

SUNSHINE COAST LINE TIMETABLE STUDY 2013 EXECUTIVE SUMMARY

(COLCHESTER - CLACTON/ WALTON MID TENDRING LINE)

Introduction

Off-peak train service on the Sunshine Coast Line from Colchester to Clacton and Walton provide a very basic hourly pattern of service. These services are designed to operate at minimum cost and consequently do not provide a particularly attractive alternative to the private car, or even for those without access to any independent means of transport within a family.

- There is a serious employment problem in the Tendring District which is not helped by inadequate train services.
- Unemployment is high, the real unemployment for Tendring being estimated to be 9.6%, second only in Essex to Harlow and not significantly below the levels in many of the ex-industrial areas of the Midlands and the North.¹
- Furthermore, District Council statistics show that residents of working age have a lower level of educational qualification, and consequently of income, than for Eastern England and for the country as a whole. This is accompanied by a higher level of benefit claimants.² But the overall figures mask variations across the District, the situation deteriorating markedly towards the coastal fringe areas of Clacton, Walton and Harwich.

There are a number of deficiencies identified by residents in Tendring and east Colchester:

- Low frequency of service to/from Colchester Town from intermediate “Tendring line” stations.
- Lack of a direct service between Colchester Town and Clacton.
- Journey times from Walton-line stations to Colchester Town are excessive due to the waiting of trains at Thorpe-le-Soken (junction) station.
- Lack of a direct service to Colchester North station from Walton-line stations avoiding connections at Thorpe-le-Soken, preferably extended to Liverpool Street (see below).
- Lack of a direct service to Colchester North station from intermediate Tendring stations avoiding travel via Colchester Town which adds about 10-15 minutes to the overall journey.
- Generally services to Liverpool Street are slow: the Clacton – Liverpool Street journey time has increased significantly in recent years, most significantly for peak-hour services where the increase has been by circa 20%; for off-peak services the figure is nearer 10%.

There is an urgent need to provide a direct service between the principal Great Eastern London and intermediate main line stations and Walton to encourage visitors to travel by rail and to improve access to other centres of employment.

- Currently large numbers of visitors travel to the area by road causing serious traffic congestion and parking problems and those coming by private transport can bring all that they need for a day out with them and in consequence, and could easily contribute virtually nothing to the area’s economy.
- It will be difficult to meet all these deficiencies given the operational and capacity constraints imposed by the current local and main line railway infrastructure.
- There is a need for direct trains to connect Walton and Mid Tendring Stations directly to the principal London and Great Eastern main-line stations, to enable those seeking employment outside Tendring to travel to/from work and to ease access for intending business travellers, and tourism but this involves other wider issues and additional logistical problems.
- However it is possible to some extent that purely local traffic needs can be met by additional hourly services between Clacton and Colchester Town and between Walton and Colchester North. It is highly desirable at least some, but preferably all services can be extended to Liverpool Street. Ideally integration of local stopping services into a longer distance FASTER London service may be a future option. Some of the local possibilities are discussed below and are the focus of this paper.

¹ Beatty et al, ‘The Real Level of Unemployment 2012’, Centre for Regional and Social Research, Sheffield Hallam University, 2012.

² Profile of Tendring, www.tendringdc.gov.uk

- *Six options viz. Extra Hourly, Half Hourly regular Frequency Options v Compromised Service Patterns, Alternate Half Hourly patterns etc., splitting/ joining trains at Thorpe le Soken, Colchester and changing the interchange point for local and London services have been reviewed but all have bar one subject to infrastructure limitations and constraints and conflicts with mainline operations as they stand at the moment. **Appendix A** summarises potential infrastructure upgrades and improvements required.*

Key Findings

Currently existing problems:

