

A few residents of the nearby hamlet of Stainton oppose the re-opening of the viaduct because of historical anti-social behaviour. We are doing our utmost to allay their fears with some support from the City Council and crucially the Police. But ultimately a public path creation order over a small strip of land, part of the original railway embankment, may have to be sought to enable the north side of the viaduct to be accessed.

### Financing the project

To date we have had financial support from Cumbria County councillors (£5000), CycleCarlisle (£500) and have raised over £700 by crowd funding. In addition we have been promised a grant on completion from the Railway Heritage Trust (RHT) of £100,000, or 40% of the cost of the first phase whichever is the smaller. The RHT grant is time limited to Spring 2019 so it is critical we make progress now. To date we have committed over £5000 to complete the feasibility and planning stage and need ongoing money for the next stage, which includes further exploratory engineering work, a public meeting, and negotiations with landowners.

We have met a representative of the Heritage Lottery Fund (HLF) who was happy with the matched funding from RHT and suggested we apply to the HLF for the balance of money required for the first stage of the project, which is confined to re-opening the viaduct, initially as a footpath. On the advice of HLF such application must be deferred until we are within sight of achieving access to the north. In the meantime we are carrying out preparatory work for the bid to HLF.

This leaflet was published in June 2017. Please visit our website and Facebook page for more detail and to keep up to date with developments. **The Trust would very much welcome details of e-mail addresses from**

**supporters who have not provided them so far.**

David Ramshaw

(secretary, Carlisle Waverley Viaduct Trust).

### Engine Lonning Nature Reserve

One of the main benefits of this project will be to open up this reserve making it much more accessible to the public with new paths and a link to the north. We are working closely with the Friends of Engine Lonning who are exposing and interpreting Carlisle's railway history for the benefit of the public.

Please go to our website for more information.



*Part of the turntable recently uncovered.*

*One of the inspection pits which was situated inside the engine shed.*

For further information visit our website [www.carlislewaverleyviaducttrust.co.uk](http://www.carlislewaverleyviaducttrust.co.uk) or search for **Carlisle Waverley Viaduct Trust** on the web



or on Facebook

e-mail: [info@carlislewaverleyviaducttrust.co.uk](mailto:info@carlislewaverleyviaducttrust.co.uk)

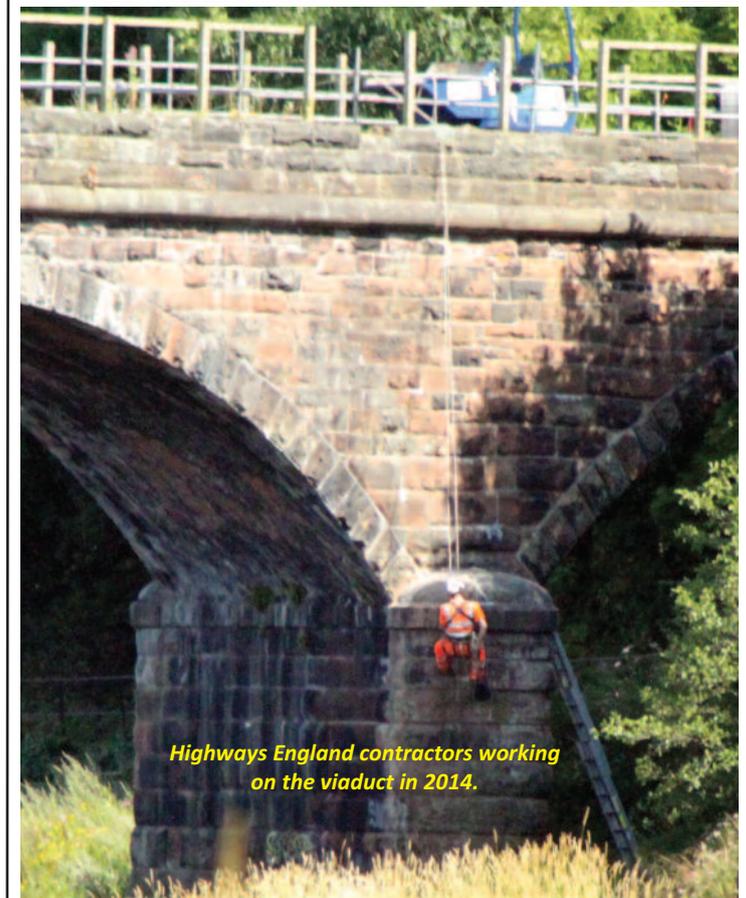
Carlisle Waverley Viaduct Trust is A Company limited by Guarantee with charitable status.

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Registered Office.

