

GREAT CENTRAL RAILWAY (NOTTINGHAM) LIMITED

Nottinghamshire's own Heritage Railway & Road Transport Collection

Registered office: Sherwood House, 7 Gregory Boulevard, Nottingham, NG7 6LB

Secretary of State for Transport
Department for Transport,
33 Horseferry Road
London,
SW1P 4DR

VIA EMAIL

25th November 2025

Dear Secretary of State for Transport

The Great Central (East Leake Branch, etc.) Order 2000 (S.I. 2000/2585) ("the 2000 Order")

Article 10 (Operation of railways)

Request for limited relaxation of prescribed operating restrictions ("Request")

This request should be read in conjunction with the accompanying Consultation Report which provides more detail on the railway, the current proposal and the consultation undertaken in advance of submission of the request.

Background

The 2000 Order was made on 14 July 2000 and came into force on 4 August 2000. It provided for the transfer of two existing railways from Railtrack PLC to Great Central Railway (Nottingham) Limited ("the Company") and authorised a third (new) railway. Railways Nos. 1,2 and 3 were defined in the 2000 Order, a copy of which accompanies this request at Appendix 1.

The Company (whose registered address is Nottingham Transport Heritage Centre, Mere Way, Ruddington, Nottingham) is the current statutory undertaker for the purposes of the 2000 Order, with responsibility for operating the railways, as defined in the Order.

Article 10 (Operation of railways) confers powers on the statutory undertaker to operate and use the railways, subject to certain restrictions, including those set out in paragraph (5) of article 10. which is expressed in the following terms:

"(5) Except in the case of an emergency—

(a) no train shall stop at East Leake station to allow passengers to alight from or board the train,

(b) no train, other than a train being used solely for the carriage of goods, shall run on the railways before 09.00 hours or after 18.00 hours on any day,

without the prior written consent of the Secretary of State."

Great Central Railway (Nottingham) is a not for profit organisation, mainly managed and operated by volunteers to preserve transport heritage for future generations.

Registered No: 4277779

VAT No: 865279384

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Although it was unprecedented for the operating hours of a heritage railway to be so restricted, the period defined in paragraph 5(b) was imposed by the Secretary of State having in mind the disturbance to local residents that would be caused by train movements at a time of day when they would expect to enjoy a certain amount of peace and quiet in their properties. The Secretary of State was also aware that those operating restrictions might significantly lessen potential revenues for the railway. However, by making the restriction subject to his written consent to the contrary, the Secretary of State anticipated that he would be open to extending those operating hours in the future, should the railway operator have specific proposals.

Indeed, on 13 June 2002, the Secretary of State provided written consent to, amongst other things, the running of passenger trains on part of railway No 1, as defined in the Order, between the northern termination of railway No 1 and Rushcliffe Halt between the hours of 18.00 and 22.00 on Saturdays and Sundays between 1 April and 31 October, provided that no movements of locomotives or rolling stock run under the terms of that consent.

On 4 November 2002, further consent was given to the operation of a short train of vintage freight vehicles during the evening of 23 November 2002 to allow for the staging of a static photographic shoot at Rushcliffe Halt.

The Company now wishes to extend its existing operations (commencing as soon as possible) in order to provide a fine dining heritage railway experience from Ruddington, past Rushcliffe Halt to a scenic vantage point at Stanford Viaduct.

The Company believes that, by restricting the service to a maximum of two evenings a week the extent of any disruption to local residents will be limited, thus protecting their amenity throughout the rest of the week, whilst still achieving the majority of benefits to the railway and its suppliers, visitors and volunteers that will accrue from running such services. It is anticipated that one of the services will take place on a Saturday and that it will operate mostly during lighter evenings when the view from the viaduct can be most fully enjoyed.

If permission is given, the trains would depart from the Nottingham Transport Heritage Centre near the village of Ruddington and run to Stanford Viaduct before returning. The total journey time would be approximately 2 hours to 2.5 hours, depending on factors such as the length of the stop at the viaduct.

