



# return to **KESWICK**



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

*UPDATE NUMBER 27.*

*SUMMER 2004*

### **THE FIRST GREEN LIGHT !**

In July 2004 the Department of Transport formally approved the first stage of the Environmental Impact Assessment (EIA) submitted for the new Keswick to Penrith line. The report was compiled by Corus Rail Consultancy and involved other specialists as well. The Department of Transport sought opinions on the report from a number of other public bodies before confirming its position. In accepting this work, the Department asked that CKP Railways plc continues to consult with English Nature to ensure that all relevant ecological issues are covered, and to pay particular attention to road traffic issues around the proposed stations.

The Scoping Report was submitted in April 2004 after consulting a number of statutory bodies - these included local authorities and conservation bodies. Comments had also been sought from a number of other organisations representing local interests, to ensure that the development of the project is understood by as many people as possible. About 60 organisations were approached.

The relatively fast response from the Government, without placing any specific demands or restrictions on CKP, is seen as a major success. Everybody involved sees this as recognition of the professionalism of the team and the thoroughness of the work already done.

A number of detailed studies will be needed to fill the gaps in available information about the environment along the route. These will now be pursued as quickly as possible. A programme has already been drawn up to carry out road traffic monitoring this summer, to identify the peak loadings on the road system around the line. Relieving road congestion and parking problems is of course one of the major aims of the reinstated Railway. These studies will show how big that problem is in real numbers, not just experiences and perceptions.

### **BOND APPLICATIONS KEEP ROLLING IN**

More than 800 Bonds have been issued, raising over £300,000. This spring about £1,000 per week was received on average. The single largest application was for £10,000.

Several people have made multiple applications as the project has developed - very welcome support - some now proud to describe themselves as members of the "Thousand Club".

The Offer is still open - to get a copy of the Prospectus, contact the address at the bottom of page 4.

CKP Railways plc is still looking for other sources of funding. The National Lottery has been explored several times - the only large grants now are for "heritage" projects. As this is a project to build a modern Railway, the various Lottery distribution bodies have declined to support it.

Sales of books, videos, phonecards etc., plus the recycling of printer cartridges continues to generate about £1,000 per annum. This is all welcome, but will be quickly used up in the later stages of the application for the Transport and Works Order. One more big push is needed to bring this, the first of a new generation of Railways, off the drawing board and into reality.

## HOW THE PROJECT GOT THIS FAR

### 1. A commercial and practical proposition.

Studies were undertaken to calculate how many people would be likely to use the line. Statistics from many sources were used to calculate usage by residents for commuting, social and leisure journeys, visitors to the area, and possible changes in travel patterns as a result of providing the new service.

The original trackbed was identified on maps, photographed from the air and information on land use, ownership and condition was drawn together from the local authorities, public records of various types, the railway industry and local knowledge. This was all done by Cedric Martindale.

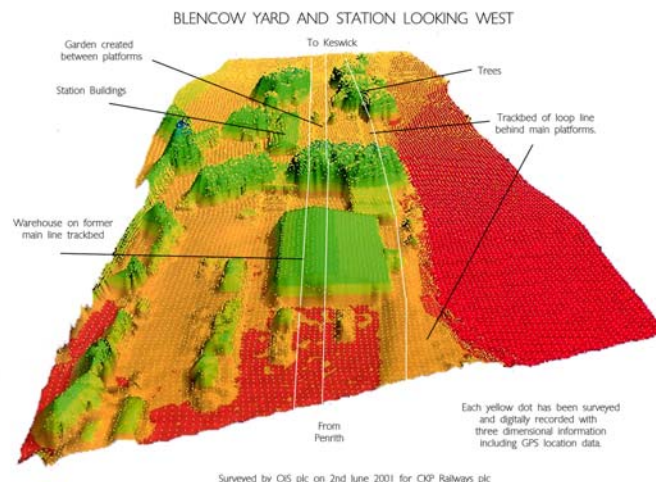
Calculations of construction and operating costs were made to demonstrate that a commercial operation was indeed possible. Some of this information was published in the form of a “Case Study”. All this information is used to justify planning processes and applications for funding.



### 2. Designed to modern standards using modern technology

Computerised Ordnance Survey mapping information was used as a base for the new design. A laser scan of the whole line was made on the 2nd of June 2001, at the height of the foot and mouth crisis. The whole route and surrounding land was measured in great detail, to an accuracy of a few millimetres, using helicopter mounted equipment supplied by SIS Ltd of Stockton on Tees.

Nobody set foot on restricted land, and the operation was completed within DEFRA guidelines. The results were viewed using computer 3-D modelling techniques and interpreted to aid decisions on the best way to reinstate the Railway. Computer aided design techniques used this data to create alignment plans and cross sections for the whole route - completed in a very short timescale.