- The current pattern of rail services on the Sunshine Coast Line does not adequately serve the Tendring District, being infrequent and slow,
- The Clacton & Walton to Liverpool Street service has been reduced to a Clacton to Liverpool Street service despite a 50% increase in population in the Walton area over the past 30 years.
- At the same time additional stops at main line stations have been inserted the schedule of the Clacton service (sometimes seemingly at random).
- **This has been used to boost the service at intermediate main line stations at the expense of the service to the Tendring District.**
- The mid-Tendring stations are ignored by the Clacton – Liverpool Street service, passengers at these stations having to travel via Colchester Town and change at Colchester North
- The University of Essex (nearest station is Hythe) and which has limited space for car parking, has similarly been ignored, again despite continuing growth with inconvenient access from Hythe station.
- No attempt to attract visitors to this part of the coast to travel by rail. This traffic is at its peak in the summer, but also occurs at other times of the year including the various Bank Holidays
- **Under the circumstances, it is surprising how poorly served are the Walton-line, mid-Tendring and east Colchester stations from the main line.**
- **The current local service between Walton and Colchester Town is slow and inefficient:** trains operating this service run only 19.75 miles in each hour which severely limits their revenue earning capability. Each hour, on a journey of 53 minutes, a train spends 10 minutes standing at intermediate stations.
- Dissatisfaction with the current pattern of services can be judged by the following by waits and delays increasing journey times by up to 50 minutes: **This debacle has arisen entirely as a result of ceasing the practice of splitting and joining trains at Thorpe-le-Soken.**

The way forward:

- **The Clacton – Liverpool Street service should be accelerated, calling at, say Chelmsford and Stratford on the main line, and using higher quality rolling stock.**
- **This would give three fast trains per hour between Colchester and Liverpool Street, not unreasonable considering the large amount of residential housing under construction, and planned, in Colchester and across the Tendring District.**
- **This could give a Clacton – Liverpool Street journey time of 70 – 75 minutes.**
- **The service should also be accessible from Walton-line and mid-Tendring stations.**
- Attention should be paid to increasing the line speed between Wivenhoe and Thorpe-le-Soken; until 20 years ago speeds in excess of 90 mph were reached over this section by Liverpool Street trains.
- **Priority should be given to the construction of a second platform at Colchester Town.**
- **As an interim solution to implementing a half-hourly service on the Sunshine Coast Line, a second local service should be provided operating from Colchester North alternately to Clacton and Walton.**
- **Use of the passing loop at Kirby Cross delays Walton-line services; to prevent such delays and increase operational flexibility, a dynamic loop should be constructed between Thorpe Le Soken/Kirby Cross and Frinton.**
- **Further flexibility and provision for additional engineering trains or charter services would be provided by a second platform at Walton.**

Appendix A

Summary of potentially desirable infrastructure upgrades to enable half hourly services in Tendring and faster services to/from London

A. Improvements to Tendring Lines Track Capacity

1. A Second Platform SHOULD BE installed at Colchester Town Station so more than one train can be handled at a time and conflicting train movements avoided either outside the station and at Colchester Main station (NORTH STATION) relieving demand for platform space there.
2. Track capacity enhancements on Walton line VIZ. A dynamic passing loop (i.e. elongated DOUBLE TRACK section) between Thorpe Le Soken/ Kirby X through to Frinton so that there can be flexibility in timings and the operation of trains is not dependent on the precise synchronisation of trains passing at Kirby X Station.
3. A Second Platform should be reinstated at Walton and/ or also a Third Platform re-instated at Thorpe le Soken to enable conflicting train movements and turnarounds to be processed.

B. Improvements to GT. Eastern Mainline Track Capacity

1. A need for Four Tracking of GT Eastern mainline to separate slow stopping services and freight from non stopping semi fast and express services. This would enable extra trains to be run to Braintree, Clacton and Walton and Harwich. The East Anglian Rail Manifesto and other submissions are considering some sections with a bi directional third track, but this is the bare minimum to enable “Norwich in 90” . However four tracks are ultimately needed to enable extra services to serve Tendring lines and Braintree line to/from London.
2. Installation of a passing loop on the Braintree Line to enable a regular half hourly frequency service to be run between Braintree and London so that longer distance trains do not always have to stop at Chelmsford, Ingatestone etc. has also been a priority in the East Anglia Rail Manifesto

C. Other Tendring Line Improvements

1. A new station constructed at Gorse Lane to serve Great Clacton Residential areas, Retail Parks, Industrial Estate and act as a Park & Ride interchange hub

D. Long Term Desirables: Not Specifically mentioned but given population growth need to consider future demand and transport strategy

1. A new station constructed to specifically serve the Essex University and Science Park which is the equivalent of a small town
2. A connecting curve between the Clacton and Walton Lines to enable a direct Walton to Clacton local service to run
3. Reopening / reconstruction of a line from Wivenhoe to Brightlingsea on all of the old or on partly new alignment: a Park & Ride solution based at Arlesford or Thorrington would still rely on the single road and bottleneck in and out of Brightlingsea
4. If a Thames Estuary is built and the location ultimately chosen is demilitarised vacated army land around Foulness and Shoeburyness it would be highly desirable to have a cross water or underwater tunnel link linking Tendring to Foulness Airport and the employment and to the shorter more direct C2C line to London which extension onto the former Shoebury Military Tramway (aka railway) would undoubtedly serve the new airport.

