



British Regional Transport Association

(BRTA)

Main Postal Address: 2 Leigh Road, Hildenborough, Tonbridge, Kent, TN11 9AB

Patrons: Sir Edmund Verney, The Rt Hon. the Lord Newby OBE, Mr George Bathurst, Professor Andrew N Williams BA, BM BCh, MSc, PhD, MRCP, FRCPC, FRHistS, Mr Trevor Garrod, Mr Colin Crawford, Mr Leonard Lean + others welcome of professional, business, or other acumen and of good repute.

Chief Executive Officer (CEO), Media and Newsletter Coordinator, Campaigns Coordinator, Bedfordshire Area Rep, General Advisor: Mr Richard Pill: T: 01234 330090 M: 077520 96392 E: richard.BRTA@gmail.com

Membership Secretary, Westminster Team Coordinator and Watford to Croxley Rail Link Rep: Mr Tony Houghton
T: 07765 977318 E: tonyh@hslaw.co.uk

Treasurer: Mr David J. Start
T: 07535 641055 E: davidjstart63@gmail.com

Northampton to Market Harborough (N2MH) Rail Link Liaison Officer: Professor Andrew N. Williams
T: 07923489254 E: anw@doctors.org.uk

General Assistant, Executive Member and London and South East Area Rep: Mr David Ferguson
A: 25 Virgin House, 19 Kingston Lane, Teddington, TW11 9HL
T: 020 8977 4181 E: daferguson1212@gmail.com

General Assistant, Executive Committee Member, Consultations Coordinator, Fixtures Secretary and West Country Area Rep: Mr Simon Barber
T: 0208 940 4399 E: simon4barber@gmail.com

BRTA Northern/Yorkshire Area Rep: Mr Chris Hyomes
A: 10 Tythe Barn Road, Knottingley, West Yorkshire, WF11 9BU
T: 07971 766207 E: chris.hyomes@hotmail.co.uk

Always welcome offers to help, assist, volunteer and be an area rep where you live to help recruit new members and support to BRTA and its causes. Please contact Richard Pill, BRTA CEO using contact details above.

<https://BRTArail.co.uk/>

<https://linkedin.com/in/richard-pill-brta>

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

Newsletter NO. 54

March-April 2024

Price £1.50 where sold/Donations welcome

Guildford-Horsham-Shoreham and arms –

A pivotal rail link for modal shift revolution! It is not rocket science nor High Speed in densely populated, land squeezed Britain, but a consistent rail choice beats anything roads can do when allowed.

Of the many aspects one could elaborate on, the rebuilding with new direct lines and curves of re-railing the Guildford-Cranleigh-Horsham-Shoreham rail corridor could inform the following:

