



return to **KESWICK**



...on a modern train from your station !

UPDATE NUMBER 63

AUTUMN 2017

MORE UNDERSTANDING

In early September, a senior Cumbria County Councillor invited Cedric Martindale to a meeting to discuss the Keswick and Penrith Railway Project. The railway's history and justification for the project were considered, along with the work already undertaken by CKP Railways plc in feasibility, design, commercial and legal areas. By the end of the meeting, which other Councillors also dropped in to, there was greater understanding that the Railway Project is achievable – and crucially why the endorsement of the County Council is necessary.

Cedric stressed that there is no intention to ask Cumbria County Council to fund the Railway Project or manage it – which their current budgets and resources could not handle.

The Keswick and Penrith railway can be built and operated independently, extending train services from the rest of the UK mainland into the North Lakes, to provide seamless inter-regional travel.

However, to obtain the legal powers to build and operate a public service railway, it must be seen as a need in the area. That need is only clearly demonstrated when re-opening of the railway is listed in the Local Transport Plan, which Cumbria County Council produces, plus related policies.

For that to happen, discussion at Cabinet level in Cumbria County Council is needed.

As more and more Members and Officers understand the Keswick and Penrith Railway Project, hopefully such discussion will come sooner rather than later.

All supporters are invited to keep up the pressure on Cumbria County Council.

Cumbria Local Enterprise Partnership (LEP) is a major conduit for public and private funding to the County and District Councils and has taken over some of the strategic planning roles undertaken by the Northwest Regional Development Agency (NWDA) until 2010.

Transport for the North (a Government body) and Rail North (of which Cumbria County Council was a founder) are currently developing proposals to improve transport along routes from Lancashire, around the Cumbrian Coast and across to Newcastle (road and rail) and across the Pennines (A66 and A69 roads).

The Keswick to Penrith Railway would logically form a significant part of a rail route parallel to the A66 - the A69 is paralleled by the Carlisle to Newcastle "Tyne Valley" route. The A66 is very busy every day with cars and heavy goods vehicles. Current proposals include making the whole A66 route from the A1 at Scotch Corner (North Yorkshire) through to Penrith into a dual carriageway. By re-instating the Keswick to Penrith route and the former link between Penrith and Appleby, there would be a rail alternative which both passenger and freight traffic could use for many inter-regional journeys, reducing congestion, improving safety and making travel more pleasant for everybody. All of this is possible – and much simpler than many think – if the political will is there.

In the UK, some canals were destroyed in the 19th Century to make way for railways, then many railways were obliterated in the 20th Century to build roads.

Now there is understanding in the 21st Century that they are all needed as a developed country demands more and more mobility with flexible and environmentally sensitive delivery of goods.

website: www.keswickrailway.com email: ckp@martindale.force9.co.uk

LAKE DISTRICT WORLD HERITAGE STATUS

In July 2017, the Lake District was granted World Heritage Site status by UNESCO (United Nations Educational, Scientific and Cultural Organisation).

That coveted title took 32 years to win and will help to attract more visitors from around the world, eager to sample the scenic delights and cultural features which make the area so special.

The Lake District faces a delicate balance between the needs of people and the environment.

Indeed, the 2008 LDNPA report “Low carbon Lake District” included the remark that “the sheer volume of traffic can undermine the special qualities of National Parks...”

BENEFITS IN THE BORDERS

ITV reports that more than 2.6 million people travelled on the Borders Railway in its first two years of operation between Edinburgh and Tweedbank. The line re-opened in September 2015.

Re-opening took more than 20 years, even with early Local Authority support.

65% of visitors to the Borders stated the railway line was a factor in their decision to make the trip. Sir Walter Scott’s Abbotsford House in Melrose saw a 10.6% rise in visitors between 2015 and 2016. Tourism employment in the Scottish Borders has risen by 8%

The Scotsman newspaper reported on the 7th August 2017 that a quarter of visitors to the Scottish Borders would not have come if it was not for the railway.

Some stations saw up to six times the predicted number of passengers.

All of this echoes the arguments by CKP Railways plc for the Keswick and Penrith route.

MISSING MONEY ?

A report “Paying for our Progress” from the Institute for Public Policy Research stated that, on a per head of population basis, in the period 2011/12 to 2016/17 London received £725 per head spending on public transport infrastructure, while the North received only £286 per head.

The report portrays an even gloomier future, with London receiving £1943 per head against just £427 per head in the North.

Cumbria has a population of approximately 500,000, so to match spending in London, Cumbria should receive another £758,000,000 – enough to build the Keswick to Penrith railway TEN times ! Cumbria’s politicians need to speak with a single voice and a coordinated list of projects to enable serious and beneficial development in the County.

KEEPING IT SIMPLE ...

CKP Railways plc’s proposal is to build and operate just infrastructure (track, stations, signalling).

Everything would be built to “main line” standards and connect directly into the national network.

Train Operators would pay “track access charges” to run their trains to and from Keswick.

Train Operators would sell tickets to the public for journeys over the whole national network including journeys to and from Keswick.

Those trains and their staff would be based elsewhere, at existing depots.

This is a simple and easy solution that gives total flexibility for future development.

New trains, new Operators and new destinations could be added at any time, improving services.

This approach maximises potential to develop services at minimum cost and environmental impact.

TV INTERVIEW

Recently launched TV channel “That’s Cumbria” interviewed Cedric Martindale in September. Starting with an explanation of the aims of the Railway Project, through the work already done and outlining what happens next, they also canvassed opinions from local communities.