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There is a serious employment problem in the Tendring District which is not helped by inadequate train services. Unemployment is high, the real unemployment for Tendring being estimated to be 9.6%, second only in Essex to Harlow and not significantly below the levels in many of the ex-industrial areas of the Midlands and the North.³

Furthermore, District Council statistics show that residents of working age have a lower level of educational qualification, and consequently of income, than for Eastern England and for the country as a whole. This is accompanied by a higher level of benefit claimants.⁴ But the overall figures mask variations across the District, the situation deteriorating markedly towards the coastal fringe areas of Clacton, Walton and Harwich.

The table below is extracted from the Tendring District Council's own profile of the area and highlights the high unemployment in an area with an above average number of retired and not economically active residents. This allied to high benefit dependency is a toxic social mix.

Economic Inactivity (Oct 2011 - Sep 2012)

	Tendring (numbers)	Tendring (%)	Eastern (%)	Great Britain (%)
All People				
Total	20,900	25.3	20.1	23.3
Student	#	#	23.2	25.2
Looking after family/home	5,000	23.6	28.8	25.1
Temporary sick	#	#	1.5	1.9
Long term sick	6,400	30.4	17.5	21.8
Discouraged	#	#	1.2	0.9
Retired	4,300	20.3	18.5	16.5
Other	#	#	9.3	8.7
Wants a job	6,300	30.2	26.0	24.4
Does not want a job	14,600	69.8	74.0	75.6

#Sample size too small for reliable estimate.

Tendring District Council estimates that around one-third of the working population, 17,500 people, commute out of Tendring every day. Of these, 3,000 work in Colchester and 1,500 in London. Also travelling out of the District are students at the 6th Form College, the Colchester Institute and University of Essex in Colchester and Anglia Ruskin University in Chelmsford. At the same time, some 26% of households in Tendring do not have access to a car.

This would suggest that there is a huge market for travel from what is generally considered to be a rural area.

There are a number of deficiencies identified by residents in Tendring and east Colchester:

- Low frequency of service to/from Colchester Town from intermediate "Tendring line" stations.
- Lack of a direct service between Colchester Town and Clacton.
- Journey times from Walton-line stations to Colchester Town are excessive due to the waiting of trains at Thorpe-le-Soken (junction) station.
- Lack of a direct service to Colchester North station from Walton-line stations avoiding connections at Thorpe-le-Soken, preferably extended to Liverpool Street (see below).

³ Beatty et al, 'The Real Level of Unemployment 2012', Centre for Regional and Social Research, Sheffield Hallam University, 2012.

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- Lack of a direct service to Colchester North station from intermediate Tendring stations avoiding travel via Colchester Town which adds about 10-15 minutes to the overall journey *preferably extended to Liverpool Street (see below)*.
- Generally services to Liverpool Street are slow: the Clacton – Liverpool Street journey time has increased significantly in recent years, most significantly for peak-hour services where the increase has been by circa 20%; for off-peak services the figure is nearer 10%.
- Difficulty in accessing Clacton station from certain parts of the town.

There is an urgent need to provide a direct service between the principal Great Eastern London and intermediate main line stations and Walton to encourage visitors to travel by rail and to improve access to other centres of employment. Currently large numbers of visitors travel to the area by road causing serious traffic congestion and parking problems. Visitors arriving by rail are limited by what they can bring and physically carry with them and are therefore more likely to make use of local shops and other facilities, boosting the local economy, whereas those coming by private transport can bring all that they need for a day out with them and in consequence could easily contribute virtually nothing to the area's economy.

It will be difficult to meet all these deficiencies given the operational and capacity constraints imposed by the current local and main line railway infrastructure. There is a need for direct trains to connect Walton and Mid Tendring Stations directly to the principal London and Great Eastern main-line stations, to enable those seeking employment outside Tendring to travel to/from work and to ease access for intending business travellers, and tourism but this involves other wider issues and additional logistical problems.