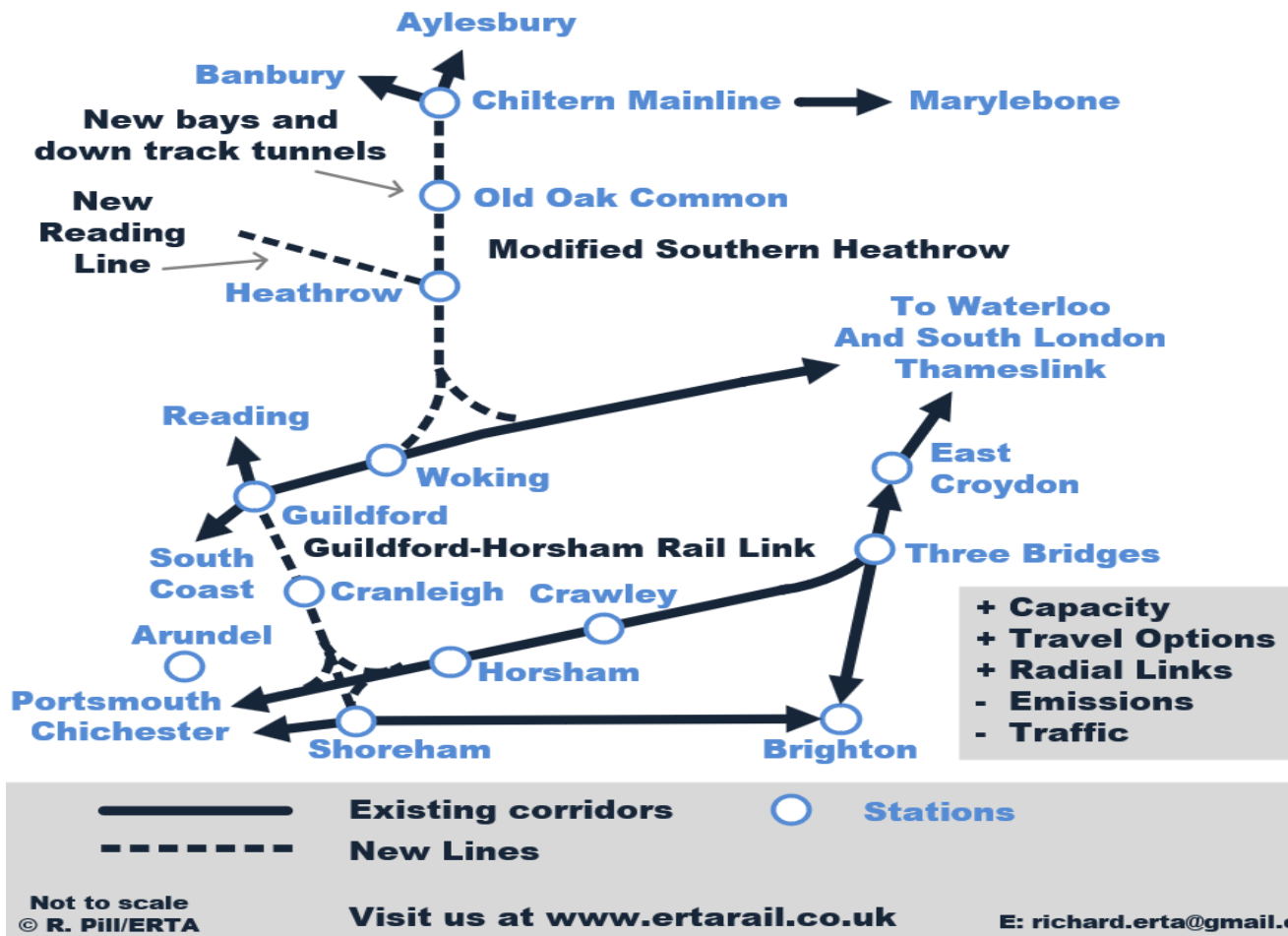
1. The local connectivity of local main centres with each other, currently only bus and road-based direct access is possible. That puts a strain on local roads (rural and urban) and as development goes in, so will get worse.
2. The regional rail-base choice, currently not on offers could be:
 - a. Reading-Guildford-Cranleigh-Horsham/Shoreham-Brighton arc ‘not via London,’ freeing up seats elsewhere, shaving end-to-end timings and enabling more rail-based usage, decluttering roads in a large area.
 - b. Guildford-Heathrow Southern Rail (see: <https://heathrowrail.com/proposed-route/>) which should yes, have a Reading arm, yes have a Waterloo (west-north curve) and yes should be

extended to link and bay at Old Oak Common (OOC) Interchange (emergent) as well as direct tunnels to link Guildford/Woking with the Chiltern Lines for direct arc and access by rail to Banbury, Aylesbury and Milton Keynes (East-West Rail) and them audiences to Guildford and south 'not via London' freeing capacity on existing lines, making rail use more attractive and relevant for existing and new audiences.

- c. The curves at Horsham should link for direct running from Guildford and points north and west into Horsham and onwards via Crawley to Gatwick from the south via Three Bridges. Likewise, a direct curve to the west would link with the Arundel Valley Lines and South Coast to Portsmouth, Chichester and Bognor Regis for example and a direct line onto the former Horsham-Shoreham line would enable direct, quick by rail transit to Shoreham (a port), Worthing and Brighton from the west. The curve from Horsham to the Shoreham line should also be reinstated and the south to east curve at Arundel as well to give more flexibility to rail-based operations for people and more freight by rail, cutting local road pressures, wear and tear.
3. These rail links would enable much more by rail and should be supported by all. How do we bridge between aspiration to full Government support?
 - a. It needs studying from a can-do point of view. Engineering, business cases, environmental considerations (gains and pinch-points) and alongside this, how it would fit into the wider regional landscape in planning, development and sustainability terms. BRTA is confident it would stand evaluation and be an asset not a 'unviable distraction'!
 - b. Route protection is vital to keep options open and where development has encroached the old line, to consider deviations or if not possible in some cases a 'here's the cheque, move please' approach for the greater benefits and good the rail restoration would inform.
4. What BRTA is seeking to do:
 - a. We have a working party to look at small and fine details and what can be done and to nurture towards local government, MP, and other support who in turn may adopt the project and take it on to a higher level of appreciation and move the agenda on to delivery not mere talk of a 'nice' idea.
 - b. We facilitate the working group and public meetings to bring people together, let them join, have their say and be educated as to what the rail link (relevance) could mean for them.
5. BRTA is a voluntary membership-based association and welcomes people and organisations to join and be involved with us. We are always seeking speakers (providing they bring their own equipment) to give illustrated talks at our meetings in Horsham and Guildford. Membership helps resource our work and activity and that in turn raises up the profile of the rail link aspiration to ever wider audiences.