As well as featuring in several local news broadcasts, the feature is available on YouTube at:

<https://www.youtube.com/watch?v=oVxmBUI7HZE>

FACEBOOK FOLLOWING

Membership of the “Cockermouth, Keswick & Penrith Railway Enthusiasts” group is approaching 550 and continues to grow steadily. The group was established by a Keswick resident who encourages people to share memories of the railway as it was and discuss its future.

From time to time the group poses a selection of “Questions for the Engineer” which are answered by Cedric Martindale of CKP Railways. Topics have included opportunities to maintain a railway and path between Keswick and Threlkeld, signalling, freight potential, steam and heritage operations and other planning issues.

SUPPORT ONLINE

It is now possible to make donations to the Keswick and Penrith Railway Re-opening Project at any time via the website. On the “Donations” page there is now a link to accept payments using credit cards, debit cards or Paypal funds.

The link was added earlier this year as a test and received its first donation within 24 hours.

On that page there is a list of typical costs of maintaining the campaign and for building the railway, so anyone can see how much their money is helping.

Donations and other payments are still welcomed by cheque or postal order through the post, for anyone who prefers to use paper. A huge thankyou to everyone who has supported the railway project over the years with subscriptions, purchases and donations. Every little helps.

CASE STUDY UPDATED

A new book has been written by Cedric Martindale, Director and Engineer of CKP Railways plc, to bring the whole story of the Keswick and Penrith Railway Project up to date.

The book describes the background to the project, summarises the technical and commercial case and plots the way forward for the important next legal and political stages.

With nearly 200 pages and dozens of photographs, diagrams and tables of information, it is several times larger than the case study published in 1998, but much more detailed and comprehensive.

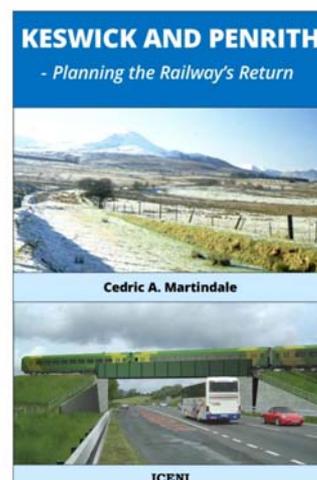
It should serve as a useful reference for anyone who needs to understand:

- What kind of railway is proposed
- How the simplest solution can bring the maximum benefits
- Why it closed (which surprises many people)
- Why it is needed – more reasons than might be expected
- How the technical scheme has been developed
- Costs, benefits and timescale
- Political background and needs for the next steps

It is ready for release in print and digital formats (pdf – approx. 20 MB).

Price £30 per copy including postage to UK addresses.

Every purchase of this book directly from Icen Enterprises Ltd. (the publisher) will generate a contribution to the CKP Railways plc Keswick and Penrith Railway Re-opening Project.



SUBSCRIBE TO UPDATES FOR 2018 – PRICE STILL HELD

Subscription for a full year has always been £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.

Next Update planned for January – plus e-mail or website alerts for hot news.

Iceni Enterprises Ltd. does not pass on 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 story of the project "Keswick and Penrith – Planning the Railway's Return" is available at £30 per copy direct from us (post free in the UK), or order through bookshops by quoting ISBN 978-1-902543-05-5.
2. "Trains to Keswick" is a professionally produced film featuring people along the line. Originally in VHS format, the DVD version with additional information is 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 (minimum order of 3 cards please).

Interested in Sustainable Transport generally ?

CKP Railways plc Director, Cedric Martindale, has produced a book to inform and encourage debate.

Too often planning of communities neglects transport, while transport planning may be done later by operators who are not part of the communities they are expected to serve. Communities may not know what is available while Local Authorities may not have a clear idea of what transport would be appropriate.

The book takes a broader view of transport in the light of people's needs, economic and environmental factors, planning systems - offering information and opinions gained from working and living in many different places. It aims to help anyone studying transport or trying to find solutions for transport and connectivity problems.

The book has 264 pages and many illustrations, with a soft cover. ISBN 978 1 902543 04 8.

Available direct from Iceni Enterprises Ltd. at £27.50 per copy.

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

N.B. All prices above include second class postage to addresses in the UK.

Please add £7.50 per order for posting to addresses outside the UK (posting packages to overseas destinations is not cheap !).

Cheques or Postal Orders payable to "Iceni Enterprises Ltd" for all items above, please.

A FEW DATES FROM HISTORY

1845	Cockermouth and Workington Railway opened
1861	Cockermouth Keswick and Penrith Railway Company constituted by Act of Parliament
1864	Railway open for freight traffic linking west Cumbria with north east England heavy industries
1865	Passenger trains started running
1901	Double track sections opened Threlkeld – Penruddock and Blencow – Redhills because of increasing traffic
1920s	Bridges strengthened for heavier main line trains to Keswick such as Convention specials and Newcastle dining trains
1963	Beeching Report published listing Workington to Penrith route all for closure
1966	Workington to Keswick closed to make way for the A66 road to support British Leyland bus factory in Workington
1970	A66 road mostly complete with railway still in place between Keswick and Penrith. Road re-routed in places to avoid railway
1972	Keswick to Penrith closed after reprieve in 1966 because of massive protests
1988	CKP Railways plc formed with the aim of re-opening the route for all day every day modern train services
1990s	Project qualifies for Millennium and Heritage Lottery Fund support but receives no money
2000	Bonds first issued to provide independent funding for design and development work
2001	Digital survey and alignment design work commissioned by CKP Railways plc
2007	Business Case report by Northwest Regional Development Agency
2008	Keswick Town Council becomes Public Sector Champion for the Keswick to Penrith Railway Project
2010	Lake District National Park Authority protects the route in its Local Development Framework policies
2013	Project described as "worthwhile" by Regional Growth Fund assessors but no money forthcoming