public health) and less land taken by road surfaces, infrastructure and land-use for parking is all lands which are lost to employment, housing, farming and conservation for example. Land is a precious resource, habitat, places where people live and quality of life issues, means we've gone down a wrong road in transport 'basis of operations platforms' (how we do transport, logistics and what is involved) and need to re-rail Britain in our own social, economic and environmental interest. ERTA is not anti-car ownership, rather we are pro-public transport choices to be affordable, comprehensive and within easy reach to all (inclusive agendas). A rail link can bring multiple on and off rail benefits such as regular footfall and spend flows by the bulk which helps sustain local communities and their heartlands. It can save land for other things and regenerate with better access, bringing candidacy for quality and honest development as well as inform commuting opportunities for a wider and diverse reach, range and opportunities near and far as part of a wider net-work. ERTA's call is will you help us? The right response is 'yes' and if so, please join ERTA and help swell our ranks, support, network and enable/inform more and better reaches and ranges of what and where we can make a difference in favour of our goals to the benefit of all people, places,

communities and dent congestion, waste, time-loss and pollution. Join today and together we are stronger!

1. Great Central (GC) Railway: In the post-war era, following 2 World Wars where the Edwardian hopes of growth and prosperity were exhausted and a generation short of enough men dented population expectation growth meant the creep of population was dented. Revenues were down and to cap it all, the Government turned from promoting and funding a rail-based system, however informed, to a roads-oil based system instead. So, we come to the 1960's closures of local railways – a systematic cull of over 1/3 or more of the rail network and building new roads like the M1 and other 'networks' upon transport and logistics were transferring. Perceived or actual duplicate rail lines or less used lines were seen as a Victorian indulgence and were cut including 1966 the Great Central albeit some parts survived longer. Since the closures, population has rapidly increased. Transport and logistical activity have massively grown. Commercial and domestic expansion has and is abounding and the railways now lack the resilience and capacity to lure more back to rail and roads are congested and inefficient as fuel rises and congestion delays synthetically raise costs which ultimately is passed on to the consumer – you and I!
2. HS2: The £100 billion new railway won't necessarily carry freight and default capacity on the West Coast Main Line all well and good. But that still leaves gaps in the domestic, conventional rail network and ever-growing demand for transport solutions which carry bulk people and goods, but reduces land-take and does not cost the earth, even as all transport modes are relatively expensive. Oxford-Leicester, Old Oak Common-Rugby, M1 corridor, M40 corridor and rail alternatives for the former GC corridor are just not being rail-wise catered for. HS2 for all the pros and cons, will not provide a station between Solihull and Old Oak Common (OOC) Interchange. They have their 'reasons', but that means all the intrusion of 220mph operations and infrastructure, but no intermediate access for a significant gap.
3. ERTA suggestion: ERTA believes a re-railing of the corridor with a domestic, local-regional rail link should be studied, land protected, supported and delivered successively. It can be done in phases like Claydon (new) junction off East-West Rail (Oxford-Bletchley) to a new Parkway Station (Brackley East) adjacent to the A43 and with bus integrative links to places like Silverstone to boost that connectivity. Then, onwards to Rugby Central via Woodford, Willoughby (new build to 21st C standards), with gauge clearances of a continental capability to enable options like roll-on, roll-off network, Piggyback (lorries on low wagons as per the Channel Tunnel) and local, domestic passenger services with intermediate stations like: a. Rugby Central Parkway (with better access) – Aylesbury-Old Oak Common via Calvert-Grendon rebuild/new build – we have asked for bays to be built at OOC for Chiltern Trains to access that Interchange and multiple transport hub and market. b. Rugby Central-Bicester, Oxford, Reading or Bristol via Bath and Swindon for example. This would be possible with a new junction facing west onto the east-west rail link (Oxford-Bletchley) and maybe an eastern curve could link to Milton Keynes as well. These are just 2 examples of what local and regional and beyond opportunities could open up for the Brackley area, as a principal rail outlet and numerous operators and services could show interest, invest with others in studies, make the case and work together to get the rail infrastructure delivered, land protected, business case made and get government serious about 'Reversing Beeching' to give places like Brackley a fighting chance amidst a world where re-railing could make a real difference to the quality of life, inward investment and traffic reduction strategies.