Latest News: BRTA needs your help to raise £200 towards a questionnaire leaflet drop in the Cranleigh area, roughly half-way between Guildford and Horsham, to gauge public views on the idea of a new modern railway. See <https://ertarail.co.uk/> and scroll down for digital on-line donations please. **BRTA Stall, Bedford Midland Station 2nd March 10am-4pm.** All Welcome.

Southern Heathrow Rail



Re-branding from ERTA to BRTA! At the recent Executive Committee Meeting and the feedback to Harry Burr's consultations, we have decided to rebrand the logo and title of our association to the British Regional Transport Association.

The reasons for this are many and varied, but in sum the following may be appreciated:

1. English clashed with modern times of diversity and multicultural inclusion
2. We can now input and court wider membership from Wales and Scotland, being inclusive and drawing on their trail-blazing reopenings and rebuilds for example more than England per se.
3. The marketing of ERTA, although a catchy name, was hard work and never really had the wider potential support it may otherwise court.

Please give us support and with a new BRTA Committee including Harry's help and being on it, we hope to have a more mixed age range with more younger people and students feeling at home with us. Analogue and Digital need each other and we hope to reach out to both across the spectrum. Thank you.

Bedford and Regions Mullings: Interestingly on East-West Rail there is a discussion group/similar facilitated in early February and we have not even been invited. Our focus is Bedford-East Coast Main Line (ECML) at Tempsford. We want East of Bedford via St John's believing it not to be a panacea, but a least costly, most flat landed and simple to reinstate a railway than Northern Route E or avoiding Bedford altogether at Wixams for example.

If you support our stance, please either join BRTA <https://BRTArail.co.uk/events/> or encourage supporters to join our free email loop via richard.BRTA@gmail.com We are in transition from ERTA to BRTA but some technical aspects are taking longer than simple name changes, so please bear with us and do not get confused.

Our public transport is under attack and in some disarray and things can either spiral up positively or spiral down to closure or irrelevance. It is a value-priority choice.

There is no money, yet HS2 goes on guzzling public money and £27 billion new roads budget was found whereas (environmental alarm bells!) the Rail Reopenings Fund was set at a mere £500 million, is that fair or what the country needs (land take)? Everyone has cars, but we do need more choice.

Take A428/A1 Black Cat-Caxton Cambridge dualling for example... where will the traffic go on reaching urban interfaces which are congested a lot of the time? Town and City Centres like Bedford and Cambridge lack the capacity of road space, being a built environment, to cater for the inevitable increases in traffic the wider road-space will engender. So, without a rail alternative, it will be pollution and mayhem and that has a cost to it.

I wish the council was working closer with me as an observer-advisor who has been on East-West Rail since 1986! Oxford-Milton Keynes is reaching the end game, Bedford-Cambridge needs sorting to continue the work necessary to get it done in a timely manner.

I feel some works could be combined with other rails upgrades as per the 4-tracking at Addenbrookes/Cambridge South Station which East-West Rail services are due to call en-route to Cambridge City and onwards to Norwich and Ipswich respectively and vice versa. That is why to benefit, it must call at Bedford urban interface, not orbit the town.

Reversal at Bedford Midland bays with a single through track for more freight from east-north and vice versa and west-north as well, is also needed. Can it be done on existing tracks? That is the question!

Bedford-Bletchley Rail Link – do we make the most of these assets?



Photo Left: Looking North at Bedford Midland Station showing (right) the single-track bay opened in 1984 when the line from Bletchley diverted into Bedford Midland rather than the old St John's Station. It is BRTA's view that a twin 'new' set of bays with an 8-12 coach lead, could enable Oxford-Bedford and Bedford-Cambridge to use same tracks from the west and go out east or west to Oxford and Cambridge respectively. This, rather than Northern Route E which would require 60 odd houses in the Poets area of Bedford and more elsewhere to be knocked down, contrast our suggested route east, which does not need that!

