



return to **KESWICK**



...on a modern train from your station !

UPDATE NUMBER 39

SPRING 2008

KESWICK TOWN COUNCIL - "RAILWAY CHAMPION"

At their meeting on 21st February 2008, Keswick Town Councillors gave their full support to working towards bringing back the Railway to Keswick, and agreed that the Council should become a public sector "Champion" for the reinstatement of the Keswick to Penrith Railway.

Reinstatement of the Keswick to Penrith Railway as a real public transport link will have many significant economic, regeneration, environmental and social inclusivity benefits for Keswick and the surrounding area. The Town Council has therefore long been a supporter of the CKP Railways plc scheme, and is pleased to be able to take on a more practical role in its development.

The Keswick Masterplan, published in 2007, highlighted several developments which would enhance the town and make quality of life for all significantly better. Reinstating the Railway, improving public transport and reducing dependence on cars are seen as significant factors - such that the Railway is listed as the most valuable supporting project in the Masterplan.

Several external studies over the years, including most recently one sponsored by the Northwest Regional Development Agency (NWDA), have confirmed the feasibility of the CKP Railways Project and the benefits which can be realised. As well as acknowledging a good benefit-cost ratio, the NWDA study noted that there are other potential benefits in regeneration and social inclusion which are not usually given hard cash values, but which will help underpin the future viability and attractiveness of Keswick and the surrounding area for everyone.

Keswick Town Council will become a political partner, paving the way for the project in the administrative spheres, while CKP Railways plc concentrates on the technical aspects of developing, obtaining legal powers for, and building the Railway. Keswick Town Council will work with neighbouring authorities, Government bodies and agencies at all levels to ensure that the Railway is given the smoothest possible path to its eventual opening.

This role does not oblige Keswick Town Council to provide funding for the Railway Project, although it did voluntarily invest in Bonds in the early stages of development. CKP Railways plc is working with commercial partners to arrange an appropriate funding package for the Project.

In its recent announcements on sustainable transport, the Government has recognized that the private sector has a significant role to play in the development of Railways. This project is very much a pioneer in the field for non-Governmental organizations to provide locally or regionally significant new or re-opened rail links.

CKP Railways plc has worked for many years to develop the technical and commercial case for reinstating and operating the Railway as a modern service, and has compiled much of the technical and environmental data needed to apply for the legal powers to build the line. As a local Company, it has adopted a collaborative and inclusive approach to providing infrastructure and services for the benefit of the whole community over a much wider area.

To bring the scheme to life as quickly as possible, recognition by various authorities, regeneration bodies, etc. and inclusion in local and regional plans is essential. Having a "Champion" in the public sector is one of the most likely ways to achieve these goals - organizations that understand each other and already work together will make quicker progress in reaching a common goal.

PRACTICAL MATTERS

Many of the recent developments on the Project have been in the political sphere, but CKP Railways plc has not lost sight of the “nuts and bolts” business of actually building the Railway.

Over the last few months there have been discussions with Grant Rail Ltd – the railway construction business within the Corus Group – about practical matters. The discussions focussed on Grant Rail’s recent experience of reinstatement projects across the British Isles, and puts into context the design work undertaken by Corus Rail Infrastructure Services for CKP Railways plc.

KEEPING AN EYE ON FLUSCO !

More ground clearance and levelling work has been undertaken within the site of the North Lakes Industrial Park at Flusco, even though no planning applications have been published recently for any new construction.

When the fuel depot was under development, a Planning Officer confirmed to CKP Railways that ground clearance work should have waited for planning permission to be granted. Indeed, earlier in the development of the site, there were specific applications to clear and level nominated areas.



The view above was taken in mid-April, along the alignment of the trackbed from the south west. Eden's Planning Officers believe that the oil depot in the centre of this picture does not obstruct the line because the buildings are not positioned on the line of the trackbed.

CKP Railways plc hopes that Eden District Council is not turning a blind eye to development, and that all the existing policies to protect the Railway alignment will be enforced.

Eden has much to gain from reinstatement of the Keswick to Penrith Railway.

Adding to the complication and costs of reconstruction, and excluding opportunities for transport integration through short sighted planning decisions will not do them any credit.

**The lists of planning applications of all the Local Authorities are updated weekly.
Links to these lists are available directly from our website.**

KESWICK TRAFFIC PROBLEMS “NEGLECTED”

The Keswick Reminder of 4th January 2008 reported this summary of the situation by Cumbria County Council's Area Highways Engineer. Cumbria's Highways Department apparently recognises that lasting improvements to cope with increased traffic flows in the future must be made.