The only part of the line where the railway directly abuts residential properties is at Rope Walk in the village of East Leake, near the former East Leake station. The interval between the outgoing and returning train for residents of East Leake would be approximately 1 hour to 1.5 hours. The maximum permitted speed through East Leake station is 25mph. At this speed, the train (including carriages) would pass a fixed point in 5 seconds. The trains would not stop at East Leake station (although stopping at the station is not prohibited under the East Leake Order provided that passengers are not allowed on or off the trains). As outlined in the Consultation Report accompanying this letter, measures will be taken to provide that the train will either coast through East Leake Station or use the minimum power needed, and drivers will be reminded not to use the whistle, horn or other warning devices on this part of the route. It is evident from the above information, that any disruption experienced by the passing train to a nearby property would be fleeting and impermanent.

The Company has conducted trials to gauge the appetite for the proposed service, which have demonstrated both enthusiasm for a fine dining experience of this kind and that it needs to be an evening service. As well as being an entertaining and informative tourist or charter experience, an experience of this nature will raise funds, and awareness, to support the work of the Company generally and provide opportunities both for the local business providing the catering and volunteer participation.

As matters stand, the Company is precluded from extending its services in this manner.

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The nature of the Request

Article 10(5) of the 2000 Order anticipates that there may be changes over time to the stated operating restrictions and that such changes may be effected with the consent in writing of the Secretary of State¹. Indeed, such changes have already been made to allow evening running to Rushcliffe Halt, as described above. By email of 10 March 2025, a Senior Planning Officer at the Transport Infrastructure Planning Unit of the Department confirmed that it would not be necessary for an application to be made for a Transport and Works Act Order.

Paragraph (5) of article 10 makes no attempt to define the scope of the railway's operations or limit them to non-dining trains. Rather, paragraph (5) is imposing restrictions on the general power to operate the railway. The service being contemplated is entirely within the scope of the existing statutory undertaking. Were it not for the hours stipulated in sub-paragraph (b), no permission would be required to run the dining services that are proposed.

Heritage railways continue to grow in popularity. The All Party Parliamentary Group on Heritage Rail reported in its "Report on the Value of Heritage Railways" (July 2013) that heritage railways make a major contribution to the economies of the areas they serve and that they provide employment and valuable skills training as well as volunteering opportunities. In 2023, the Heritage Alliance reported to the All Party Parliamentary Group that the heritage sector provides £600million value to the UK economy annually².

Consent is therefore requested to the operation of a single train on two evenings each week over the railways as defined in the Order between the Nottingham Transport Heritage Centre and Stanford Viaduct, finishing no later than 22.00hrs.

Consultation and publicity

The Company has taken the steps described below to ensure that the proposed changes have been made known to all those who might be affected by, or interested in, them and has consulted locally as described below.

Consultation has been undertaken as described in the accompanying Consultation Report. This majority of those who provided feedback on that consultation fully supported the proposal. This includes the support of the Mayor of Rushcliffe and the Member of Parliament for Rushcliffe, James Naish.

Although no formal application for an order under the Transport and Works Act 1992 is required, relevant procedures set out in the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006 (the 2006 Rules) have been followed as if the request were an application under section 6 of the 1992 Act.

¹ Had the Secretary of State envisaged that a further Transport and Works Act Order would be required before such a change could be made, the instrument would not have included the words "*without the prior written consent of the Secretary of State*".

² <https://www.theheritagealliance.org.uk/wp-content/uploads/2023/04/Heritage-Railways-Briefing-April-2023.pdf>

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The request has been advertised in both the Loughborough Echo and the Nottingham Evening Post, which are local papers circulating in the area to which the request relates. A copy of the notice is attached to this letter at Appendix 2 and proof of publication will be provided separately. The wording of the notice contains similar wording to that in Form 1 of Schedule 2 to the Transport and Works (Applications and Objections Procedure) (England and Wales) Rules 2006. In particular, it provides that:

- Any objections to, or other representations about, the request should be sent to the Secretary of State for Transport c/o Transport Infrastructure Planning Unit, Department for Transport, First Floor, Great Minster House, 33 Horseferry Road, London SW1P 4DR, email transportinfrastructure@dft.gov.uk;
- An objection or representation MUST (i) be received by the Secretary of State on or before 19 January 2026[being 6 weeks from the date of publication], (ii) be made in writing (whether sent by post or email), (iii) state the grounds of the objection or other representation, (iv) indicate who is making the objection or other representation, and (v) give an address to which correspondence relating to the objection or other representation may be sent. (If you are sending your objection or other representation by email, please provide a postal address and state "Great Central Railway – East Leake" in the subject of the email.)
- Following the close of the notice period the Secretary of State will consider the representations that have been received and the request for the proposed changes in reaching her decision.