Photo Right: Back in the noughties the Class 150 (which have now returned to the Bedford-Bletchley line) stands at Bedford Midland awaiting departure to Bletchley. There is plenty of land at Bedford Midland Station for parking, more bus links and a new twin bay set of platforms for East-West trains. When reliable and abundant the line is well used and some people work hard to promote it and encourage visitorship. Development will inform the local shuttle gets a share but really it needs a programme of investment like infill electrification, lengthening station halts, parking access and a better timetable with reliability.



Photo 1984: Class 104 DMU stands at Bedford Midland. In former days these units went into platform 1 at Bedford Midland Station, now an acute lack of capacity and paths, means the bay is ever handy. Trains ran onto fledgling Corby. Now all electrified and it did not come about by whim, but campaigners rolling up their sleeves and seeking a better deal for the local rail scene. Electrification of the Midland Main Line, and a joined-up and comprehensive rail network is what Bedford needs, north-south, east-west. BRTA has also called for Stations North of Bedford (SNOB) and welcomes help.

Bring Back Euro Trains is a Campaign which is fighting for the reinstatement of international train services to Europe from Ashford and Ebbsfleet international stations.

Here are our aims:

- To persuade the UK government to support and invest in the restoration of international services to Ashford and Ebbsfleet stations.
- To persuade Eurostar and other potential operators of international trains to stop at Ashford and Ebbsfleet stations.
- To mobilise public opinion, the media, and organisations around the importance of international services stopping at Ashford and Ebbsfleet international stations.
- To advocate for sustainable travel options and the reduction of carbon footprints.

We are a new group and would really appreciate any support that can be given to further the goals of this Campaign, either in terms of volunteering or signing the petition in support of the reinstatement of the Eurostar service.

Here is a link to the petition (Everybody is welcome to sign, but we would especially like to have Kent residents and business owners sign) : <https://www.change.org/p/bring-back-eurostar-train-services-to-kent>

Here is a link to our website: <https://bringbackeurotrains.com/>

Enquiries and updates via sarahebisani@gmail.com



Photo Left: Taken during October 2023, Bedford Midland Station. Note bay had the trialling of Class 150 DMU's on the Bedford-Bletchley Railway and then the 4 trains service a day kicked in in December and now 2024 we hope a full service will be instigated. We do not want to stop there and it needs a vision, a negotiated progression and consensus to move the agenda forward for spiralling up demand, not kettling demand by constraint, unreliability and tinkering being over marketed, rather than things like Electrification, new station for Kemspton Retail Park and Town and a half-hourly peak service, Watford-Corby semi-fasts to exploit end-to-end markets with East-West Rail on-coming, not dominated as the single only thing in a decade!

East-West Rail News Update: See <https://www.bedford.gov.uk/news/2024/bedford-borough-council-gives-clearer-insight-future-east-west-rail-routes> **3 routes of East of Bedford options.**

News from our Guildford and Northampton Working Groups:

Guildford-Horsham: Once again, quality rather than quantity demarked the Guildford Working Group. In 2023 we had a public meeting with over 40 people attending, now the working group courts less than half a dozen local people. My role, as CEO is one of delegation and coordination, I seriously cannot lead and be the main person for every campaign throughout Great Britain. Instead, we at BRTA rightly believe, that where a local issue like rebuilding as a modern railway between Guildford and Horsham, it is local people who should fill our ranks in membership and using our umbrella banner, strive together to advance the cause. Over-coming that barrier is a main bug-bear. Local people pooled together have local knowledge, are local and can-do things like fund-raising with a focus, leafleting as a team and all the other research, contacting, and ultimately lobbying to win over more support where it really matters. The meeting was told, without that local engagement, we do not have the money to fund the flyers, nor the volunteers needed to lighten the load. Tackling Local Councils and getting them on board, raising the rail amidst a wider and more general transport arousal agenda and that of route protection and tackling threats like other uses or even a canal, must be thrown back to local people to join, get involved and offer to serve in whatever role may be reasonable to you and us. So, whilst we agreed to reconvene in September 2024 at the same venue in Guildford, we hope to raise the £200 for flyers and have them delivered with results by then. We had one new member out of the meeting and have some 500 email contacts awaiting 'news'. However, more and better will come as people identify with us and act as one to advance the cause. Please join us!

