

THE RIGHT AWAY?

A PRESENTATION BY “ONTRACK” RUA

(Walton On The Naze, Frinton On sea, Kirby Cross & Thorpe Le Soken Rail Users Association)

KEY ISSUES

- GROWING POPULATIONS (OVER 200-500%)
- HIGH UNEMPLOYMENT & DEPRIVATION
- LACK OF ACCESSIBLE TRANSPORT TO JOBS
- ALLIED TO POOR RAIL SERVICES
- YEARS OF POOR MARKETING OF RAIL
- YEARS OF UNDER INVESTMENT IN SERVICES
- NEED FOR INFRASTRUCTURE ENHANCEMENTS

WELCOME TO CLACTON

A VIRTUOUS CIRCLE ?

- POOR RAIL TRANSPORT TO THE WORLD OUTSIDE
- REDUCES EDUCATIONAL OPPORTUNITIES
- REDUCES JOB PROSPECTS
- THIS ALL DEMOTIVATES TENDRING FOLK
- EQUALS LOW INCOME / UNEMPLOYMENT =
DOWNWARDS SPIRAL /SOCIAL PROBLEMS
- EQUALS GREATER BENEFIT DEPENDENCY
- E.G. PIER WARD, JAYWICK,
- EQUALS RECIPE FOR A PERFECT SOCIAL DISASTER!

WHAT ARE THE CRUNCH POINTS?

- Walton On Naze Line single track
- Thorpe Le Soken Platform Restrictions
- Thorpe Le Soken 3rd Highest Interchange
- Colchester Town Single Platform
- Colchester Main (North) STN. Interchange
- Low Hourly Service Frequency
- Thorpe Le Soken and Wivenhoe Connections

WALTON LINE

- WALTON SHED, Stabling Sidings & Platform 2 Lost
- Frinton passing loop & platform 2 lost
- Kirby X loss of booking office disused
- Further New Housing Planned
- Morrison & Tesco planning superstores
- Kirby X Low 13' 3" Bridge & Traffic Narrow Bottleneck
- Thorpe Le Soken the Major Interchange Point after Norwich!

Walton Station

-Single Platform Face in Use –No shelter from East Coast Winds



WALTON LINE - Makeover

- Double Tracking through out or
- Long Dynamic loop (virtual Double Tracking Frinton to Thorpe Le Soken approaches)
- Reinstate 2nd platform Walton
- Replace low bridge at Kirby X as part of bundled improvements with 2 track one
- Bus stands / access needed

Kirby X Station – New Housing!



Kirby X Station Bridge

– Too Low, Too Narrow?



Kirby X Station Bridge

– Disaster Awaits?



Kirby X Station

– No foot bridge just a footpath and unhelpful signs



CLACTON LINE – Gorse Lane

- Need for Station & Park & Ride
- Clacton Pop 1939 19,000: 2012 65,000
- Clacton Town Centre Station remote from expanding population
- Proximity to future new housing developments
- Proximity to Gt. Clacton & Lt. Clacton housing
- Proximity to Retail Parks and Industrial Estate
- Lack of parking at Clacton Station
- Poor early and late buses
- Bus / train tie up non existent

Clacton Station

LNER Rebuilt 1929 to replace “wooden hut” anticipating resort development and holiday camp era



Clacton Station Concourse

Four platforms at end of Single track (Doubled in WW2)



CLACTON & WALTON SERVICES

- Services downgraded to Outer Suburban Service since 1980s
- Low Frequency (Hourly Off-Peak)
- Too many connections for London and Local journeys
- Last Area of cheap housing in South East?
- Above average take up from rural stations

Clacton & Walton Services

– What Next?

- Needs to be half hourly throughout the day
- Stop All stations to Colchester + Fast or Semi Fast Limited Stop to London
- Through Direct trains to London Ex Clacton & Walton needed
- Join / Split at Colchester Main Station if needed
- Clacton or Walton in 75 mins Target

CLACTON TO FRINTON & WALTON ?