Also it should be noted that Thorpe Le Soken has been according to Network Rail statistics for many years the second or third highest interchange station after Norwich with perhaps Ipswich edging ahead, following the cessation of through trains to London from Lowestoft and a doubling of service frequency on the Lowestoft – Ipswich east Suffolk line. This points to a regular and massive exchange of passengers between trains just after the start or near the end of their journey – hardly an ideal arrangement.

However it is possible to some extent that purely local traffic needs can be met by additional hourly services between Clacton and Colchester Town and between Walton and Colchester North. It is highly desirable at least some, but preferably all services can be extended to Liverpool Street. Ideally integration of local stopping services into a longer distance FASTER London service may be a future option. Some of the local possibilities are discussed below and are the focus of this paper.

Notes:

- **It should be noted that the timings in the tables below have not been formally verified and are intended illustrate possible service patterns.**
- It is quite likely that the main line timetable will be re-cast before, or at the same time as, any significant improvements can be implemented on the Sunshine Coast Line timetable. Any changes to main line services will inevitably impact on services to Clacton and Walton; it is therefore impossible to take these into account at the time of writing.
- Some of the options considered below could need the use of platform 1 as well as platform 5 at Colchester North; such use could impact on freight train movements from the Colchester station yard onto the down main line. Again the effect of these cannot be predicted at the time of writing.
- No allowance has been made in these tables for a new station at Clacton Gorse Lane; however, in every case sufficient time is available for trains to call should a station be provided at this location.

1. Additional Hourly Local Service Clacton – Colchester Town/Colchester

This proposal investigates the possibility of running an additional hourly off-peak local service from Clacton, while retaining the existing pattern of services.

In order to fit an additional train at Colchester Town we need to find a minimum gap between existing trains of 10 minutes (3 minutes after departure of the previous service, 4 minutes to reverse and then 3 minutes after departure before the next train arrives).

Each hour, Colchester Town platform is occupied from xx.03 to xx.07, xx.27 to xx.35, xx.40 to xx.44 and from xx.49 to xx.00. Thus the available gaps are 20 minutes, 5 minutes, 5 minutes and 3 minutes. The only possible availability is from xx.07 until xx.27.

This would permit an arrival from Clacton at xx.10, conveniently 30 minutes after the previous local service from Walton. However if this were to proceed to Colchester North, on its return journey it would be at the Town at xx.33 to xx.37 – even slight adjustment to timings would still not make this possible.

Thus, on arrival at the Town from Clacton, it would need to return immediately to Clacton departing say xx.18 – note potential conflict at Colne Junction with the xx.20 Colchester – Colchester Town service. It would also be delayed slightly (2 minutes) at Hythe Junction to permit the down Liverpool Street – Clacton service to pass at xx.20 so that departure from Hythe would be at xx.24 and the train would run 9 minutes behind the local service to Walton.

Alternative 1:

Having arrived at Colchester Town at xx.10, this service could proceed to the North station and then return directly to Clacton avoiding Colchester Town. Departing from the Town at, say, xx.19 and crossing en route with the xx.20 Colchester – Colchester Town service, gives an arrival at Colchester North (platform 5) at xx.27. This is just acceptable with the Clacton – Liverpool Street service due to arrive (platform 4) at xx.31. Departure would need to be at xx.37 (again just acceptable being 4 minutes ahead of the xx.41 departure from Colchester North to the Town - the ex-Liverpool Street service) in order to take up a path from Hythe 30 minutes after the local Walton service.

Clearly, timings at the North station are critical; also the barriers at Eastgate Junction level crossing would need to be lowered twice more each hour. Problems here have been adversely commented on by Colchester bus users as it causes considerable delay to buses when only a small number of passengers are carried on the trains between the Town and North stations.⁵

Alternative 2:

It would also be possible to operate an additional local service to/from Colchester North, not serving Colchester Town. This could operate 30mins apart from the existing local service at stations Thorpe-le-Soken to Hythe.

Arrival at Colchester North would be at xx.14 and depart at xx.37 (it would need to use platform 1 at Colchester North as platform 5 is occupied for most of this time). Relatively good connections would be made with Liverpool Street – Norwich services in both directions.

This service could operate to/from Clacton or Walton (with minor adjustment to timings to allow for the use of the passing loop at Kirby Cross). In fact operating alternately from Clacton and Walton would restore train frequency at these stations to that which existed in 1980, namely 3 trains every 2 hours (N.B. in the following, ¹ = even hours, ² = odd hours):

⁵ There are three departures per hour from Colchester Town to Colchester North and one per hour to Walton. Observation of those boarding/alighting at Colchester Town indicates that the one Walton service per hour is used by around 50% more passengers than the three departures to Colchester North combined.