4. What needs to be done: As a lay organisation, ERTA believe Government should simplify the system of local rail restoration/new build to be less expensive, less protracted and easier to command and deliver in a timely manner. But normally we would expect:

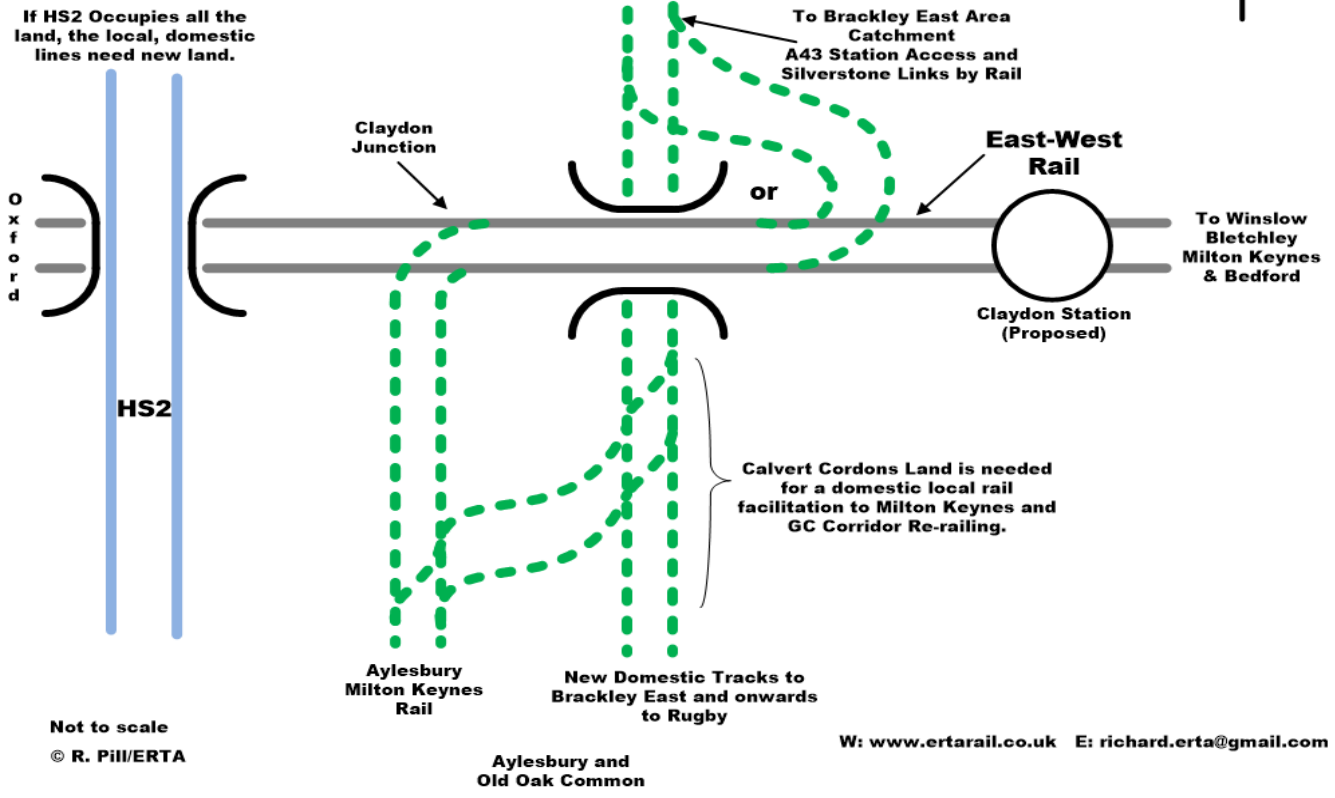
- a. Initial support to the idea and principle by tiers of councils and government and MPs along the corridor. So crucial to sing with one voice for a focus and what is required.
- b. Join ERTA – work together with us and enable optimum potential to be realised.
- c. Inform policies of land protection/corridor protection. Could the new railway off the east-west rail go alongside/next to HS2? Would a new Parkway Station adjacent to the A43 roundabout vicinity enable optimum park and ride potential interchange? Old town sites and stations are lost, no more viaduct, so new build to cross the A43 at clearance, but lowering to a station access facility is needed.
- d. Grow a coalition of support including agencies like England’s Economic Heartland (EEH), Government Grants and Council expertise, policy (tiers doing and contributing what they can) and pool resources to commission a feasibility study looking at business case, benefits on and off the tracks, engineering considerations and station facilitation, environmental benefits and impacts, who needs to move/relocation packages for greater area good/gains as a medium long term goal and investment in an area which needs better public transport infrastructure, not transitory whim of here today, gone tomorrow and disenfranchisement for less well-off people for example/not all car afford private transport.
- e. Once these studies and considerations and consensus of general support is incrementally built, Brackley East as a Phase 1, north of Brackley to a new Rugby Central Station (phase 2), linkage to the West Coast Main Line (WCML) Rugby and onwards to serve Magna Park, Lutterworth and link to existing Nuneaton-Leicester lines for gateway to East Midlands and Felixstowe via Peterborough (freight- getting lorries off our roads more) would all be potential follow-on to consider. Obviously, we’d like the lot in one go, but a Phase 1 re-railing Brackley would be a noble goal to get the proverbial ‘ball’ rolling. The line if done in full, be it phased or one scheme arcingly links London-Southampton-Bristol with Brackley/A43-Leicester/East Midlands/north of Birmingham and the East Coast Ports. It would free up existing rails and roads capacity and offer real choice. Please give it your support and together we are stronger for more and better in the right direction.



