



# return to **KESWICK**



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

*UPDATE NUMBER 56*

*SUMMER - AUTUMN 2014*

### **POLITICAL PROGRESS**

In May 2014, Keswick Town Council hosted the first in a series of meetings of Local Authority and Business Group representatives. The aim of the meetings is to co-ordinate understanding and policies to ensure that the Keswick to Penrith Railway Project is fully supported through the legal stages which lie ahead. Regular, productive, meetings have followed.

While Keswick is an “obvious” venue, being the destination for this Railway, representatives from Eden District Council (based in Penrith), Allerdale Borough (based in Workington), the “Derwent Seven” group of Parish Councils and the National Park Authority have also taken an active part as there will be significant benefits for their areas too.

#### **WHO DOES WHAT POLITICALLY FOR THIS RAILWAY PROJECT :**

**NATIONAL GOVERNMENT** - Grants powers to build and operate any public service railway anywhere in the UK. Seeks confirmation of acceptability and support at local level – specifically from County, National Park and District authorities in this case. Distributes funding for transport to Local Authorities.

**CUMBRIA COUNTY COUNCIL** - The Local Transport Authority (LTA) for the whole of Cumbria. Produces the Local Transport Plan (LTP), a five-yearly vision of what the County needs, how it can be implemented and by whom (not just by the Authorities). Manages a budget for development and support of transport within the County.

Consulted by national Government on applications for developments which can only be granted at national level. Consults Districts, Boroughs, Towns and Parishes on planning issues.

Can make contracts with transport operators to provide specific levels of service.

Overview of natural resources planning (forestry, quarrying etc.) including transport access.

Can access funding to support transport development (construction and operation).

**LAKE DISTRICT NATIONAL PARK AUTHORITY (LDNPA)** – Has some joint strategies with Cumbria County Council. Controls land use planning for the Keswick to Penrith section of the line. Formally protected the trackbed for future sustainable transport use. Consults Districts, Boroughs, Towns and Parishes on planning issues. Manages environmental impact – its “Low Carbon Lake District” report identified re-opening of the railway from Penrith to Keswick or Cockermouth as a significant contribution to the future, including designation of Keswick as a “transport hub”. Overview of economic development.

Can access funding to support transport development (construction and operation).

**ALLERDALE BOROUGH COUNCIL** - Local Authority for the western end of the line (Keswick to Threlkeld). Land use planning on all of this section is controlled by the LDNPA. Consults Towns, Parishes and special interest groups on planning issues.

**EDEN DISTRICT COUNCIL** - Local Authority for the eastern end of the line (Troutbeck to Penrith). Controls land use planning for Penrith to Penrith section of the line. Consults Towns, Parishes and special interest groups on planning issues.

**KESWICK TOWN COUNCIL** – Reflects the views of the whole local community. Consulted by County, District and National Park Authorities on planning issues. Consults Parishes and special interest groups on planning issues. Controls some local service delivery. Produced the Keswick Master Plan which includes re-instatement of the railway as a supporting project. Produced the Keswick Business Plan. Has some access to small scale funds to augment transport services (operations).

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

**email: [ckp@martindale.force9.co.uk](mailto:ckp@martindale.force9.co.uk)**

**PARISH COUNCILS** - Reflect the views of the local communities. Highlight specific local needs and concerns. Consulted by County, District and National Park Authorities on planning issues. Have some access to small scale funds to augment transport services (operations).

Around Keswick, the Parishes operate very effectively together under the “Derwent Seven” banner.

**CUMBRIA LOCAL ENTERPRISE PARTNERSHIP (LEP)** - Replaces the Northwest Regional Development Agency in Cumbria. Primary channel for National Government and European funding for local distribution. Can co-ordinate sources of funding for developments which enhance the local economy. Considered by national Government as the main channel for advocating and guiding useful local economic development which combines various authorities and local business interests. Should actively engage with all levels of local Government, community and special interest groups to ensure spending reflects local needs and ambitions.

**CUMBRIA TOURISM** - Overview of tourism business interests. Provides advice and guidance for local businesses to meet tourist needs and comply with standards. Advocates best practice, local marketing strategies. Seen by national Government as the advocate for developments which would enhance tourism as a key component of the local economy.