Colchester Nth	dep	xx.41	xx.56	xx.11	xx.16	-----	xx.34
Colchester Tn	arr	xx.49	xx.03	xx.18	-----	-----	-----
	dep	-----	xx.07	-----	-----	-----	-----
Hythe		-----	xx.11	-----	-----	-----	xx.38
Wivenhoe		-----	xx.15	-----	xx.23	-----	xx.42
Alresford		-----	xx.19	-----	-----	-----	xx.46
Great Bentley		-----	xx.23	-----	-----	-----	xx.50
Weeley		-----	xx.26	-----	-----	↴	xx.53
Thorpe-le-Soken	arr	-----	xx.31	-----	xx.35	xx.31	xx.58
	dep	-----	xx.37	-----	xx.35	xx.37	xx.58
Kirby Cross	arr	-----	↵	-----	-----	xx.42	xx.03 ¹
	dep	-----	-----	-----	-----	xx.42	xx.06 ¹
Frinton		-----	-----	-----	-----	xx.45	xx.09 ¹
Walton		-----	-----	-----	-----	xx.49	xx.13 ¹
Clacton		-----	-----	-----	xx.44	-----	xx.07 ²

Clacton		----	xx.05	-----	-----	-----	xx.40 ²
Walton		xx.00	-----	-----	-----	-----	xx.33 ¹
Frinton		xx.03	-----	-----	-----	-----	xx.36 ¹
Kirby Cross	arr	xx.06	-----	-----	-----	-----	xx.39 ¹
	dep	xx.06	-----	-----	↴	-----	xx.42 ¹
Thorpe-le-Soken	arr	xx.12	xx.13	-----	xx.12	-----	xx.47
	dep	xx.17	xx.13	-----	xx.17	-----	xx.48
Weeley		↵		-----	xx.21	-----	xx.52
Great Bentley		-----	-----	-----	xx.24	-----	xx.55
Alresford		-----	-----	-----	xx.28	-----	xx.59
Wivenhoe		-----	xx.23	-----	xx.32	-----	xx.03
Hythe		-----	-----	-----	xx.36	-----	xx.07
Colchester Tn	arr	-----	-----	-----	xx.40	-----	-----
	dep	-----	-----	xx.35	xx.44	xx.00	-----
Colchester Nth	arr	-----	xx.31	xx.42	xx.52	xx.07	xx.13

Table 1: Additional hourly local service Clacton/Walton to Colchester North

The main beneficiaries of this additional service would be the mid-Tendring stations and Hythe, which would have a half-hourly service to/from Liverpool Street; the up journey time would be marginally less by this service. However, journey times from the coast to London would be slower (by about 10 - 15 minutes) than using the existing Clacton – Liverpool Street service, although there would be the benefit of better rolling stock between Colchester and Liverpool Street.

This pattern would provide for a much improved journey times between Clacton and Walton, albeit only two-hourly. However it would not provide for a direct service between Clacton and Colchester Town.

Conclusion:

- The current timetable seems to have reached the maximum realistic train capacity that can be handled at Colchester Town with a single platform. If we wish to operate a half-hourly local service on the lines to Tendring, then it will be necessary to construct a second platform at this station.
- A second platform at Colchester Town would also be essential if desirable improvements to peak hour services (such as an arrival from Clacton/Walton at around 08.45) were to be provided.
- Operating a local service alternately from Clacton and Walton to Colchester North would provide some benefits and would provide an interim solution until a second platform is constructed at Colchester Town.

2. Half-hourly (Compromised) Local Service Patterns

Consider the following half-hourly service pattern between Colchester Town and Thorpe-le-Soken with extensions to Clacton and Walton (But a second extra platform bay at Colchester Town essential)):

Colchester Northdep	-----	-----
Colchester Town arr	-----	-----
dep	xx.00	xx.30
Hythe	xx.04	xx.34
Wivenhoe	xx.08	xx.38
Alresford	xx.12	xx.42
Great Bentley	xx.16	xx.46
Weeley	xx.19	xx.49
Thorpe-le-Soken arr	xx.24	xx.54
dep	xx.24	xx.54
Kirby Cross arr	-----	xx.59
dep	-----	xx.59
Frinton	-----	xx.02
Walton	-----	xx.06
Clacton	xx.33	-----