CKP Railways plc contends that *reducing* the amount of road traffic to a level that the town can cope with would be a much better way forward ! This requires “joined up” thinking across the County Council and other local authorities – not dis-connected schemes by individual departments.

Re-opening the Keswick to Penrith Railway (and perhaps later from Keswick to Cockermouth and Workington) would greatly reduce the need for people to travel by car, increase overall usage of public transport, and get much better value for money out of the existing road system.

Road “improvements” are notoriously expensive. A few small schemes, which would probably have only localised and temporary effects, could consume the same money as the entire Railway reconstruction - which would bring permanent relief on a much larger scale !

There are signs that the District Councils and the Lake District National Park Authority are now more aware of what the Railway can do for them. A co-ordinated voice is all that they need to clear the political, bureaucratic and legal path for the Railway to be built.

A FRENCH PROTOTYPE ?

A French newspaper cutting, kindly supplied by one of the Wardens of the Skiddaw House Youth Hostel at Bassenthwaite, tells the story of a small French town (Mouans Sartoux) which eventually persuaded the French State Railway (SNCF) to re-open its Railway line, which had closed after World War 2. The campaign was led by the Mayor, and many were sceptical.

Eventually the campaign was successful and the Chief Executive Officer of SNCF performed his first ever re-opening. The line soon carried three times more passengers than anyone predicted, and the Mayor is now a local hero. The town also fought off a major road scheme (choosing its Railway instead) and also managed to keep IKEA out, thus preserving local trade and the town's character.

LAKE DISTRICT WORLD HERITAGE STATUS ?

An attempt will be made to gain World Heritage Site status for the Lake District National Park. A properly sustainable transport strategy will be a key feature of winning such recognition. Relying on cars for more than 95% of visitor access is unlikely to be a vote winner.

Website for more information: www.lakeswhs.co.uk

KEEPING CUMBRIA CONNECTED

Cumbria lost many of its direct train services to the southwest and south coast of England when the Department for Transport altered the specification of the Cross Country franchise recently.

There have been several protests about this – a railway network physically connects every station to every other - and train services can and should run where people want to travel.

By having a smaller range of direct destinations, the status of stations such as Penrith is reduced.

Railfuture Devon and Cornwall is continuing to campaign for some of these services to be restored – their loss will have a significantly negative effect on tourism by discouraging passengers because of the need to change trains in Birmingham New Street station.

Website address: www.Railfuture-sw.co.uk/sw-nw.htm

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Next Updates planned for August and December— plus e-mail or website alerts for hot news.

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WHAT TO BUY TO SUPPORT THE RAILWAY PROJECT

25% of the price of each item goes directly to the Keswick to Penrith Railway Project.

The BBC found that only 8% of the price of charity Christmas Cards goes to the named causes.

1. The report "Return to Keswick - the case for a New Railway" is available at £20 per copy direct from us (post free), or order through bookshops by quoting ISBN 9781-902543-02-4.
2. "Trains to Keswick" is a professionally produced video featuring people along the line.
SOLD OUT ! Not yet available on DVD – but we are working on this.....
3. Fine Art prints and greetings cards featuring a stunning winter view of the steam hauled "Lakes Express" near Bassenthwaite Lake station, painted by Eric Bottomley of the Guild of Railway Artists. Prints (24" x 16") are £18 each, cards (6" x 8") with envelopes - £1.40 each.

N.B. All the prices above are post free from us to addresses in the UK, but please add £2.50 per order for posting to addresses outside the UK (Posting packages to overseas destinations is not cheap !).

Cheques payable to Iceni Enterprises Ltd for any of the items above, please.

Order forms are distributed with printed Updates and can be downloaded from the website.

TRAVEL BY TRAIN – HELP RE-OPEN THE KESWICK RAILWAY !

Phone and book your rail tickets through "Chester-le-Track" for any journey on the National Network, including Railovers, and with discounts for Railcard holders.

Phone Chester-le-Track on 0191-387-1387, quote "CKP Offer" and they will pay

3% of the total sale as commission to CKP Railways plc.

The total sale must be at least £25, paid for by credit card.

BUY BONDS – INVEST IN THE RAILWAY PROJECT !

CKP Railways plc Bonds, in multiples of £100, pay interest at 4% per annum gross.

Over £330,000 raised and invested so far in design and development.

These funds are used only for the Railway reconstruction project.

No un-necessary overheads !

Bonds have been sold to organisations and individual holders.

Can be bought for children, grandchildren, friends or relatives.

Fully coloured and signed Certificates are issued - designed to appeal to collectors.

Please write or e-mail with your postal address for a free copy of the Prospectus.

Cedric A. Martindale. BSc.Hons, AUS, CEng., MIMechE, CMILT. - Director

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