Conclusion

We would appreciate your formal acknowledgement of receipt of this letter.

Please contact Jane Wakeham at Winckworth Sherwood LLP (jwakeham@wslaw.co.uk) if you require any further information to assist the determination of the Request.

Yours faithfully.



Andy Fillingham, Director

On behalf of Great Central Railway (Nottingham) Limited

STATUTORY INSTRUMENTS

2000 No. 2585

TRANSPORT AND WORKS, ENGLAND

TRANSPORT

The Great Central Railway (East Leake Branch, etc.) Order 2000

Made

14th July 2000

Coming into force

4th August 2000

Whereas an application has been made to the Secretary of State for the Environment, Transport and the Regions (“the Secretary of State”), in accordance with the Transport and Works (Applications and Objections Procedure) Rules 1992⁽¹⁾ made under sections 6, 7 and 10 of the Transport and Works Act 1992⁽²⁾ (“the Act”), for an Order under sections 1 and 5 of the Act;

And whereas the Secretary of State has taken into consideration the grounds of objections to that application;

And whereas the Secretary of State proposed to make an Order giving effect to the proposals concerned with modifications which in his opinion make a substantial change in the proposals;

And whereas, having considered representations duly made to him pursuant to section 13(4) of the Act, the Secretary of State has determined to make the Order applied for with such modifications;

And whereas notice of the Secretary of State’s determination was published in the London Gazette on 13th July 2000;

Now, therefore, the Secretary of State, in exercise of the powers conferred on him by sections 1 and 5 of, and paragraphs 1, 2, 5, 15 and 17 of Schedule 1 to, the Act and of all other powers enabling him in that behalf, hereby makes the following Order:—

PART I PRELIMINARY

Citation and commencement

1. This Order may be cited as the Great Central Railway (East Leake Branch, etc.) Order 2000 and shall come into force on 4th August 2000.

Interpretation

2.—(1) In this Order—

“the Act of 1845” means the Railways Clauses Consolidation Act 1845⁽³⁾;

“the 1995 Order” means the Great Central (Nottingham) Railway Order 1995⁽⁴⁾;

“the Applications Rules” means the Transport and Works (Applications and Objections Procedure) Rules 1992;

“the Board” means the British Railways Board;

“the limits of deviation” means the limits of deviation for Railway No.3 shown on the works plan;

“maintain” includes inspect, repair, adjust, alter, remove, reconstruct and replace and “maintenance” shall be construed accordingly;

“the Nottingham Company” means Great Central Railway (Nottingham) Limited having its registered office at Nottingham Transport Heritage Centre, Mere Way, Ruddington, Nottingham;

“Railtrack” means Railtrack PLC;

“Railway No.1”, “Railway No.2” and “Railway No.3” mean respectively the railways so numbered and described in the Schedule to this Order and (in the case of Railway No.1 and Railway No.2) authorised to be transferred pursuant to article 4 of this Order and (in the case of Railway No.3) authorised to be constructed and maintained pursuant to article 6 of this Order together with all lands and works relating thereto and, where in the case of Railway No.3 any part of that railway and works remains uncompleted, the expression Railway No.3 includes the site of that part;

“the railways” means Railway No.1, Railway No.2 or Railway No.3, or two or all of them, as the context shall require;

“the relevant date” means the date of the coming into force of this Order or, in relation to any part of the railways which at that date is not owned by the undertaker, the date upon which the undertaker acquires a legal estate in that part;

“the section” means the section described in rule 7(2) of the Applications Rules prepared in connection with the application for this Order, and marked as the section for the purposes of this Order;

“the undertaker” has the meaning given by paragraph (2) below;

“the works plan” means the plan described in rule 7(1)(a) of the Applications Rules prepared in connection with the application for this Order, and marked as “the works plan” for the purposes of this Order.

(2) In this Order “the undertaker” means the Nottingham Company but—

(a) in relation to any property transferred under article 4 to any associated company of the Nottingham Company, means that company; or

(b) during the currency of any lease granted under article 9(2)(a), or from the operative date of any sale under article 9(2)(b), in relation to any property transferred under that article, means the transferee within the meaning conferred by article 9(1).

