



# return to **KESWICK**



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

*UPDATE NUMBER 49*

*SUMMER 2011*

### REGIONAL GROWTH FUND

CKP Railways plc submitted an application to the second round of the Regional Growth Fund (RGF), which closed on the 1st of July. Cumbria received nothing in the first round of the RGF and transport projects were poorly represented. Cumbria also missed out when a list of 22 new Enterprise Zones was announced by the Government in August.

The CKP application seeks funding to take the Keswick to Penrith Railway Project through the remaining development stages and to initiate construction.

The application points out that the Project's supporters have already provided about £400,000 which has been invested in feasibility studies, technical surveys, engineering design and environmental impact assessments. Some follow on work is still required before the Project can move into the final administrative stages, but the bulk of the required information is available.

The RGF aims to support developments which will boost private sector employment and provide social, environmental or regeneration benefits. In some ways this replaces the Regional Development Agencies - which have been abolished.

Several studies over the years, by Cumbria County Council, the Northwest Regional Development Agency and various independent specialists have all agreed that re-opening the Railway will allow Keswick, the North Lakes and Penrith to develop in many ways – for example increasing opportunities for visitors to arrive other than by car, increasing the capacity of the town to do business way beyond the limit that currently applies when car parks fill up.

Additional visitor spending of at least £1 million per annum plus dozens of jobs supported by extra trade and the actual operation of the Railway will all help the local economy.

Reducing dependence on cars (95% of visitors arrive by car but up to 30% of local households have no access to a car) will provide major environmental, social and community benefits.

The Railway would also provide a vital means of communication for businesses based in the North Lakes and provide a springboard towards West Cumbria. Re-instating a railway to the Coast may become a more realistic possibility once the Keswick to Penrith route is operational.

Businesses have deserted the Cumbrian Coast over the years quoting poor transport links.

The Regional Growth Fund is administered by the Department for Business, Innovation and Skills (BIS). A decision is expected "in the autumn".

The support of Keswick town Council, surrounding Parish Councils, local business associations and so on are all a vital part of the picture, demonstrating that this is something the community really wants and needs.

It is still worth lobbying Local Councillors (at Parish, District or County level), MPs and MEPs to be aware of and support this Project, which can do so much for the whole area and facilitate a whole new pattern of train services across the North.

## SIMPLE BUT EFFECTIVE

The CKP vision for the railway between Keswick and Penrith is for a modern line carrying modern diesel trains which would provide services to and from many destinations across the north.

By building the line to main line standards, it will be able to link in to the National Network and provide “seamless” services to serve local and regional needs. Existing Train Operating Companies (TOCs) would be able to extend their current services from the National Network into Keswick.

Several TOCs have shown interest as the project has developed.

Suggestions to build it as a heritage line or light rail system were ruled out at the very earliest stages, because those options would require a dedicated fleet of trains to be acquired and maintained, needing a dedicated depot – a large extra capital cost, plus significant additional operating costs.

Also, heritage or light rail vehicles would probably not be compatible with the existing line from the site of the junction south of the M6 into Penrith station. That would mean either that the Keswick line would be physically isolated from the National Network, or millions of pounds would need to be spent creating an additional bridge for an independent line into Penrith station. In either case the line would be unable to attract the maximum number of users and would incur huge costs.

It would also not be successful in alleviating road traffic congestion in the National Park.

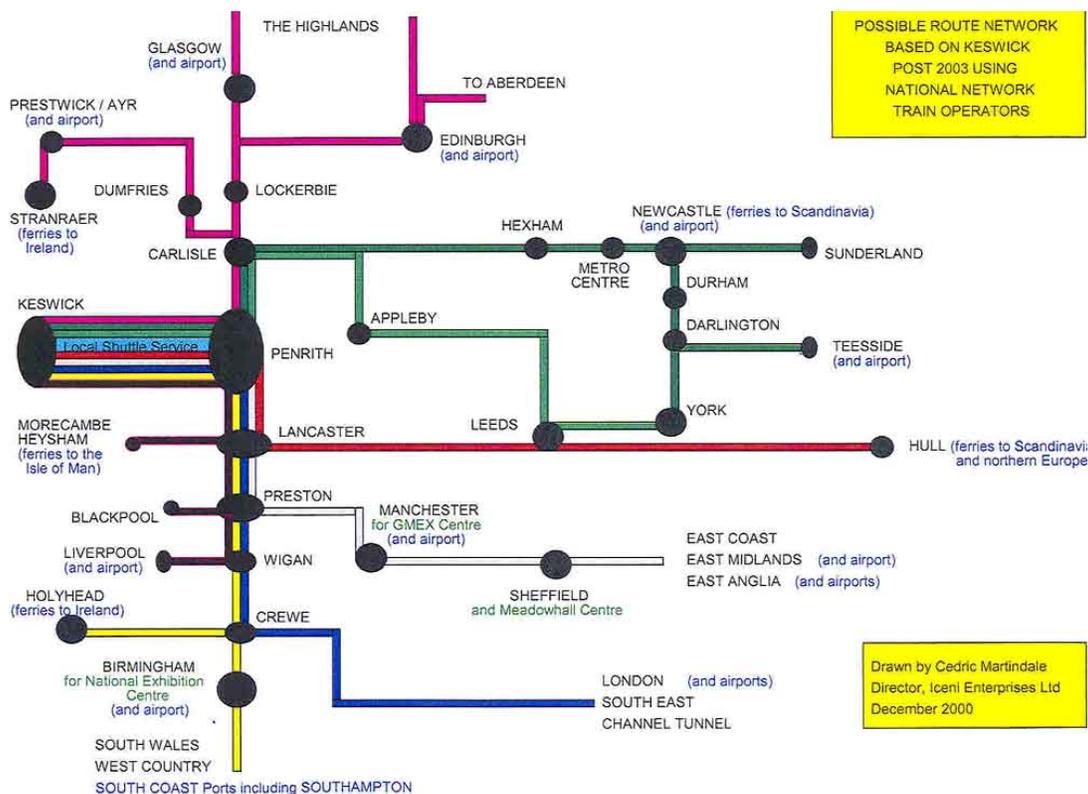
The line will be independently managed by CKP, allowing a variety of Train Operators to be accommodated on the route, to give the widest possible pattern of train services. This approach minimises construction and operating costs, while providing the greatest choice for passengers.

