



# return to **KESWICK**



## ...on a modern train from your station !

UPDATE NUMBER 43

SUMMER 2009

### **TRACKBED – GOOD NEWS IN THE NATIONAL PARK**

In May and June 2009 the Lake District National Park Authority consulted on the Core Strategy for its Local Development Framework (LDF).

In the final draft published at the end of the consultation there is the following clear statement: *“Disused railway lines will be protected from development that would compromise future reuse as viable transport routes”*.

The Keswick to Penrith route is one which is specifically named in that document.

The Keswick to Penrith route lies within the National Park, or along its boundary, from Keswick to a point some way east of Penruddock – about two thirds of the total route length. This is therefore a significant step which it would be nice to see copied by Eden District Council within whose territory the remainder of the line runs.

Many other policies relate to public transport being encouraged and developed.

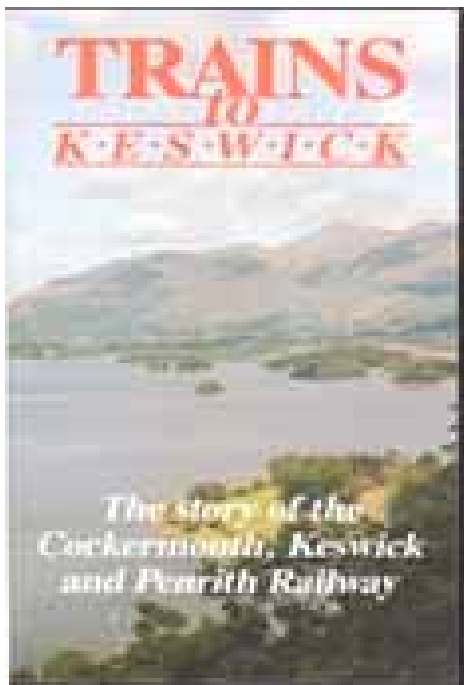
Land use planning and development are linked with transport and accessibility as well as minimising the use of energy and other resources in a good example of “joined up thinking”.

Keswick is seen as one of the National Park’s “transport hubs” – for which inter-regional connections by rail would be a logical component.

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### **TRAINS TO KESWICK – DVD ON SALE**

The DVD was successfully launched in early May 2009 and is selling steadily.



The film “Trains to Keswick” was professionally made just before and after closure in 1972 featuring the line, spectacular scenery, the last trains, Railway staff and local personalities.

Iceni Enterprises Ltd. reached agreements for the film to be digitally re-mastered and produced as a DVD, adding a brief written and spoken history of the line, plus information about the re-opening Project.

This DVD is distributed **ONLY** by Iceni Enterprises Ltd., from the address on the last page of this Update.

25% of the proceeds goes to CKP Railways plc to help support the Keswick to Penrith Re-opening Project.

The price is £14.00 per copy, including postage to UK addresses.

The DVD is licensed for private use only.

Commercial and trade enquiries  
(including conditions for showing to paying audiences)  
must also be directed to Iceni Enterprises Ltd.  
in writing – by post or e-mail.

[www.keswickrailway.com](http://www.keswickrailway.com)

## **SUSTAINABILITY IN THE RAILWAY'S DESIGN**

The following notes from Corus Rail Infrastructure Services (CRIS) illustrate the care that is going into the planning for the re-instatement of the Keswick to Penrith Railway, to meet modern standards for sustainability and environmental protection:

### **“Keswick to Penrith Railway Re-instatement – Sustainable Drainage Systems (SuDS):**

Many local authorities in England are now committed to promoting SuDS, and relevant drainage planning policies are now being included in development plans. It is currently accepted as an illustration of best practice.

Corus' Environment Team is currently reviewing the station developments with a view to incorporating SuDS drainage techniques into the drainage design into the each of the proposed stations. The implementation of SuDS is particularly pertinent at the stations as they will represent the areas where the largest surface area of impermeable material will be incorporated. An increase in impermeable area (e.g. car-parking spaces, roofing, platforms etc) could lead to increase in surface water run-off from site. Considering this, the implementation of a SuDS scheme at each of the stations could be required as part of any necessary Flood Risk Assessments (FRAs) or Drainage Impact Assessments (DIAs).

A SuDS system aims to mimic the natural water environment and runoff regimes that currently exist. In particular, these systems seek to restrict runoff rates to natural or predevelopment conditions, thereby minimizing the impact of runoff on receiving watercourses and minimising the risk of increased flooding.