Northampton to Market Harborough (N2MH): Meeting of BRTA Northampton Working Group Meeting – Saturday 10 February 2024 at the Northampton Quaker Meeting House (Emmeline Davies Room), Wellington Street, Northampton. NN1 3AS. Key websites to engage with apart from our own are: <https://www.umbrellafair.org/1000voices> which is campaigning to clean up Northampton's polluted air we all have to breathe. Northampton has one of the worst cases in the country and it is killing people/making many unwell and it is our BRTA view that our proposed rebuilding of a Northampton to Market Harborough rail link, could help ameliorate the locked-in situation by offering sustainable modal choice. The success of most rail reopenings be it the Borders Line or Ebbw Vale is that most rail reopenings have exceeded expected usage and it is also our view, backed up by a study in 2020 that given the dense traffic and population around the Northampton area, our rail proposals would also be very well used, bringing end-to-end timings down and cutting congestion, a major cause of air pollution in the first place. The 2020 Study is incomplete but shows a viable rebuild to a twin-track specification can be done. It took 3 Freedom of Information attempts to prise it out, yet some in Network Rail dispute it was suppressed?! We take seriously the fact the report as is, shows journey times between Northampton/West Coast Main Line and that of Leicester/Midland Main Line would be slashed from (by road) 90 minutes each way to a mere 35 minutes transit time. What could that be worth to revive ailing town centre economies and making rail options for passenger and freight more attractive? Please continue to people our meetings, give support and bring cash with you!

Statement from Transport for the South East (TFSE). We are disappointed but as CEO Richard Pill said in an email “1. There has been much talk but a lack of action over years. 2. Guildford do not seem to want us interfering. But we all know with campaigns, you have to start somewhere, however low the base. 3. We are pro this reopening and need to work at it. It will be a 10-year haul, delegating as soon as we have a steady team with local support.”

“Thank you for your email dated 4 January 2023. As a sub-regional transport body (STB) Transport for the South East (TfSE) advises Government on the investment needed to transform our region’s transport system and drive economic growth. Our Strategic Investment Plan (SIP) outlines all the schemes we have identified with our delivery partners up to 2050. The SIP is the culmination of five years technical work which has included extensive stakeholder engagement.

As an STB, we focus on identifying regionally important transport schemes that will deliver our economic, social and environmental objectives. The schemes in the SIP have been selected for inclusion using a multi-criteria assessment framework consisting of over 50 criteria, including when and how each could be delivered.

It was not realistic to include all the schemes that everyone would like, or which were put forward as part of the Transport Strategy and SIP engagement process. The schemes for which you are seeking support, such as the reopening of the Guildford-Cranleigh-Horsham rail link, construction of the Arundel Curve and re-instatement of the Polegate-Stone Cross have not been included in the SIP. This does not mean that they would not offer benefit or improve the transport system in the south-east but that others were better aligned with our objectives.

We are not considering any additional schemes to take forward at this time as we are now focussed on how we can support delivery partners to progress the schemes that have been included in the SIP.

For those schemes that are included in the SIP such as the service enhancements to the Reading – Waterloo mainline, we are reliant on our delivery partners such as Network Rail as we are not a delivery body. In turn, our delivery partners are dependent on their own funding and decision-making processes. As a result, not all the schemes in the SIP will be delivered in the short term and a number of them may have to be delayed until a later date. Network Rail will be looking at the Reading – Waterloo mainline link in the second phase of their Wessex Suburban Strategic Study. This will include considering increases in service frequency to meet demand to 2050 and journey time improvements, however, there is no timetable for this study as yet.

We are in the process of refreshing our Transport Strategy as we are aware that a lot has changed since it was agreed in 2020, including a heightened focus on decarbonisation, impacts of Covid on the travel market and the levelling-up agenda among other important influences. Following the Transport Strategy refresh, the SIP will also be reviewed to ensure it continues to deliver on our vision and objectives for the south-east.

On your request for a contribution to cost of the production of your flyers, like many other Government funded bodies, I am afraid that we are not in a position to offer any financial support for this.”

Elan Morgan, SUPPORT OFFICER, 07849 308518, transportforthesoutheast.org.uk

Making the case for an Ampthill Parkway Station or not?