An independent line “bolted on” to the National Network would not be radical or unique – the Heathrow Express line connecting to the line out of London Paddington was built this way.

The East London Line and the Tyne and Wear Metro system also use such arrangements.

The reinstated “Waverley” route south from Edinburgh is also expected to be operated this way.

In fact, the original Cockermouth, Keswick and Penrith Railway (CK&PR) never ran its own trains – other Companies paid to run their trains on its tracks, just like the National Network today.



## **VISITOR APPEAL**

Keswick and the Lake District are often high up in lists of favourite destinations or appealing views. Many, including the “News and Star” newspaper in Cumbria were surprised when the Lake District appeared below Inverness in a list compiled by the Trip Advisor website. In April, however, Keswick had been named Britain’s ninth favourite town or small city by Rough Guide travel books. It rated above Cambridge and Stratford-upon-Avon – fourth and sixth in the Trip Advisor poll.

Keswick has diversified its appeal over the last few years, with the Theatre by the Lake, Film Festival, Jazz Festival, Victorian Fair, traditional sheep dog trials, the long standing Keswick Convention plus newer sporting events including hang-gliding championships - providing a range of experiences for just about every taste.

A heady mix of stunning scenery, tasty local food, a wide range of attractions and activities, friendly people and choice of places to stay can make the North Lakes special for just about anyone. With the Railway open again, visitors could arrive and explore without needing cars – tackling visitors’ number one complaint that cars spoil the peace and tranquility of the National Park.

## **CONNECTIVITY**

Keswick, Penrith and Carlisle have economies and facilities which in many ways truly complement each other. There are many reasons why people travel in all directions between the three locations – for work, shopping, education, healthcare, access to services, social visits and leisure.

At present cars are the only option for travel quickly and at any time between all of them.

Putting back the Railway (which only closed in 1972) will restore a “missing link” allowing everybody – regardless of age, ability, occupation, car ownership or licence holding to make full use of all three places. This will help even out employment and educational issues as well as providing a freer flow of people for essential travel and leisure.

## **SUSTAINABLE TRANSPORT – NEW BOOK**

Towards the end of the year, Icen Enterprises Ltd. will publish a new book by Cedric Martindale on the subject of sustainable transport. Originally inspired as a commentary on the Government’s White Papers in 2007 and 2008, the book grew into a much broader study of what passenger and freight transport – by all modes - should be doing, how it can be made relevant to people’s everyday needs, why it has so often failed in the UK, together with case studies and opinions on many aspects of planning and implementing transport projects in a much wider context of land planning, service provision, environmental considerations, value for money, even land loss and food supply issues.

The book is being published independently in order to remain objective. Commentary on the Government’s approach to transport as well as examples and case studies are combined to create a book which is intended to be thought provoking and encourage communities, transport providers, authorities and politicians to take a fresh look at transport – and get it right for the future before the decline of fossil fuels and possible climate change effects make choices harder or impossible.

The Keswick to Penrith Railway Project provides an example for parts of the discussion, so readers of the Project’s Updates have the first chance to acquire copies, before it is advertised more widely.

The book “Sustainable Transport – an independent view” will be in A4 format, softback and will have approximately 260 pages, with illustrations.

Price will be £27.50, including post to UK addresses. Please add £7.50 per copy for postage overseas. Cheques or Postal Orders please to “Icen Enterprises Ltd”, at the Carlisle address shown below.

Exact publication date is not yet fixed, but is expected to be no later than Christmas 2011.

## **STILL TIME TO SUBSCRIBE FOR 2011 UPDATES**

Subscription for a full year is still only £10 (*despite rises in VAT and postage costs !*)

If you have access to e-mail, we can send Updates electronically - saving all resources.

... but please, please, do tell us if you change your e-mail address !!!

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 September and January – plus e-mail or website alerts for hot news.

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

## **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 Railovers 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. Online sales do not qualify for this offer.

## **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 978-1-902543-02-4.
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.

## **BUY BONDS – INVEST IN THE RAILWAY PROJECT !**

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

**About £400,000 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, CMILT. - Director

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