

Guildford-Horsham-Shoreham rail link

ERTA has taken an interest in this rail link and associated wider rail connectivity, the local and regional benefits on and off the rails and why we need a collective determined will and effort to foster the conditions and candidacy for restoration as a modern local railway. This, for more people and goods by rail, taking growth traffic impacts off roads and where they belong, back on local rails!

Benefits as we see it:

1. Restoring rails between Guildford-Cranleigh-Horsham would enable approaches to Gatwick from the south, getting more trains in contra-flow.
2. It would link local towns like Guildford, Cranleigh and Horsham and wider connectives.
3. Restoration of Horsham – Shoreham would enable a Horsham-Brighton local commute by rail access without the need to change at Three Bridges, and join a congested and overcrowded Brighton Main Line (BLM), freeing up capacity and giving rail choice more of a commendation, drawing more people to use rail.
4. If we had a direct line from off the Guildford-Horsham Line and linking direct to the restored Shoreham rail link, then direct regional trains could operate from Reading and beyond – Brighton (with connections to the South Coast Network), linking semi-fast for example Guildford-Cranleigh-Southwater-Shoreham and Brighton.
5. These are growth areas, but all development currently, where gaps in the rail network exist, thanks to the legacy of local rail closures, means that development goes onto local roads. That in turn synthetically peps up the stats and calls for expansion of roads, whereas what is really needed is the rail alternative to be made better and more comprehensive.
6. New or expanded roads, strings of bypasses just attract more road volumes and ever more spiral upwards of land take for roads, uglification, pollution, waste of time and resources and basically bad for people, places, the environment and public health and well-being. Hard to translate to money terms, but life, quality of life, health, well being and ambiance is about more and deeper values than just a money perspective, but the value is obvious and we have choices to make as a society and government on leadership and direction of who/what comes first and matters. ERTA's view is let the train take the strain.
7. ERTA calls for route protection, for councils, government and agencies to club together and invest in studying and working up the formal case for candidacy to delivery as a bona-fide railway everyone can use and benefit from. Putting in a north to east curve at Arundel, would help with Horsham trains to go through to Brighton as a short-term measure. Even with Guildford-the Arundel Valley line, aggregates and other freight berthed at Shoreham portal

and elsewhere, even Portsmouth, could use this route into London, circumventing London or other distribution. Get the rails, get the trains and reduce congestion on roads, whilst optimising the potential with employment, sustainability and cleaner air in such wakes.