(3) In this Order, all distances, lengths, measurements and directions stated in any description of works, powers or lands shall be construed as if the words “or thereabouts” were inserted after each such distance, length, measurement and direction, and distances between points on a railway shall be taken to be measured along the railway.

Incorporation and application of enactments

3.—(1) The following provisions of the Act of 1845 shall be incorporated in this Order:—

- section 24 (obstructing construction of railway);
- section 58 (company to repair roads used by them), except for the words from “and if any question” to the end;
- section 68 (accommodation works by company);
- section 71 (additional accommodation works by owners), except for the words “or directed by such justices to be made by the company” and “or, in case of difference, as shall be authorised by two justices”;
- sections 72 and 73 (supplementary provisions relating to accommodation works);
- section 75 (omission to fasten gates);
- sections 78 to 85E and Schedules 1 to 3 (minerals under railways) as respectively substituted and inserted by section 15 of the Mines (Working Facilities and Support) Act 1923⁽⁵⁾;
- section 87 (company empowered to contract with other companies);
- sections 103 and 104 (refusal to quit carriage at destination);
- section 105 (carriage of dangerous goods on railway);
- sections 115 to 119 (engines and carriages not to be used on the railway unless approved; unfit engines to be removed);
- section 145 (recovery of penalties); and
- section 154 (transient offenders).

(2) In those provisions, as incorporated in this Order—

“the company” means the undertaker;

“goods” includes any thing conveyed on the railways;

“lease” includes an agreement for a lease;

“prescribed”, in relation to any such provision, means prescribed by this Order for the purposes of that provision;

“the railway” means Railway No.3;

“the special Act” means this Order;

“toll” includes any rate or charge or other payment payable under this Order or any other enactment for any passenger or goods conveyed on the railway.

(3) In its application to the railway, section 24 of the Act of 1845 shall have effect as if the maximum fine which may be imposed on summary conviction of an offence under that section were, instead of a fine not exceeding level 2 on the standard scale, a fine not exceeding level 3 on the standard scale.

(4) Any enactment by which Railway No.1 or Railway No.2, or any railway or former railway situated within the limits of deviation, was authorised shall have effect subject to the provisions of this Order.

PART II
TRANSFER AND CONSTRUCTION OF RAILWAYS

Transfer of railways, etc. by Railtrack PLC.

4.—(1) Railtrack may transfer to the Nottingham Company or, with the consent of the Secretary of State, to any associated company (as defined in section 416 of the Income and Corporation Taxes Act 1988(6)) of the Nottingham Company—

(a) Railway No.1 and Railway No.2, or any part of those railways; and

(b) so much of the land required for Railway No.3 as at the date of the coming into force of this Order is owned by Railtrack

on such terms and conditions as may be agreed between Railtrack and the Nottingham Company or its associated company, as the case may be.

(2) As from the date of any agreement made under paragraph (1) above in relation to any part of the railways, sections 116, 117 and 118 of the Transport Act 1968(7) shall apply to that part as if references to the Board in those sections were references to the undertaker.

Transfer of rights and obligations

5. Except as may be otherwise provided in this Order, as from the relevant date the railways or any part thereof shall continue to be subject to all statutory and other provisions applicable to the railways at that date (in so far as the same are still subsisting and capable of taking effect) and the undertaker shall to the exclusion of Railtrack or the Board, as the case may be, be entitled to the benefit of and to exercise all rights, powers and privileges and be subject to all obligations statutory or otherwise relating to the railways (in so far as the same are still subsisting and capable of taking effect) to the intent that Railtrack or the Board, as the case may be, shall be released from all such obligations.

Power to construct and maintain Railway No.3

6.—(1) The undertaker may construct and maintain Railway No.3.

(2) Subject to article 7 below, Railway No.3 shall be constructed in the lines or situations shown on the works plan and in accordance with the levels shown on the sections.

(3) Railway No.3 shall be constructed and operated on a gauge of 1.435 metres (4 feet 8½ inches).

Further powers as to works

7.—(1) Subject to paragraph (3) below, the undertaker may carry out and maintain such of the following works as may be necessary or expedient for the purposes of, in connection with or in consequence of, the construction of Railway No.3, namely—

(a) landscaping and other works to mitigate any adverse effects of the construction, maintenance or operation of Railway No.3, and

(b) works for the benefit or protection of premises affected by Railway No.3.

