

HUNSTANTON

HEACHAM



SNETTISHAM



DERINGHAM



WOOTTON

KING'S LYNN

TO  
PETERBOROUGH  
MIDLANDS

TO ELY  
CAMBRIDGE  
& LONDON

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WAYS TO SUPPORT US

Email: [hunstantonrail@outlook.com](mailto:hunstantonrail@outlook.com)  
Website: [www.hunstantonrail.org.uk](http://www.hunstantonrail.org.uk)

 [KLHunstantonRailwayProject/](https://www.facebook.com/KLHunstantonRailwayProject/)

## Support us

Donations should be made payable to KLHRP  
See the web page for other ways to support us.

## Sign our petition

Online  
[www.hunstantonrail.org.uk](http://www.hunstantonrail.org.uk)

By post  
Cut off and send to address below

Fill in name and address to register your support and send to  
KLHRC c/o Hunstanton Heritage Centre, Northgate, PE36 6BB

NAME: .....

ADDRESS: .....

.....POSTCODE: .....

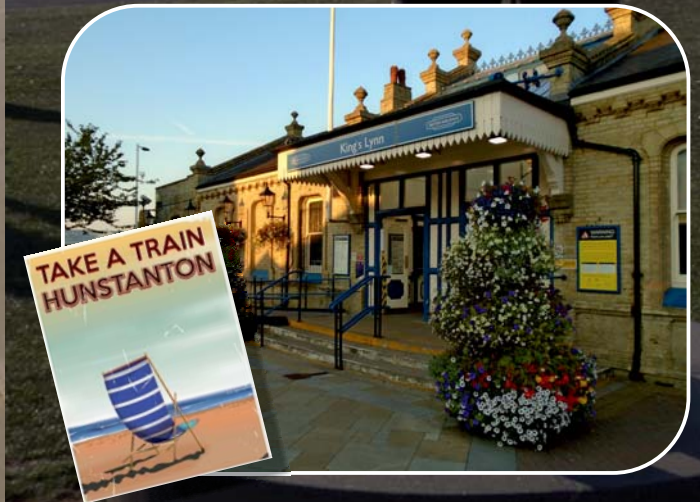
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KING'S LYNN  
**HUNSTANTON**

RAILWAY CAMPAIGN



Henry Le Strange looks out at Hunstanton



## Back to the Future

The King's Lynn – Hunstanton Railway Campaign is seeking to bring back the railway that for more than a century provided a well-used and economically successful public transport connection to Hunstanton and the Norfolk coast. The campaign group includes local residents and ex-rail industry experts who believe a revitalised rail system can offer real economic, environmental and social benefits to West Norfolk.

## How our railway came and went

When Henry Le Strange began to plan the development of Hunstanton as a seaside resort in the 1840s, he decided it was essential to have a rail connection. Working hard to raise the funds, his dream became reality in October 1862. The railway prospered with the growth of seaside tourism and by 1937 Hunstanton station had four platforms that had to be lengthened in order to assist passenger handling.

Following nationalisation of the rail industry in 1948, a combination of limited state investment and policies that promoted private car ownership soon meant that the government was losing money. In the 1960s Dr Richard Beeching was asked to advise on how to return the industry to profit. His solution was to close unprofitable branch lines – but he never recommended the closure of the Hunstanton line, which had remained viable due to its holidaymaker traffic. It was later decisions, notably when direct services from London were stopped, that meant the line was eventually closed and immediately dismantled in 1969.

**More history can be found on the web page:  
[www.hunstantonrail.org.uk](http://www.hunstantonrail.org.uk)**

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## Benefits of reopening the railway

- o Road congestion on the A149 grows worse every year. King's Lynn, Hunstanton and the villages between continue to grow – bringing more cars and the need for more road building. Reopening the railway would offer a regular, fast alternative to road travel – with particular benefits for the important tourism industry.
- o New road building costs a lot of money and takes a lot of land. Railways can move just as many passengers (or freight) within a much smaller corridor, with environmental, cost and planning benefits. Nearly 80% of the original King's Lynn to Hunstanton railway corridor is still in place.
- o A reopened railway would revitalise our local economy, strengthening links to economic centres like Cambridge and London. It could encourage more young people to stay in the area rather than moving away for work. It would support a range of new tourism opportunities – cycle tourism, day excursions, railway themed trips.
- o A regular train service could be the backbone of more sustainable, inclusive communities – reducing the need for car ownership and providing reliable equitable transport for people who do not or cannot drive a car (e.g. the young and the old). It would reduce local congestion and air pollution, support other sustainable transport approaches (e.g. cycling) and provide a statistically safer way to travel.

KING'S LYNN

**HUNSTANTON**

RAILWAY CAMPAIGN

## What's the campaign doing now?

The campaign group presently has several goals:

- To ensure that strategic plans for the area include a reopened railway. We are liaising with the local authorities and wish to speak to all local stakeholders and decision-makers so that we can explain the potential benefits of the scheme.
- To prepare a feasibility study for the scheme. Firstly, we are seeking to raise money to employ a suitably qualified railway consultant to prepare a preliminary feasibility study – adding to information we have already gathered. However, we also wish to promote the scheme as a potential Government Investment Project. (The campaign to reopen the March to Wisbech line received £3.5m for detailed feasibility studies in 2018.)
- To build local support. We hope anyone who can see the benefits of reopening the railway will lend their support to the campaign. Sir Henry Bellingham MP supports us – and over 3500 other people had signed the online petition by the end of 2018.

## What you can do

- Visit our website to read more about the campaign
- Sign our online petition
- Make a donation to support the feasibility study fund
- Encourage other people to support us

As we head further into the 21st century, the many challenges for our communities are becoming clear. A sustainable transport strategy must be central to our future planning!

**Contact us on Facebook, online,  
email or even by post!**