Various people have emailed us on the pros and cons of an Ampthill Parkway Station. Some objections go like this:

1. I live in Ampthill and it is completely pointless arguing for reopening that station as it will only dilute the service at Flitwick and waste virgin farmland for car parking.
2. 'Virgin farmland' we were told by Central Beds Council that by 2030 it would be developed anyway... people need places to live and an adjacent station within walking, cycling, bus boosting inter-ticketing and regular rail services would not detract from Flitwick as Luton and Luton Airport Stations both are close together but have decent levels of trains stopping respectively.
3. "Thameslink currently run 4 trains an hour stopping at Flitwick, they will not also stop those same trains less than a minute down the line at Ampthill, what will most likely happen is that two will stop at Flitwick and two at Ampthill, halving the service available to people as, if you've left your car or bike at Ampthill you won't want to get off at Flitwick and vice versa."
4. "For people in Ampthill/Maulden/Steppingley it will be just as far in the car to get to the proposed parking accessed from Fordfield Road so there is no time saving and we may as well just go to Flitwick. Yes, it would be a bit nearer for anyone walking or cycling to Ampthill station from Ampthill itself and that new estate by Steppingley Hospital but that minor gain does not balance out what will become a worse service at Flitwick."
5. Center Parcs access and Marston Vale growth, will tend to drive south, not east to Wixams! We want Wixams as well though as people tend to drive-time towards London to save money, so Wixams serves Wixams and north.

More support is needed across the board!

For more on the case for a station at Ampthill please request by email or peruse

1. On the other hand, as we have suggested, Flitwick is in a semi-closed land area with a steep bank one side and built-other environment around it. So apart from upwards, it cannot extend car parking any more. What happens in a context of development and growth in a 5–10-mile catchment? Ampthill could offer a shared coexistence and relief?
2. Growth is inevitable and the capacity an Ampthill Parkway would offer could be the ticket to make development more sustainable and balance traffic flows especially at peak time out.
3. Stations in close proximity to each other is not uncommon on commuter routes, more parking capacity and spread-out to the congested road configuration at Flitwick would cut emissions and wasted time and if demand if there, why not have the extra stop? That is why we want a study updated to assess the wider contextual issues and how it may translate to demand, supply and timetable to ensure both. It may be Flitwick or Ampthill could court the London St Pancras – Corby East Midlands Electric Trains to make an intermittent call respectively?
4. An Ampthill Parkway would not just serve Ampthill but a 10-mile catchment. Centre Parcs, Woburn and Ampthill Park which has leisure uses for example as well as daily peak and off-peak commuting and growth all around would soon make a stop at Ampthill worthwhile without reducing Flitwick, which is a hypothecated fear, which history never bore out when both stations existed before until 1959. It was closed as a cost-cutting measure pre-Beeching to speed fast services up.

BRTA, subject to funds is committed to doing a questionnaire to get more feedback and will continue to flag up Ampthill as a medium long-term investment. If the development west of the Midland Main Line goes ahead, the curtain comes down on the idea and Flitwick will struggle with a conflict on cost-parking management issue and traffic-related bottlenecks. It needs more volunteer support. Join us on Facebook: <https://www.facebook.com/ReopenAmpthillStation> Attend our Beds Forums and get involved. You do not have to be local to give time and donations, support and advocacy.

Dates for your diary:

BRTA Market Harborough Public Meeting – Saturday 16 March – 12pm food and 2-4pm business Lunch Venue: The Sugar Loaf, 18 High Street, Market Harborough, Leicestershire LE16 7NJ

W. <https://www.jdwetherspoon.com/pubs/all-pubs/england/leicestershire/the-sugar-loaf-market-harborough> Agenda: 1pm set-up, 2-4pm business and vacate by 5pm

Meeting Venue: Market Harborough Methodist Church/Hall, Northampton Road, Market Harborough, LE16 9HE www.harboroughmethodistcircuit.org

Contact Mr Simon Barber: T. 0208 940 4399 E. simon4barber@gmail.com

BRTA Bedford Forum – Wednesday 27 March – 1pm food, 2-4pm business

Venue: Costa Coffee, Silver Street(upstairs), Bedford MK40 1SU

Weblink **Contact Mr Simon Barber:** T. 0208 940 4399 E. simon4barber@gmail.com

BRTA Horsham Public Meeting – Saturday 27 April 2024 12 Noon lunch – Meeting 1pm Lunch Venue: Lynd Cross, 1 Springfield Road, Horsham, West Sussex RH12 2PG