(2) Subject to paragraph (3) below, the undertaker may carry out such other works (of whatever nature) as may be necessary or expedient for the purposes of, in connection with or in consequence of, the construction and maintenance of Railway No.3.

(3) Paragraphs (1) and (2) above shall not authorise the carrying out or maintenance of works outside the limits of deviation.

Power to deviate

8. In constructing or maintaining Railway No.3, the undertaker may—

- (a) deviate laterally from the lines or situations shown on the works plan within the limits of deviation for that work shown on that plan; and
- (b) deviate vertically from the levels shown on the sections to any extent not exceeding 2 metres upwards or downwards.

PART III MISCELLANEOUS

Transfer of railways by undertaker

9.—(1) In this article—

- “lease” includes an underlease and “lease”, where used as a verb, shall be construed accordingly;
- “the transferee” means any person to whom the undertaking or any part of it, is leased or sold pursuant to this article;
- “the transferred undertaking” means so much of the undertaking as is leased or sold pursuant to this article; and
- “the undertaking” means—
 - (a) the railways, as defined by article 2(1) of the 1995 Order, and
 - (b) the railways, as defined by article 2(1) of this Order.

(2) The undertaker may, with the consent of the Secretary of State—

- (a) lease the undertaking, or any part of it, to any person, or
- (b) sell the undertaking, or any part of it, to any person, on such terms and conditions as may be agreed between the undertaker and the transferee.

(3) Except as may be otherwise provided in this Order, the transferred undertaking shall continue to be subject to all statutory or other provisions applicable to the transferred undertaking at the date of the lease or sale (in so far as the same are still subsisting and capable of taking effect) and the transferee shall, to the exclusion of the undertaker, be entitled to the benefit of, and to exercise, all rights, powers and privileges, and be subject to all obligations, statutory or otherwise relating to the transferred undertaking (in so far as the same are still subsisting and capable of taking effect) to the intent that the undertaker shall be released from all such obligations.

(4) Paragraph (3) above shall have effect during the currency of any lease granted under paragraph (2)(a) above and from the operative date of any sale under paragraph (2)(b) above.

(5) Article 9 (leasing of railways) of the 1995 Order is hereby revoked.

Operation of railways

10.—(1) The undertaker may operate and use the railways and the other works authorised by this Order as a system, or part of a system, of transport for the carriage of passengers and goods.

(2) Subject as below, the motive power to be used on the railways shall be steam, diesel-electric, diesel, internal combustion, electric-battery or such other motive power as the Secretary of State may in writing approve.

(3) Nothing in this Order shall authorise the use of electrical power as motive power on the railways unless such power is obtained from storage batteries or from a source of generation entirely contained in and carried along with the engines and carriages.

(4) If electrical power is used as motive power on the railways, such electrical power shall not be used in such a manner as to cause or be likely to cause any interference with any telecommunications apparatus (as defined in Schedule 2 to the Telecommunications Act 1984⁽⁸⁾) or with telecommunication by means of such apparatus.

(5) Except in the case of an emergency—

(a) no train shall stop at East Leake station to allow passengers to alight from or board the train

(b) no train, other than a train being used solely for the carriage of goods, shall run on the railways before 09.00 hours or after 18.00 hours on any day,

without the prior written consent of the Secretary of State.

Protection for Environment Agency

11.—(1) For the protection of the Environment Agency (in this article referred to as “the Agency”) the following provisions of this article shall, unless otherwise agreed in writing between the undertaker and the Agency, have effect.

(2) Before carrying out, under any powers conferred on or transferred to the undertaker by this Order—

(a) any operation on the banks of any watercourse;

(b) the erection or raising of any obstruction to the flow of any watercourse which is not part of a main river within the meaning of section 113 of the Water Resources Act 1991⁽⁹⁾; or

(c) the construction, alteration or replacement of any culvert or any structure designed to contain or divert the flow of any such watercourse in, under or through any land within the limits of deviation,

the undertaker shall furnish to the Agency proper and sufficient plans thereof for the approval of the Agency and shall not carry out any such operation or work otherwise than in accordance with such plans as are approved.

