



# return to **KESWICK**



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

*UPDATE NUMBER 33.*

*SPRING 2006*

### **NORTH WEST REGIONAL DEVELOPMENT AGENCY** **SUPPORTS KESWICK TO PENRITH RAILWAY**

This was the very welcome message received by CKP Railways plc at the end of March 2006. Correspondence, meetings and discussions spanning more than two years finally bore fruit !

A message from the Chairman of the NWDA to Cedric Martindale, the Managing Director of CKP Railways plc (CKP) advised that the Agency now supports the Keswick to Penrith Railway project in principle. CKP understands that this move recognises the many benefits the Railway will bring - not just to the Keswick area but much further across Cumbria and the North West region.

On an even more positive note, the Agency is chairing a small group of Cumbrian people to explore the commercial case. The members of the group are established figures who have specific skills and knowledge which complement the technical and project management skills already available to CKP from its own resources and through Corus Rail Infrastructure Services (CRIS) who have undertaken the Engineering Design Work and already put together much of the Environmental Impact Assessment needed for a Transport and Works Order (TWO) application.

Meetings in late April 2006 set out the framework for the study and development of the commercial case, drawing on work already done by CKP and CRIS, the North West Rail Campaign and many other local organisations to identify all possible benefits from the Railway project. The NWDA has appointed a Project Manager and secured funding for this work.

The hard financial figures will be an important test of what sources of funding would be appropriate or accessible for the actual construction work, but the wider economic, social and environmental benefits will also be important in developing political support and perhaps unlocking additional sources of regeneration or other targetted funding.

The Directors of CKP Railways plc have already invested something approaching 20,000 hours of their own time - unpaid - over more than 10 years, starting from scratch, to show that the Railway can be rebuilt as a proper transport link, provide a service which the area needs, undertaking the research and drawing on information from a wide range of sources to show what usage can be expected, making the case, and bringing it to life. The Company has also raised about one third of a million pounds by selling Bonds to willing supporters locally, nationally and around the world.

This persistence and dedication to a cause which currently provides no personal gain was one of the factors which persuaded the Agency to give its support.

The NWDA also supports CKP's objections to developments on the trackbed at Flusco.

This seems to have prompted Eden District Council to formally consult CKP about a proposal by BRB (Residuary) Ltd to infill an old, weak, bridge at Hoghhouse Hill.

CKP has commented on this proposal, asking that its specialists from CRIS be involved in the process. If done sensitively, this will not hinder the reopening of the line. CRIS have experience of reinstating such bridges from their recent work on the Sunderland Metro extension.

## **MORE THREATS TO THE CKP TRACKBED AT FLUSCO**

Eden District Council has received a planning application (number 06/0001) for a fuel storage depot on the North Lakes Industrial Park at Flusco. The site proposed clearly straddles the trackbed of the Keswick to Penrith Railway. The application form and site plans can be viewed on Eden District Council's website using the following link:

<http://eforms.eden.gov.uk/fastweb/detail.asp?AltRef=06/0001>

CKP Railways plc objects to planning application 06/0001 on three main grounds:

1. Development would obliterate a significant length of trackbed of the Keswick to Penrith Railway,
2. We question the safety of a fuel storage depot at the location proposed.
3. This would be throwing away an "Integrated Transport" opportunity, but neither the developers nor the Council have chosen to engage in discussions about these possibilities.

Re-arrangement of the plots would accommodate all businesses and the rebuilt Railway, and allow freight and passenger traffic to and from the Industrial Park to go by rail.

The text of CKP Railways plc's objection has been placed on the website ([www.ckp-railways.co.uk](http://www.ckp-railways.co.uk)).

You can either send your objection by post as soon as possible to:

Planning Services Department,  
Eden District Council,  
Mansion House,  
Penrith, CA11 7YG

Quote Planning Application 06/0001.

Please, also send a copy to: CKP Railways plc, 1 Solway Park, Carlisle, CA2 6TH.

Or you can send your objection by email to: [planning.services@eden.gov.uk](mailto:planning.services@eden.gov.uk)

Quote Planning Application 06/0001.

Please send a copy of e-mail objections to CKP Railways plc at: [ckp@martindale.force9.co.uk](mailto:ckp@martindale.force9.co.uk)

We need to keep a check on the number of objectors.

Please do not send petitions - they are counted as single objections no matter how many people sign !

CKP Railways plc is pleased to hear that objections have been made to Eden District Council by:

- Tony Cunningham, MP for Workington
- Friends of the Lake District
- North West Regional Development Agency.