Clacton	xx.53	-----
Walton	-----	xx.19
Frinton	-----	xx.22
Kirby Cross arr	-----	xx.25
dep	-----	xx.25
Thorpe-le-Soken arr	xx.01	xx.30
dep	xx.01	xx.31
Weeley	xx.05	xx.35
Great Bentley	xx.08	xx.38
Alresford	xx.12	xx.42
Wivenhoe	xx.16	xx.46
Hythe	xx.20	xx.50
Colchester Town arr	xx.26	xx.56
dep	-----	-----
Colchester North arr	-----	-----

Table 2 Basic Colchester Town – Tendring half-hourly local service pattern

This pattern requires three trains to operate the service; a minimum turn round time of 4 minutes is shown at Colchester Town in order to keep platform occupancy to a minimum. Clearly if the Clacton and Walton local services were kept separate then four trains would be required to operate the service and the result would be very inefficient with, for example, a train standing at Clacton for 50 minutes before its next service.

If it is required to cross trains at Kirby Cross, then adjustment to timings would be necessary.

No attempt has been made to allow for Walton-line connections with the Clacton – Liverpool Street service at Thorpe-le-Soken; if these are required, then the timetable becomes:

Colchester Nthdep	-----	-----	xx.39	-----
Colchester Tn arr	-----	-----	-----	-----
dep	xx.00	xx.30	-----	-----
Hythe	xx.04	xx.34	-----	-----
Wivenhoe	xx.08	xx.38	xx.46	-----
Alresford	xx.12	xx.42	-----	-----
Great Bentley	xx.16	xx.46	-----	-----
Weeley	xx.19	xx.49	-----	↓
Thorpe-le-Skn arr	xx.24	xx.54	xx.58	xx.54
dep	xx.24	xx.00	xx.58	xx.00
Kirby Cross arr	-----	↩	-----	xx.05
dep	-----	-----	-----	xx.05
Frinton	-----	-----	-----	xx.08
Walton	-----	-----	-----	xx.12
Clacton	xx.33	-----	xx.07	-----

Clacton	xx.53	-----	xx.19	-----
Walton	-----	xx.15	-----	-----
Frinton	-----	xx.18	-----	-----
Kirby Cross arr	-----	xx.21	-----	-----
dep	-----	xx.21	-----	↓
Thorpe-le-Skn arr	xx.01	xx.26	xx.27	xx.26
dep	xx.01	xx.31	xx.27	xx.31
Weeley	xx.05	↩	-----	xx.35
Great Bentley	xx.08	-----	-----	xx.38
Alresford	xx.12	-----	-----	xx.42
Wivenhoe	xx.16	-----	xx.37	xx.46
Hythe	xx.20	-----	-----	xx.50
Colchester Tn arr	xx.26	-----	-----	xx.56
dep	-----	-----	-----	-----
Colchester Nth arr	-----	-----	xx.45	-----

Table 3 Modified half-hourly local service allowing for cross-platform interchange at Thorpe-le-Soken with the Clacton – Liverpool Street service

We now note that the turn round time at Walton has become 3 minutes which is below the minimum permissible of 4 minutes, and certainly does not make any allowance in case of delays.

To maintain compatibility with the current main line timetable, the turn round time at Walton needs to be increased to 11 minutes; this can be achieved by adjusting timings and reducing the turn round time at Clacton, but the half-hourly local pattern between Thorpe-le-Soken and Hythe would be lost as shown in Table 4:

Colchester Nth dep	-----	-----	xx.30	-----
Colchester Tn arr	-----	-----	-----	-----
dep	xx.00	xx.21	-----	-----
Hythe	xx.04	xx.25	-----	-----
Wivenhoe	xx.08	xx.29	xx.37	-----
Alresford	xx.12	xx.33	-----	-----
Great Bentley	xx.16	xx.37	-----	-----
Weeley	xx.19	xx.40	-----	↴
Thorpe-le-Sokenarr	xx.24	xx.45	xx.49	xx.45
dep	xx.24	xx.51	xx.49	xx.51
Kirby Cross arr	-----	↴	-----	xx.56
dep	-----	-----	-----	xx.56
Frinton	-----	-----	-----	xx.59
Walton	-----	-----	-----	xx.03
Clacton	xx.33	-----	xx.58	-----

