



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[*]

A4: Statement of Aims

Rule 10(2)(c)



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STATEMENT OF AIMS

1 Introduction

- 1.1 This Statement of Aims (“the Statement”) provides a brief overview of the aims of the Northampton Steam Railway Limited’s (“the Company”) application for the Northampton and Lamport Light Railway (Amendment) Order (“the Order”), as required by Rule 10(2)(c) of the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 (S.I. 2006 No.1466).
- 1.2 The Company currently operates the Northampton and Lamport Railway (“the railway”), under the authority of the Northampton and Lamport Light Railway Order 1995 (“the 1995 Order”) (**Annex 4.1**). The railway is 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”.
- 1.3 The proposed Order contains provisions to amend the 1995 Order to authorise the operation of an extension to the railway (between Bridge 11 and Boughton) which has already been constructed by the Company. The extended operations over this new southern section would increase existing journey times, given the short additional distance.
- 1.4 A simplified diagram at **Annex 4.2** shows the features of the railway referred to in this note.

2 Background

- 2.1 Authority for the stretch of railway lying between Boughton in the south and Spratton Road to the north was originally granted by the London and North Western Railway (Northampton and Market Harborough &c Branches) Act 1853 (“the enabling Act”) (**Annex 4.3 (Act) and Annex 4.4 (Plans)**). This railway was shut in 1981.

- 2.2 The 1995 Order gave authority (art. 4(1)) for the Company to make, on land leased from the Northamptonshire County Council (**NCC**) (now West Northamptonshire Council), the railway described in art. 5 of and Schedule 1 to that Order, and to work it as a light railway. Schedule 1 of the 1995 Order defines the railway to be constructed under that Order as follows:

“... that length of the [British Railway] Board’s railway ... which extends from the northern abutment of Bridge No. 11 (south of Pitsford & Brampton Station) in a northerly direction for a distance of 4,800 metres, and terminates at a point immediately to the south of the site of the former Spratton level crossing over the railway by the unclassified public road from Spratton to Brixworth [i.e. Spratton Road]”

- 2.3 The “Board’s railway” is defined in the 1995 Order as—

“... so much of the former railway of the Board in the district of Daventry in the County of Northamptonshire authorised by the enabling Act as is co-extensive with the railway described in Schedule 1 to the Order.”

- 2.4 Under the 1995 Order, all rights, obligations etc in respect of the “Board’s railway” are transferred to the Company (art. 4(2)). Certain Railways Clauses Consolidation Act 1845 clauses are also incorporated and applied (art. 3). The effect of the 1995 Order, then, was to authorise the Company to “construct and maintain” the described part of the Board’s railway (i.e. from Bridge No. 11 north to Spratton Road) on the same alignment and in the manner described in the 1995 Order (e.g. as to the gauge), and to transfer the rights/obligations of the Board in respect of that railway to the Company.

- 2.5 The Company currently holds a 50-year lease dated 4 September 2017 from NCC of the railway land between Boughton and Merry Tom Crossing, which lies about halfway between Boughton and Spratton Road (**Annex 4.5 (lease) and Annex 4.6 (plan)**). This lease replaced a seven-year lease originally granted to the Company in or around 1987, which had been renewed on a number of occasions.

3 What has been constructed to date

- 3.1 To date, the Company has not built, and does not operate, a railway from Boughton to Spratton Road, or even the 4800m extent of the railway authorised under the 1995 Order (i.e. from north of Bridge No. 11 to Spratton Road).

- 3.2 The Company has built and operated since 1995 a section of railway of approximately 1500m from north of Bridge No. 11 (the southern end of the railway described in the 1995 Order) running north to Bridge No. 14, about 250m south of Merry Tom Crossing. Of this—

- 3.2.1 Works to the section from Bridge No. 11 to Bridge No. 13 were authorised by planning permission DA/86/0768, granted 14/04/1987 (**Annex 4.7**);
- 3.2.2 Works to the section from Bridge No. 13 north to Bridge No. 14¹ were authorised by planning permission DA/89/0130, granted 06/09/1990 (**Annex 4.8**).

(Note that the two planning permissions, taken together, cover the whole route from Boughton to Spratton Road.) The operation of the railway along this section is authorised by the 1995 Order and the 2017 lease.

- 3.3 The further 3300m stretch of railway authorised under the 1995 Order (i.e. running north from Bridge 14, through Merry Tom Crossing, to Spratton Road) has not yet been constructed.
- 3.4 The Company has also constructed the railway from Boughton to the south of Bridge No. 11 and, in July 2019, carried out significant re-decking and ballast works to Bridge No. 11 itself. This southern section forms part of the land currently leased to the Company (under the 2017 lease (**Annex 4.5 and 4.6**)) and is within the area covered by planning permission DA/89/0130 (**Annex 4.8**). The works were agreed in advance with the Company's landlord, NCC. The Company also constructed railway sidings and a signal box alongside part of this section of the track near Boughton Mill. Separate planning permission (DA/2007/0763) was obtained for these works (**Annex 4.9**).
- 3.5 A number of small-scale works remain to be undertaken to complete this reinstatement and to upgrade the railway more generally, as detailed below. These works are also authorised by the Planning Consents and the Order (so far as the Order's jurisdiction currently extends) as constituting the reinstatement and maintenance of the existing railway.
 - 3.5.1 The trackwork requires no more than 20 yards of track to be completed on the south end of the line. This track has been installed and the ballasting is complete. Only minor fettling works are required to some areas to tidy up the alignment and level of the track. These works have been agreed in advance with the Company's landlord, Northamptonshire County Council.
 - 3.5.2 Minor signalling works are required to connect trackside signalling cables to electrical equipment and to complete the mechanical interlocking within the completed signal box. The completed signalling system will be tested and signed off by Her Majesty's Railway Inspectorate.
 - 3.5.3 Minor works to repair or reinstate sections of fencing.

¹ This permission actually covers the railway alignment as far north as Spratton, but in practice only works between Bridge No. 13 and Bridge No. 14 have been carried out.

4 Order now applied for

- 4.1 The Order would grant the Company authority to extend its railway operations south along the newly-constructed southern section described in paragraph 3.4, i.e. from just north of Bridge 11 southwards as far as Boughton. The extended operation over this new southern section would increase existing journey times on the railway, given the short additional distance of approximately 750m, and would generally add to the enjoyment and attractiveness of the railway as a tourist destination.
- 4.2 The Order would do so by amending the description of the railway in the 1995 Order, to apply the powers already in the 1995 Order to that southern section.
- 4.3 The Order would make a second amendment to the 1995 Order to provide for a level crossing (also already constructed) of the railway by Public Footpath CC4 (as recorded on NCC's Definitive Map and Statement, Extract of Working Copy at Annex **4.10**). As Public Footpath CC4 is not a vehicular route, article 7 (of the 1995 Order) is the appropriate place to make provision for that new crossing, rather than article 8. Consistent with the approach taken in respect of private accommodation crossings elsewhere on the railway under the 1995 Order, no express provision is made for the (constructed) private accommodation crossing for the Boughton Mill Equestrian Centre.