W. <https://www.jdwetherspoon.com/pubs/all-pubs/england/west-sussex/the-lynd-cross-horsham>

Agenda: BRTA people will 1pm open and set chairs and tables up. 2pm Speakers (**Tiffany Lynch – Director, TPL Transport Planning Ltd**) followed by **Rob Whitehead, Community Engagement Officer (Southern and GX)/ Govia Thameslink Railway (GTR)** on Community and CSR work that GTR (which includes Southern) – including the Station Partners programme, our work with Community Rail, Education work, CSR and how we are seeking to address ASB, homelessness and issues such as County Lines followed by Q&A. Update from us on the Working Group and close 4pm. Vacate premises by 5pm.

Meeting Venue: Horsham Unitarian Church, Worthing Road, Horsham RH12 1SL

Venue Website: <https://horshamunitarianchurch.com/> **Contact Mr Simon Barber:**

T. 0208 940 4399 E. simon4barber@gmail.com Bring cash to donate and purchase newsletters and magazines. We are nationwide in aspiration! Join and offer to serve as a volunteer/assistant! Variety of roles, hands-on experience gaining and team spirited!

From the CEO: Northern Lines BRTA wants are Colne-Skipton, Matlock-Buxton/Chinley, Leeds-Northallerton via a rebuilt alignment via Ripon, Scarborough-Whitby, a new Woodhead Tunnel for Trains-Pennine capacity, the Burscough Curves near Preston, and the Minsters Line (York-Beverley) and Keswick and the Don Valley Rail Project - do not give up, keep asking, keep making the case and be resolved to working by all means possible to delivery because it matters.

These are examples. Any willing to act as an Area Rep or regular advocate for us, please get in touch. It needs a northern vision, northern coming together and acceptance that intermediate places and rail access counts as well as orbitals for Manchester and Sheffield to enable via Parkway Stations (we think of Bristol Temple Meads) to enable more trains on more tracks and routing more freight by rail too. Yes, lots to work out, but you could probably have all this and change from whatever end-to-end High Speed does, which does not handle the fine detail per se. If lines do not exist, the traffic, greater or lesser, must default to roads. That adds up, taking a toll on well-being, clean air, urban congestion, time-cost issues, and many inefficiencies. Goods need to be kept moving, not stuck in traffic! Everyone can make a difference. We need political people and parties of whatever shade to sign up and commit to a new pro-rail transport agenda which considers the balancing of benefits and costs and to quote a saying 'the many not just the few!'

The problem nationwide is that areas who have a common vision, a degree of unity, get organised and make hay, are trending towards more schemes being considered, those areas where disunity, diversive visions and mixed agendas 'have cake and eat it' without clear definitions tend to get long-grassed. The method of long-grassing can vary, but chucking an issue to a quangos, trading reports, much conferencing and photogenic career building courting top salaries but no spades on the ground is how it has been and is for many regions. Devon and Somerset are making progress and we can learn where reopening campaigns succeed and reapply to our own situation. The sad reality is for many politicians rail reopenings are a fancy or peripheral matter, whereas environmentally and land-use-wise, they are nationally foundational from many angles if but realised and acted upon. So much pluralism, we need discernment!



Caption Left: The tracks of the layout at Bedford Midland Station. If we are to see more trains be it existing lines, East-West Rail, Northampton to Bedford (Thameslink new arm extension) and more freight by rail (modal shift) we need to have a serious medium term view discussion and decision on whether 6-tracking north of Bedford is needed and if so, those premises which need knocking down, need proper relocation consultation and compensation. HS2 is not a panacea for such dilemmas which are up and down the country. However, new roads cause blight too and take more land, so rail is the better option for UK PLC!

BRTA Membership Form 2024 Onwards – Join or Renew
Official annual renewal date is circa 31st January 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 Rates of BRTA is as follows:

Ordinary Member/Family £20 _____

Corporate Members (Business/Organisations) £100 _____

Concessionary Membership (Students or on any kind of welfare/disability)

£10 _____

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 form and payment to BRTA Membership:

Main Postal Address: BRTA, Mr David J. Start, 2 Leigh Road,

Hildenborough, Tonbridge, Kent, TN11 9AB

Membership Secretary: Mr Tony Houghton,

T. 077659 77318, tonyh@hslaw.co.uk

Membership Payment can also be done on-line via our website:

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

Bank Details are Sort Code: 40-45-27 Account Number: 92086808