Clacton	xx.44	-----	xx.19	-----
Walton	-----	xx.14	-----	-----
Frinton	-----	xx.17	-----	-----
Kirby Cross arr	-----	xx.20	-----	-----
dep	-----	xx.20	-----	↴
Thorpe-le-Soken arr	xx.52	xx.26	xx.27	xx.26
dep	xx.52	xx.31	xx.27	xx.31
Weeley	xx.56	↴	-----	xx.35
Great Bentley	xx.59	-----	-----	xx.38
Alresford	xx.03	-----	-----	xx.42
Wivenhoe	xx.07	-----	xx.37	xx.46
Hythe	xx.11	-----	-----	xx.50
Colchester Tn arr	xx.17	-----	-----	xx.56
dep	-----	-----	-----	-----
Colchester Nth arr	-----	-----	xx.45	-----

Table 4 Practical version of the service pattern of Table 3 but resulting in non-uniform gaps between local services at mid-Tendring stations

Thus the half-hourly pattern between Thorpe-le-Soken and Colchester Town is immediately compromised by this requirement. This could be restored (only just!) but would require four trains to operate the local services. Note that in Tables 2, 3 and 4, all times may adjusted by a given number of minutes in order to match up with main line requirements – provided that there is only one point of interaction between branch line and main line services. However, where there are two points of interaction as at present (i.e. connections at Thorpe-le-Soken and sharing a platform at Colchester Town) then timetable design will be more difficult or may even be impossible.

What the above shows:

- A half-hourly local service Clacton/Walton to Colchester Town can operate using **three** trains (N.B. local services do not continue to Colchester North).
- **A second platform at Colchester Town is essential** to overcome the problems of interaction with main line services and to provide sufficient platform capacity.

3. Half-hourly Irregular Frequency Local Service - with added second platform at Colchester Town.

With the existing timetable and even with a second platform at Colchester Town, it would be impossible for a strict half-hourly service to operate in the down direction. In fact two problems arise:

- (a) In the up direction, the additional local service would depart the Town at xx.14 arriving North station at xx.22, but there is an xx.20 departure from the North to the Town. The latter would need to be advanced to say xx.11 in order to clear the down line at Eastgate Junction before the Liverpool Street – Clacton service passes.
- (b) In the down direction the additional local service should depart from the Town station at xx.37 whereas there is already an xx.35 departure to Liverpool Street. Thus the additional local service would have to depart later at xx.39 (unless the track layout was designed to give two bidirectional lines between Colne Junction and Colchester Town – which would increase the infrastructure cost). Note it cannot operate earlier due to the minimum turn round time at the North station.

Note also that the following does not consider a second service each hour from Walton (see paragraph 4).

Colchester Nth	dep	xx.41	xx.56	xx.11	xx.16	----	xx.28
Colchester Tn	arr	xx.49	xx.03	xx.18	----	----	xx.35
	dep	----	xx.07	----	----	----	xx.39
Hythe		----	xx.11	----	----	----	xx.43
Wivenhoe		----	xx.15	----	xx.23	----	xx.47
Alresford		----	xx.19	----	----	----	xx.51
Great Bentley		----	xx.23	----	----	----	xx.55
Weeley		----	xx.26	----	----	↴	xx.58
Thorpe-le-Soken	arr	----	xx.31	----	xx.35	xx.31	xx.03
	dep	----	xx.37	----	xx.35	xx.37	xx.03
Kirby Cross	arr	----	↲	----	----	xx.42	----
	dep	----	----	----	----	xx.42	----
Frinton		----	----	----	----	xx.45	----
Walton		----	----	----	----	xx.49	----
Clacton		----	----	----	xx.44	----	xx.12

Clacton		----	xx.05	----	----	----	xx.39
Walton		xx.00	----	----	----	----	----
Frinton		xx.03	----	----	----	----	----
Kirby Cross	arr	xx.06	----	----	----	----	----
	dep	xx.06	----	----	↴	----	----
Thorpe-le-Soken	arr	xx.12	xx.13	----	xx.12	----	xx.47
	dep	xx.17	xx.13	----	xx.17	----	xx.47
Weeley		↲		----	xx.21	----	xx.51
Great Bentley		----	----	----	xx.24	----	xx.54
Alresford		----	----	----	xx.28	----	xx.58
Wivenhoe		----	xx.23	----	xx.32	----	xx.02
Hythe		----	----	----	xx.36	----	xx.06
Colchester Tn	arr	----	----	----	xx.40	----	xx.10
	dep	----	----	xx.35	xx.44	xx.00	xx.14
Colchester Nth	arr	----	xx.31	xx.42	xx.52	xx.07	xx.22

Table 5 Impracticable half-hourly local service

However there would still be a conflicting movement at Colchester Town between the up and down local services at xx.39/xx.40 which would make this version unworkable.

