



TRANSPORT AND WORKS ACT 1992

**THE TRANSPORT AND WORKS (APPLICATIONS AND OBJECTIONS PROCEDURE)
(ENGLAND AND WALES) RULES 2006**

The Northampton And Lamport Light Railway (Amendment) Order 202[*]

A3: Explanatory Memorandum

Rule 10(2)(b)



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THE NORTHAMPTON AND LAMPORT LIGHT RAILWAY (AMENDMENT) ORDER 202[*]

EXPLANATORY MEMORANDUM

This memorandum explains the purpose and effect of each article of the draft Order, as required by Rule 10(2)(b) of the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 (S.I. 2006 No.1466).

The application for the Order has been made by Northampton Steam Railway Limited ("the Company"), the operator of the Northampton and Lamport Railway ("the Railway"). The Order would amend the Northampton and Lamport Light Railway Order 1995 ("the 1995 Order") to authorise an extension of the operation and maintenance of the Railway ("the Project").

The physical works associated with the Project have already been undertaken, permitted by separate planning permissions granted by the relevant local planning authorities ("the Planning Consents").

Given the limited nature of the Project and the amendments made to the 1995 Order, the model clauses provided in the Transport and Works (Model Clauses for Railways and Tramways) Order 2006 (S.I. 2006 No.1954) are not applicable.

The Order has two articles:

Article 1 (Citation and commencement) provides for the commencement and citation of the Order.

Article 2 (Amendment of the Northampton and Light Railway Order 1995) provides for the amendment of the 1995 Order so as to authorise the Project.

The principal amendment, provided by article 2(3), is to Schedule 1 of the 1995 Order which, by article 4 of the 1995 Order, describes the Railway which the Company is authorised to construct, maintain and operate. The amendment extends the length of railway over which the existing powers of the Company apply, to include a 750m extension of the Railway southwards between Bridge 11 and Boughton, authorising the operation of the extended Railway, and associated powers of maintenance, on a consistent basis over that additional length. No physical works are required to be authorised for the extension: the physical reinstatement of the Railway over that section has already been undertaken, permitted by the Planning Consents.

Given that the draft Amendment Order extends the area over which the powers contained in the 1995 Order are exercised, the operation and maintenance powers which the Company would be able to exercise are the same as those currently exercised over the area covered by the 1995 Order. In practice, the Company's operations comprise a heritage railway staffed by volunteers, currently running half-hour round trips, departing from Pitsford & Brampton station and using steam or diesel locomotive(s). The frequency of operations varies according to demand: usually there are around six scheduled departures (generally hourly) on a Sunday, which further trips on Bank Holidays, occasional Saturdays and for "gala events". The Company's maintenance works include works to maintain the Railway's track and signalling equipment, to maintain crossings and fencing to ensure safe operations, and routine maintenance of drains, culverts, and existing earthworks and bridges.

An associated amendment, provided by article 2(2), requires the construction of a level crossing on the extended section of the Railway so that Public Footpath CC4 can cross the Railway. The

amendment is made to article 7 of the 1995 Order for consistency, as that article already provides for new level crossings of the Railway suitable for a footpath. The Company has already constructed the required level crossing, under the Planning Consents.