13 Beaver Road, Carlisle CA2 7PS





## Our Mission

The Waverley line between Edinburgh and Carlisle closed in 1969. After the closure, pedestrians used the viaduct for many years as an unofficial footpath. Occasional efforts were made to prevent them doing so by its owners, and eventually they erected steel fences at each end of the viaduct to restrict access on health and safety grounds.

The viaduct is a listed structure and a National Trail (Hadrian's Wall path) passes under its southernmost brick 'skewed' arch, built on a banked curve, a fine example of Victorian engineering.

Originally our project was just to re-open the viaduct as a footway between the north and south banks of the river. Since consulting with various bodies we now regard the viaduct as a vital link in the City's proposed foot and cycle network.

Our current aim is to link the suburb of Etterby on the north bank with a foot and cycleway across the viaduct and on to the Engine Lonning path leading to the Newtown area. There will also be a link for commuters, walkers and disabled to the Cumberland Infirmary.

As a result of the 2015 floods a possible new route for Hadrian's Cycleway, which passes through Engine Lonning, is for it to follow the old Waverley Line to Port Road Business Park. Such a scheme will integrate with the City's published plans – due to go out for public consultation - for a foot and cycle network. The routes that we wish to create are shown in red on the map on the right.



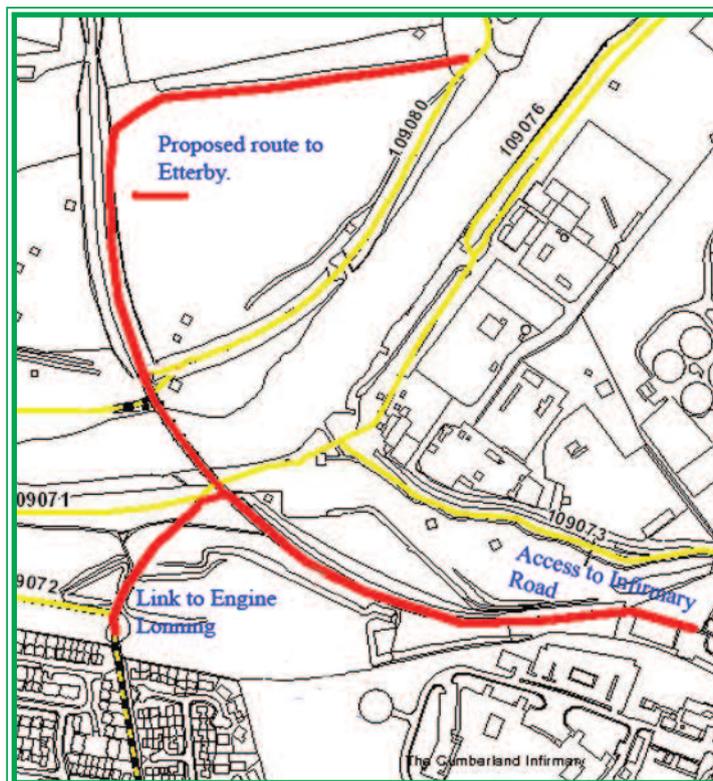
**Above left:** 60096 Papyrus on our viaduct in the 1960's.

**Above:** David Ramshaw's view of how the viaduct might look once our project is complete.

**Above right:** George McVittie painting of the viaduct in winter.

## The Situation in June 2017

Carlisle Waverley Viaduct Trust was incorporated as a company on 2 July 2015 and registered as a charity with the Charity Commission on 25 July 2016.



The viaduct is a Grade 2 listed structure and £303,000 was spent on it in 2014, bringing it back to its standard when closed to railway traffic.

Highways England, which owns the viaduct, undertook these repairs. They wish the viaduct to be brought back into use as a traffic free crossing of the river. They will retain ownership and continue to maintain the structure.

They have agreed that if CWVT carry out the necessary work to waterproof the deck and construct a safe route across the viaduct, with suitable surface and parapet, then they will grant us a lease at a peppercorn rent for 25 to 30 years.

The outcome of a public petition in 2010 which over 2000 people signed and newspaper polls have demonstrated that the public are overwhelmingly in favour of the re-opening of the viaduct for public access. Well over 90% of those polled voted in favour.

Since then the Trust has submitted plans for the project to the City Planning Department. These have attracted 114 comments from members of the public. All but three were supportive.

The field at the north of the river which must be crossed to reach Etterby is owned by Beck Burn (a windfarm company) which has laid cables passing under the river. We have held talks with that company and gained their support. All that remains is for them to provide formal confirmation that they approve our plans. So what is the delay?

Why has it taken so long to get this far? (Contd. over.....)