As well as many other supporters of the Railway

The application has NOT BEEN DECIDED, but the following work has already taken place on site:

- Trees and hedges were removed from the sides of the Railway trackbed before New Year.
- Oil storage tanks were delivered to the site in January or February 2006.
- A boundary fence was erected around the site before the end of March 2006.

Eden District Council's enforcement department confirmed that these developments are UNAUTHORISED but decided that they would not take any action unless the planning application was refused. They also felt that no harm had been done - even though the trackbed was damaged !!

CKP Railways plc is extremely concerned that this accumulation of unapproved development may lead to retrospective planning permission being approved by default.

In late April another planning application came to light - number 06/0289 - to extend block making and storage at the adjacent concrete works. The land selected includes part of the trackbed. Some work appears to have taken place before the application has been considered by the Council. CKP Railways plc has commented to Eden District Council despite not being formally consulted. CKP only objects to detailed aspects of this proposal which damage or obstruct the trackbed.

## **UNAUTHORISED DEVELOPMENTS ON THE TRACKBED AT FLUSCO**



## **WHAT ARE THE BENEFITS OF THE RAILWAY ?**

An initial list given to the NWDA by CKP included the following:

- **Minimum employment boost for Keswick / Penrith area = 56 full time jobs.**
- **£1 million per annum additional visitor spend in and around Keswick.**
- **Showcase for many local skills and industries**
- **Equalise access to seasonal employment markets in Keswick, Penrith and Carlisle**
- **Participate in professional training schemes in association with local education providers.**
- **Serve 3,000 people with regular transport needs in one small area who are overlooked !**
- **Save 500,000 gallons of fuel per annum - irreplaceable resources worth about £2M per annum !**
- **150,000 less return car journeys per annum on the A66 and other Lake District roads.**
- **Relief of up to 500 car journeys (and demand for parking spaces) from Keswick on a peak day.**
- **Enable full occupancy of visitor accommodation without increasing road traffic pressures.**
- **Railways are noted as wildlife corridors because train operation excludes human interference.**
- **Earthworks and structures are part of the landscape - the Railway will secure their future.**
- **The National Park wants to quadruple visitors arriving by public transport - CKP would provide about 15% of the National Park's target extra capacity.**
- **Every visitor arriving by train would need to use public transport (including taxis) during their stay, thus increasing the market for all local services.**
- **We have proposed a minibus circular route to serve the station, accommodation areas, town centre, bus station and lakeshore with a low fixed fare.**
- **A PILOT PROJECT FOR THE FUTURE - Relying on roads in future is not a realistic option.**

All the figures are based on published statistics from relevant authorities and local knowledge. Many have been provided or confirmed by other professionals and organisations.

## **YOU CAN STILL APPLY FOR BONDS !**

**CKP Railways plc Bonds, in multiples of £100, pay interest at 4% per annum gross.  
These funds are used only for the Railway reconstruction project.  
Over £330,000 raised and invested so far in design and development.**

**Sold to businesses 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 contact the address below for a copy of the Prospectus.**

## **BUYING TO SUPPORT THE PROJECT**

**25% of the price of each item goes directly to the Keswick to Penrith Railway Project.  
*The BBC recently 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 1-902543-02-5.**
- 2. "Northern Railways" is a DVD by Nigel Wright covering many parts of the north of England. Lots of recent material from a wide variety of locations. £13.00 per copy.**
- 3. "Trains to Keswick" is a professionally produced video featuring people along the line. It was filmed in the last few months before closure in 1972. Buy from us at £12.99 per copy.**
- 4. "CKP, only sleeping" on CD contains hundreds of photographs of the trackbed and surrounding scenery, taken recently by Nigel Wright - who also manages the CKP website. Scenic and detailed views of the route and landscape in all seasons. The double CD costs £10.**
- 5. 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 to addresses in the UK, but please add £2.50 per order for posting to addresses outside the UK (Postage to overseas destinations on packages is not cheap !).***

***Cheques payable to Icen Enterprises Ltd for any of these items, please.***

- 6. Phone and book your rail tickets through "Chester-le-Track" for any journey on the 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, paid for by credit card.**

## **YOU CAN STILL SUBSCRIBE FOR UPDATES IN 2006**

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

**Cheques payable to Icen Enterprises Ltd.**

**25% of every subscription goes to CKP Railways plc to help fund development work.**

**Next Updates planned for August and December - sooner if there is any hot news.**

**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 !!**

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

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**ICENI ENTERPRISES LTD., 1 SOLWAY PARK, CARLISLE, CUMBRIA, CA2 6TH, UNITED KINGDOM.**

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**[www.ckp-railways.co.uk](http://www.ckp-railways.co.uk)**