Congestion blights our nation and we need a better narrative which shows we are responsible stewards and then export best practise to other countries as well. ERTA believes re-railing places like Brackley could inform less congestion and more inwards investment and opportunities to sustain growing areas in the 21st Century.

07-Jan-2022

Calvert Rail Accommodation Land Use



The diagrams below, are not the last word, but are a flavour, to give an idea of what re-railing Brackley could offer. The study should inform whether an incrementally phased approach or the whole gamut is done/aimed for.



The M1 like many road-ways clogs up daily with congestion, wasting time, fuel and adding costs to everyone. ERTA believes we need rail alternatives to this, to re-rail Britain and get that people and goods back on the rails as much as possible. In a Climate Emergency, that is what the Government needs to be challenging delivery outlets to work at informing, not more-of-the-same and worsening situations.

17-Oct-2021

Leicester Rail Access & Capacity Solutions



Not to scale

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**Population considerations, although as part of a nationwide net-work, the scope is much wider,
on and off the rails!**

**Population catchment distribution along former Great Central Corridor and
possible new constructed re-rail corridor.**

Place	Population	Place	Population
Brackley	15, 775	Woodford Halse	3, 600
Mixbury	370	Eydon	422
Westbury	447	Canons Ashby	50
Shalstone	117	Willoughby	398
Turweston	211	Braunston	1, 327
Whitfield	274	Granborough	424
Biddlesden	113	Barby	2, 336
Syresham	805	Kilsby	1, 268
Radstone	54	Crick	1, 886
Hinton-in-the-Hedges	179	Rugby**	77, 285
Farthinghoe	418	Daventry *	25, 026
Steane	2, 015	Southam *	7, 327
Newbottle	438	Nanton-on-the-Hill	1, 144
Total	21, 216	Shuckburgh	82
		Flecknoe	212
		Catesby	76
		Staverton	458
		Total	123, 321
Grand Total of both columns is: 144, 537			
10% is 14, 453 in approximately 30 miles between Claydon Junction and Rugby. It is a growing and growth area. Moreover, the triangulated catchment for wider use of exact same rails is Southampton-Bristol-Leicester/East Midlands and all in between, which is regionally significant passenger and freight potentially. More by rail, more capacity, less by road, has to be good for the environment, people, places and gives modal choice currently denied.			
Notes: ** Rugby one terminus (Rugby Central) and/or through route to be studied and decided. Linkages to Northampton Loop Line and West Coast Main Line Rugby, DIRFT and onwards to Magna Park, Lutterworth and linkage with Leicester-Nuneaton in the Narborough area. Rugby Central could be a Parkway Station. *Southam-Daventry corridor linked by A425. A Parkway Station could serve them.			
Sources: Google, Wikipedia and Granborough Parish. Date: 18-05-2022			
What you can do: Write in support to your local MP. Join ERTA and our free email loop via richard.erta@gmail.com Every contribution helps us that bit more. https://ertarail.co.uk/			
Disclaimer: These are approximates, but give an indication of potential.			



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

Tick if a New Member: _____

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

I/We wish to explore volunteering opportunities (optional) _____

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:

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