### 3. The Railway as part of everyday life.

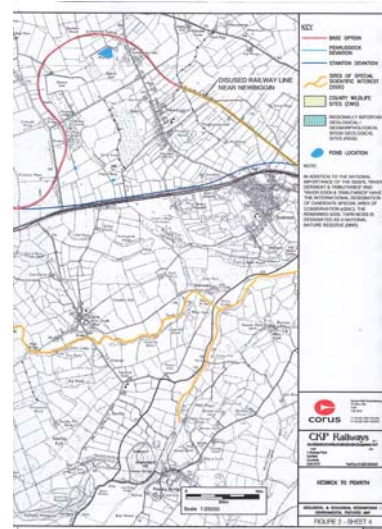
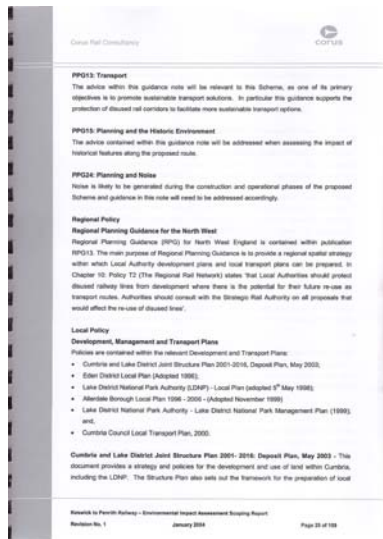
The Railway proposal has been developed to work as a service to the communities along the line. Meetings have been held, presentations given, and informal dialogue continued with anybody who has a genuine interest in the future of the Railway. CKP Railways plc, Corus Rail Consultancy, and other specialists have also contributed to consultations locally, regionally and nationally about transport policy, rural regeneration and related topics. This Railway is not an end in itself.

It is always pleasing to hear people in Keswick talk about getting 'our Railway' back !

All impacts on the environment during construction and operation have to be evaluated as part of the application to the Government for a Transport and Works Order.

Existing information has been collated, and detailed studies will fill the gaps.

The programme for this work, and the legal application will continue throughout 2005.



### AN OPPORTUNITY TO BE INVOLVED

Detailed studies of ecological, environmental, archaeological and socio-economic effects have to be compiled. Species to be studied in detail include bats, red squirrels, badgers, newts, otters and crayfish. If you have relevant records, know where such records exist, or have the qualifications to undertake such studies, especially if you live near the line, please contact:

John Halsall, Environmental Consultant, Corus Railway Infrastructure Services, PO Box 298, York, YO1 6YH. Alternatively, please e-mail: [John.Halsall@corusgroup.com](mailto:John.Halsall@corusgroup.com)

### RAILWAY OF THE FUTURE

Keswick to Penrith could become a model for a new generation of 'Community Railways' - a modern Railway and train service designed, built and operated to meet future local and regional needs. Ways of funding the construction have been discussed, and work continues to bring it all to life.

*We look forward to your continued support !*

### WILL THE TRACKBED BE DAMAGED AT FLUSCO ?

The planning application on internal roads at the North Lakes Industrial Park, Flusco which would damage the Railway trackbed if built in the form proposed, is now expected due to be discussed by Eden District Council's planning committee in August. The application was submitted early in 2003.

CKP Railways plc has had detailed correspondence with the Council about protecting the trackbed - for which there are Government Planning Guidelines, notably PPG 13. See Updates 24, 25 and 26.

## THINKING OF APPLYING FOR BONDS ?

CKP Railways plc Bonds, in multiples of £100, pay interest at 4% per annum gross.  
Please contact the address below for a copy of the Prospectus.

## KEEPING IN TOUCH

1. If you have not already done so, please subscribe to Updates (£10 per calendar year).  
25% of every subscription goes to CKP Railways plc to help fund development work.
2. If you have access to email, we can send Updates electronically - saving time, money and paper.  
Please tell us if you change your e-mail address - we can not contact you otherwise !
3. Visit the website - [www.ckp-railways.co.uk](http://www.ckp-railways.co.uk) This site has information about the project and its history, plus photographs of the line and surrounding countryside in all seasons. The text of several earlier Updates is kept on this site. Latest news is also posted from time to time.  
There is a linked site about the old Cockermouth, Keswick and Penrith Railway (the CK&PR).

## OTHER WAYS TO SUPPORT THE PROJECT

1. Buy a re-chargeable phonecard for discounted calls from any land-line in the UK and 48 other countries. Minimum call charge is only 3 pence, and no coins are needed in BT phoneboxes! Cards cost £10 each, post free, supplied with £10 credit. Top up on a free call. 15% commission on every sale and recharge goes into the reconstruction project.
2. Book your rail tickets through "Chester-le-Track" for any journey on the whole National Network, including discounted fares for Railcard holders, etc. 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 and must be paid for by credit card. Chester-le-Track also sells tickets "on-line" but these do NOT qualify for the CKP offer.
3. We collect and sell used printer and fax ink-jet and laser cartridges for recycling. Please contact the address below if you are interested in collecting in your area. There are no costs and no money to handle - postage is free and packaging is supplied.
4. A professionally produced video "Trains to Keswick" records the history and people along the line. It was filmed in the last few months before closure in 1972. Buy from us at £12.99 per copy (post free) and 25% of the price goes to the reconstruction project.
5. 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 1-902543-02-5. £5 from every copy sold goes into the reconstruction project.
6. For a little nostalgia, 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, are available from us, post free. Prints (24" x 16") are £18 each, cards (6" x 8") are £1.40 each with envelopes. 25% of the price of every order placed with us goes into the reconstruction project.
7. NEW THIS YEAR - "CKP, only sleeping" is a CD containing hundreds of photographs of the trackbed and surrounding scenery, taken recently by Nigel Wright - who also manages the CKP website. See for yourself how well preserved the route is, 32 years after closure. The CD costs £10, and each one sold makes a contribution to the re-construction project.

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

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