(3) The approval of plans furnished under paragraph (2) above shall not be unreasonably withheld and if, within two months of such plans being supplied to the Agency, the Agency does not indicate in writing its disapproval and the grounds of its disapproval, it shall be deemed to have approved the plans as supplied.

(4) For the purposes of paragraph (2) above, “banks” has the meaning given by section 72 of the Land Drainage Act 1991⁽¹⁰⁾ and “plans” includes sections, drawings, specifications, calculations and descriptions.

(5) Any culvert or any structure designed to contain or divert the flow of any watercourse being a culvert or structure situated within any land within the limits of deviation, whether constructed under the powers of this Order or in existence prior to the making hereof, shall be maintained by the undertaker in good repair and condition and free from obstruction.

(6) Nothing in paragraph (5) above shall have the effect of requiring the undertaker to carry out works of maintenance in respect of any culvert or structure which the Agency or any other person is liable to maintain.

(7) If any operation or work is carried out in contravention of this article the undertaker shall upon receiving notice from the Agency take such action as may be necessary to remedy the effect of the contravention to the Agency's reasonable satisfaction and in default the Agency may itself take such action as may be necessary and recover the expenses reasonably incurred by it in doing so from the undertaker, as a debt due from it to the Agency.

(8) The provisions of the Act of 1845 incorporated in or applied by this Order shall be subject to the provisions of this article.

(9) Any difference arising between the undertaker and the Agency under this article (other than a difference as to its meaning or construction) shall be determined by arbitration.

Maintenance of approved works, etc.

12.—(1) Where pursuant to regulations made under section 41 of the Transport and Works Act 1992(11) (approval of works, plant and equipment) approval has been obtained from the Secretary of State with respect to any works, plant or equipment (including vehicles) forming part of the railways such works, plant and equipment shall not be used in a state or condition other than that in which they were at the time that the approval was given unless any change thereto does not materially impair the safe operation of the railways.

(2) If without reasonable cause the provisions of paragraph (1) above are contravened, the undertaker shall be guilty of an offence and liable on summary conviction to a fine not exceeding level 3 on the standard scale.

(3) No proceedings shall be instituted in England and Wales in respect of an offence under this article except by or with the consent of the Health and Safety Executive or the Director of Public Prosecutions.

Certification of plans, etc.

13. The undertaker shall, as soon as practicable after the making of this Order, submit copies of the sections and works plan to the Secretary of State for certification that they are true copies of the sections and the works plan referred to in this Order; and a document so certified shall be admissible in any proceedings as evidence of the contents of the document of which it is a copy.

Arbitration

14. Where under any provision contained or incorporated in this Order any difference is to be determined by arbitration, then such difference shall be referred to and settled by a single arbitrator to be agreed between the parties or, failing agreement, to be appointed on the application of either party (after notice in writing to the other) by the President of the Institution of Civil Engineers.

Signed by authority of the Secretary of State for the Environment, Transport and the Regions

A. S. D. Whybrow
Head of Charging and Local Transport Division,
Department of the Environment, Transport and the Regions

14th July 2000

(6) Nothing in paragraph (5) above shall have the effect of requiring the undertaker to carry out works of maintenance in respect of any culvert or structure which the Agency or any other person is liable to maintain.

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Signed by authority of the Secretary of State for the Environment, Transport and the Regions

A. S. D. Whybrow
Head of Charging and Local Transport Division,
Department of the Environment, Transport and the Regions

14th July 2000

SCHEDULE

References in this Schedule to the London extension are references to the London extension of the former Great Central Railway (Railway No.1) described in and authorised by the Manchester Sheffield and Lincolnshire Railway (Extension to London &c.) Act 1893(12) as amended pursuant to section 4 of the Manchester, Sheffield and Lincolnshire Railway Act 1894(13).