**BUSINESS IMPROVEMENT DISTRICTS (BIDs)** - Driven by local businesses to advocate, support and generate funding for projects which enhance the local economy but would not otherwise be delivered by Local Authorities. May be consulted on service delivery issues by Local Authorities (no obligation). Should be consulted by project promoters and operators to ensure they provide the most relevant services for local communities (no obligation).

#### **LOCAL BUSINESS AND COMMUNITY ORGANISATIONS**

For example: Tourism Associations, Chambers of Trade, Business Associations, Civic Societies, Environmental Interest groups. Reflect the views of various sectors of the local community. Sources of opinion to advise, lobby and influence all levels of Government. May be consulted by Local Authorities on planning issues (no obligation). Should be consulted by project promoters and operators to ensure they provide the most relevant services for local communities (no obligation).

**NATIONAL GOVERNMENT DEPARTMENTS** - Scrutinise applications for powers to build and operate railways. Can provide advice and guidance to ensure compliance with legal and policy requirements. Do not lobby or offer support.

**MPs and MEPs** - Provide a means of communication and co-ordination between various levels of Government. Can assist, advise, advocate and influence to facilitate smooth progress of schemes which benefit their constituencies. Can identify sources of funding and facilitate dialogue with project promoters.

**Complicating all of this is the operation of various Authorities and Groups through a web of local committees and forums which engage with local communities and each other. Keeping everybody informed and “aligned” is a major task. The over-riding need, however, is for the Railway Project to be included in all the relevant Local Plans and Policies. Without such written policies, decisions can be made by different departments which conflict or might negatively affect the Railway.**

**A classic example is currently being untangled in Dorset – a railway preservation trust has been negotiating with one department of the County Council on a lease of a section of trackbed for a future restoration project, while the Highways Department has suddenly revealed that it wants to demolish one of the bridges carrying that stretch of the line.....**

**Elsewhere in Dorset, however, the County Council has organised land access arrangements which finally allow the Swanage Railway to be fully re-connected with the national network at Wareham. That arrangement will make it possible for trains to run through from the national network to the locally restored terminus at Swanage. Through trains will provide a great range of benefits for the coastal tourism business and allow residents to commute or make business trips to major towns along the south coast.**

**The CKP Keswick to Penrith Railway Project intends to “leap frog” the achievements of such railways by re-building and opening with a full public passenger inter-regional service from day one. Technically not very difficult, but it has to be done “all in one go” – a bigger planning challenge.**

## **SYMPATHETIC DEVELOPMENT AT THRELKELD**

The LDNPA has completed the extension of its offices and other facilities at Threlkeld, which occupy part of the former railway station site. As mentioned in Update No. 54 there were concerns that the original plans would have made future re-opening more complicated, expensive and disruptive. CKP Railways plc and several others made comments on the planning application.

The siting of buildings, layout of parking areas and provision of hard-surfaced lorry turning areas were adapted and have avoided any damage to the track alignment on the north side of the former platform. That means there is an un-obstructed route for a single line past the site. Re-instatement of a second track might be more complicated, but not impossible.

The understanding and support of the LDNPA at all levels from the Committee which scrutinises planning applications, through management departments and the staff “on the ground” is greatly appreciated – having arrived at an arrangement which works for everybody.



The new LDNPA facilities at Threlkeld.

The platform edge and un-disturbed trackbed are beyond the fence on the left of this view.

### **KEEPING IT SIMPLE ...**

CKP will build and operate the infrastructure only (track stations, bridges, signalling). Everything will be built to “main line” standards and connect directly to the national network. Train Operators will pay to run their trains over the line to and from Keswick. Train Operators sell tickets to the public for journeys over the whole national network. Those trains and their staff will be based elsewhere, at existing depots.

If it was done any other way, CKP would face substantial additional capital and running costs. There could also be much less revenue (because passengers would have a discouraging change at Penrith rather than travelling through) which could make the whole project un-economic.

The current CKP proposal is, in principle, how the national network (managed by Network Rail) operates now – AND the same way that the original Cockermouth, Keswick and Penrith Railway (CK&PR) operated from 1864 to 1923.

They got it right first time - we would be crazy to try and make it more complicated !

## **UPDATE SUBSCRIPTIONS FOR 2015 – 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 !!!*

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**Next Update planned for spring / summer – 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 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. 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).

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

*N.B. All 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.**

## **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 so far towards 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, giving your postal address, to receive a free copy of the Prospectus.*

### **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 including UK second class postage.

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

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