The three main aims of SuDS are to:

- Minimise water runoff. Reducing the quantity of runoff from the site by utilizing a variety of source control techniques
- Improve water quality. SUDS improve water quality by mirroring nature in providing filtration and allowing for natural bio-degradation of hydrocarbons and the dilution of other contaminants as water passes through the system.
- Provide and facilitate biodiversity and amenity. Retention systems such as ponds and wetlands can provide additional green areas and water features within developed areas, providing use for urban recreation and new habitats and wildlife corridors.”

## **INKJETS NO LONGER BEING RECYCLED**

For several years CKP Railways plc has collected used inkjet cartridges and laser / copier toner cartridges for recycling. Initially this produced quite a useful income which made the effort well worthwhile. Over the last couple of years, however, the range of cartridges which the recycling companies will accept has shrunk dramatically and the amount they pay has reduced sharply.

There are now other charges and conditions which mean that there is often no financial benefit at all – and potentially even a nett cost – to collecting and disposing of these items.

CKP Railways plc has therefore reluctantly decided NOT to collect cartridges in future.

Many people have made quite an effort to collect cartridges from friends, neighbours, employers and visitors to their premises. All of this effort is gratefully acknowledged. Such additional income helped pay interest on the Bonds, for example.

If anyone is successful generating an income from recycling and wishes to share the proceeds with the Railway Project, then of course all such contributions would be very gratefully received.

CKP Railways plc heartily endorses the principle of re-using or recycling materials and has only reluctantly been forced to abandon these efforts.

## **BONDS – INTEREST PAID FOR 2009**

Interest cheques for Bondholders were sent out in the middle of August this year, a few weeks later than usual. The Directors of CKP Railways plc apologise for this delay and are grateful for the understanding and patience of Bondholders.

All the administration for the Bonds is done on an UNPAID basis by the Directors.

There are several hundred cheques to write and nearly a thousand payment information letters to print and compile each year. The task is complicated by a steady flow of changes of address and other changes brought on by sad events such as deaths and probate. This is not a task which could be “farmed out” as it involves the handling of personal and financial data which has to be protected. Also the Directors are keen to ensure that all money raised goes into the Railway Project. Only absolutely essential or unavoidable costs are paid – such as tax on the Bond interest.

Each year a number of Bondholders do not cash their interest cheques, often wanting the money to be retained in the Project. Unfortunately the tax is paid when the interest is declared and the cheques issued, not when they are cashed. That tax can only be saved if CKP Railways plc knows in advance that the Bondholder does not want to receive an interest payment.

## **TRACKBED – NO SURPRISES AT FLUSCO**

On 16th July 2009 Eden District Council’s Planning Committee approved an application to build an Industrial Unit on the former Keswick to Penrith Railway alignment at Flusco.

The Council received about 60 objections about the potential obstruction to the Railway reinstatement. Many used the same arguments as in CKP Railways plc (see Update 42).

The Northwest Regional Development Agency (NWDA) also wrote to the Council pointing out some of the environmental and economic benefits which the Railway would bring to the area and stating that it would be preferable if the Railway alignment was protected.

Brian Simpson, one of the North West MEPs, also wrote to the Council in support of the Railway Project, and asked that the trackbed be protected in accordance with the various policies at local, regional and national level, commenting that the Railway Project has “real significance regionally”.

Despite all of these representations, the Council gave permission with no conditions whatsoever relating to the Railway. Officers in their report noted that there is a policy to protect railway trackbeds, but also seemed to imply that there was no other possible location for the industrial unit. That was not the case as to date only about half of the industrial park site has been developed.

A diagram showing this was submitted by CKP Railways plc – see Update 42 and the Railway website [www.keswickrailway.com](http://www.keswickrailway.com).

That decision was a great disappointment, but was not entirely surprising.

## **AND FINALLY....**

The Keswick to Penrith re-instatement project keeps being mentioned in various arenas, including the Westminster Hall debates among MPs.

National Government is now looking at major projects to modernise and extend the national rail network. In a separate move, the Association of Train Operating Companies recently proposed a number of “quick fix” re-opening and new station schemes around the UK.

The Keswick to Penrith scheme falls between these two extremes in terms of both scale and speed of implementation, but the gap is closing !

## **SUBSCRIBE NOW FOR UPDATES IN 2009**

If you have not already done so, please subscribe to the full year's Updates (£10).

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Cheques payable to "Iceni Enterprises Ltd.", please, and send to the address below.

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

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

*Iceni Enterprises Ltd. does not sell or give mailing list details to anybody else !*

## **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 film featuring people along the line. The DVD version with additional information is now available at £14 per copy.
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 include postage 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 Rail Network, including Railrovers and 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 £350,000 raised and invested so far in design and development.

*These funds are used only for the Railway reconstruction project.*

*No unnecessary overheads !*

Bonds have been bought by 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, CMLT. - Director

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