- **Railway No.1**
An existing railway (8,448 metres in length), consisting of part of the London extension, commencing at a point in the county of Nottinghamshire, borough of Rushcliffe, parish of East Leake in the vicinity of the British Gypsum works 332 metres north of the northern parapet of the bridge (Bridge No.307) carrying the C33 road from East Leake to Bunny (being the point of termination of Railway No.1 described in Schedule 1 to the 1995 Order), extending through the parishes of Normanton on Soar and Stanford on Soar in the said county and borough, then through the county of Leicestershire, borough of Charnwood, parish of Cotes and terminating at a point in the county of Leicestershire, borough of Charnwood, 9 metres south of the bridge (Bridge No. 328) carrying the railway over the A60 Nottingham to Loughborough road (Nottingham Road, Loughborough).
- **Railway No.2**
An existing railway (78 metres in length) in the county of Leicestershire, borough of Charnwood, consisting of part of the railway (Work No.8) described in and authorised by the British Railways Act 1971(14) commencing with a junction with Railway No.1 at its termination and extending in the direction of the junction between that existing railway and the Midland main line railway from Leicester to Derby.
- **Railway No.3**
A railway (182 metres in length) in the county of Leicestershire, borough of Charnwood, being a reconstruction of part of the London extension, commencing with a junction with Railway No.1 at its termination, extending in a southerly direction and terminating at a point adjoining the north-eastern abutments of the demolished bridge which formerly carried the London extension over the Midland main line railway from Leicester to Derby.

EXPLANATORY NOTE

(This note is not part of the Order)

The Order authorises—

- (a) the transfer of existing railways in the borough of Rushcliffe, county of Nottinghamshire and in the borough of Charnwood, county of Leicestershire (Railways No.1 and 2) from Railtrack PLC to Great Central Railway (Nottingham) Limited (“the Nottingham Company”) or any associated company of the Nottingham Company; and
- (b) the construction and maintenance of a new railway (Railway No. 3) in the borough of Charnwood.

The Order contains provisions for the maintenance and operation of these railways and other related provisions.

The Order also provides for the sale or lease of Railways No.1, 2 and 3 and of the existing rail system of the Nottingham Company in the borough of Rushcliffe.

Copies of the works plan and sections may be inspected at all reasonable hours at Loughborough Central Station, Loughborough, Leicestershire.

The Great Central Railway (East Leake Branch, etc.) Order 2000 ("The Order")

NOTICE OF REQUEST TO THE SECRETARY OF STATE FOR TRANSPORT TO VARY THE RESTRICTIONS ON OPERATING HOURS IN ARTICLE 10 (OPERATIONS OF RAILWAYS) OF THE ORDER

The Order was made under the Transport and Works Act 1992. It authorises Great Central Railway (Nottingham) Limited, whose registered office is Sherwood House, 7 Gregory Boulevard, Nottingham, NG7 6LB ("the Company") to operate and use the railways described in the Order subject to certain restrictions, including as to operating hours. The Company is writing to the Secretary of State for written consent to amend the operating restrictions currently in place, pursuant to article 10 (5) of the Order.

The Secretary of State's consent is requested for the additional operation of a single train, on no more than two evenings a week, finishing no later than 10pm. Starting at the Nottingham Transport Heritage Centre in Ruddington, the train would run south through Rushcliffe Halt and across Stanford Viaduct, before returning north. Currently heritage passenger trains are not permitted to run on the railways after 18.00 hours. Freight trains and engineering trains are able to use the line at any time.

A copy of the request will be available to view from 1 December 2025 at: gcrn.co.uk It can also be provided on request by calling 020 7593 0364 or by e-mailing: maanensen@wslaw.co.uk

Any objections to, or other representations about, the request should be sent to the Secretary of State for Transport c/o Transport Infrastructure Planning Unit, Department for Transport, Zone 1/18, Great Minster House, 33 Horseferry Road, London SW1P 4DR, email transportinfrastructure@dft.gov.uk.

An objection or representation MUST (i) be received by the Secretary of State on or before 19 January 2026, (ii) be made in writing (whether sent by post or email), (iii) state the grounds of the objection or other representation, (iv) indicate who is making the objection or other representation, and (v) give an address to which correspondence relating to the objection or other representation may be sent. (If you are sending your objection or other representation by email, please provide a postal address and state " **Great Central Railways – East Leake** " in the subject of the email.) Following the close of the notice period the Secretary of State will consider the representations that have been received and the request for the proposed changes in reaching her decision.

The Secretary of State may make complete copies of the objections and other representations public, including any personal information in them, and will copy them to the applicant for the Order.

Winckworth Sherwood LLP, Solicitors and Parliamentary Agents, Arbor, 255 Blackfriars Road, London, SE1 9AX on behalf of Great Central Railway (Nottingham) Limited

Date 26 November 2025