- Growing population of younger carless persons
- Local Commuter Traffic Potential
- Lack of Local Buses Early & Late
- Buses take circa 40 mins Walton - Clacton
- Trains circa 24 mins if reversed at Thorpe Le S
- Integrated bus rail ticket options
- Why not a Tendring Travelcard options?
- With coverage to Colchester
- And add on for Ipswich

MID TENDRING LINE STATIONS

- Need for frequent / direct trains to/ from London
- Growing Village Populations
- Poor Bus Services to most mid Tendring Stations
- London / South Essex travel to work flows
- If no train – car or bike used - if owned
- Many drive from villages into Manningtree Station
- Because more trains, better standard of train
- Plus cheaper fare options
- Undermine viability of route

COLCHESTER TOWN

- Extra Platform increases operation flexibility/ frequency
- Useful Local Town Centre Termini/ Stabling Point
- Relieves Pressure on Colchester Main station Platforms for turn rounds
- Garrison redevelopment s106 Money for 2nd platform at Colchester Town
- Old Garrison New Housing Development
- New Court House adjacent

COLCHESTER (NORTH)

- Improvements to service patterns and Intercity loading needed
- Colchester Travel to Work Plan
- But Major point for interchange between local services for faster trains to London or Ipswich/ Norwich, *and*
- Tending Commuters change from to/ from Intercity's to catch local services to / from Mid Tending Stations

GE TRUNK ROUTE SERVICES

- Constrictions of two track mainline causes bottlenecking
- Four Tracking recognised as necessary to juggle conflicts of slow stopping, freight and Intercityservices
- Allied to enhancing capacity cross country freight route via Bury St Edmunds and
- Reopening Colchester Haverhill/ Halstead Cambridge Connections and Stansted Bishops Stortford Links

NOT FORGETTING HARWICH!

- Reinstate 2 tracks to Harwich Town
- Major Seaport Terminal
- HQ of Trinity Light House
- Compare to Felixstowe opposite side of port
- Felixstowe handles more rail freight than Harwich (the traditional rail port)
- Lack of investment by BR in modern technology
- Industrial decline
- High Street desolate

BRIGHTLINGSEA'S DEATH ROAD

- Beeching Closure of Rail Line from Wivenhoe triggered by cost of repairing the swing bridge
- Only One road in and out of Brightlingsea
- Prosperous Port Town with Industrial estate
- Boating/ Marina Developments
- Weekend Leisure business
- But the social economic cost road deaths on treacherous back road outweigh initial “saving”

LONDON FOULNESS MAPLIN REBORN?

- Boris - Good idea (offshore island airport)
- Copying Boston, Hong Kong etc.
- But first two options face opposition from Medway & S'thend
- But if Foulness / Maplin resurrected then consider planning gains
- E.g. cross water links to Tendring – East Suffolk)
- Foulness is remote (Military control peninsular)
- But Shoebury military railway provides ready route for rail access !

ROLLING STOCK

- “Outer Suburban Stock” Unsuitable to 75 minute or 90 minute long journeys
- Desiros lack 2nd toilet
- Class 321s lack Disabled Toilets
- Class 321 Seats are unfit for long distance travel (And Class 360's only marginally better)
- Lack of corridor inter unit connections
- Lack of local carriage controls for conductor guards

STATION FACILITIES

- Toilets – often locked when booking offices closed
- Buses – Rarely link up with trains or trains are frequent enough to compress waiting times
- Platform Information not geared to overall journey scenarios
- Booking Offices: complex fares mean intelligent human presence required
- Ditto Re Aged, Disabled

Thorpe Le Soken Station

- View from Disused 3rd Platform

Oh yes welcome to Thorpe Le Soken: But not if you are in a wheelchair

Or are not very good on your feet

Climb the footbridge from disused platform 3 to island platform and the brick hut

Brave the wind and rain as you spread along the largely uncovered platform



WHAT NEXT?

- Greater Anglia Railways a net contributor to Dept. of Transport ??
- But where is the payback in radically improved services from DfT or Network Rail ?
- Or Service/ Infrastructure capacity enhancement over and above replacement of worn out kit?
- For Tending!