It would appear to be better if the local services from Clacton/Walton were to run only as far as Colchester Town. The main reason for extending these to the North station is to provide for passengers from the mid-Tendring stations and Hythe to access main line services without an excessive wait at Wivenhoe (or to travel via Wivenhoe in the case of Hythe passengers). With the increased frequency of trains between Hythe and Thorpe-le-Soken it should be possible to cater for these passengers to travel directly to the North station without diverting via the Town.

4. Half-Hourly Frequency Service with interchange at Wivenhoe instead of Thorpe-Le-Soken

A precise half-hourly service is possible with interchange at Wivenhoe rather than at Thorpe-le-Soken.

- This also assumes the availability of a second platform at Colchester Town.
- Note that the use of the passing loop at Kirby Cross delays services and increases journey times.
 - **This problem could be overcome by constructing a dynamic loop between Thorpe Le Soken/Kirby Cross and Frinton.**

In the following Table 6 the Clacton – Liverpool Street service is timed as in the current timetable and a second main line service to/from Walton is included:

Colchester Nth	dep	xx.31	----	xx.41	xx.01	----	xx.20
Colchester Tn	arr	----	----	xx.49	----	----	xx.27
	dep	----	xx.37	----	----	xx.07	----
Hythe		xx.37	xx.41	----	xx.07	xx.11	----
Wivenhoe		xx.41	xx.45	----	xx.11	xx.15	----
Alresford		----	xx.49	----	----	xx.19	----
Great Bentley		----	xx.53	----	----	xx.23	----
Weeley		----	xx.56	----	----	xx.26	----
Thorpe-le-Soken	arr	xx.53	xx.01	----	xx.23	xx.31	----
	dep	xx.53	xx.01	----	xx.23	xx.31	----
Kirby Cross	arr	xx.58	----	----	----	xx.36	----
	dep	xx.58	----	----	----	xx.36	----
Frinton		xx.01	----	----	----	xx.39	----
Walton		xx.05	----	----	----	xx.43	----
Clacton		----	xx.10	----	xx.32	----	----

Clacton		----	----	xx.05	----	xx.26	----
Walton		----	xx.49	----	----	xx.27	
Frinton		----	xx.52	----	----	xx.30	
Kirby Cross	arr	----	xx.55	----	----	xx.33	
	dep	----	xx.58	----	----	xx.36	
Thorpe-le-Soken	arr	----	xx.04	xx.13	----	xx.34	xx.42
	dep	----	xx.04	xx.13	----	xx.34	xx.43
Weeley		----	xx.08	----	----	xx.38	----
Great Bentley		----	xx.11	----	----	xx.41	----
Alresford		----	xx.15	----	----	xx.45	----
Wivenhoe		----	xx.19	xx.23	----	xx.49	xx.53
Hythe		----	xx.23	----	----	xx.53	xx.57
Colchester Tn	arr	----	xx.29	----	----	xx.59	----
	dep	xx.00	----	----	xx.35	----	----
Colchester Nth	arr	xx.07	----	xx.31	xx.42	----	xx.01

Table 6 Two services per hour from Clacton and Walton, interchange between fast and slow services at Wivenhoe

These timings are such that the up Clacton – Liverpool Street service runs as at present; however, in the down direction a change is necessary, probably it would need to run in the times of the current down Ipswich semi-fast and v.v.

The Walton – Colchester North fast service should **ideally continue to Liverpool Street**, possibly attaching to another service (although this compromises journey times).

At the very least it should make good connections with Norwich services in both directions. With a good connection and the currently proposed faster Norwich service, a Walton – Liverpool Street journey time of about 80 minutes would be possible, significantly better than the current offering.

If not continuing to Liverpool Street, there is sufficient time for the train to make a return journey to Colchester Town, which would restore the service frequency between these two stations to the current three per hour.

5. Alternative Half-Hourly Compromised Service Pattern

In this possibility, the interchange at Thorpe-le-Soken between the Walton local and Clacton – Liverpool Street services is maintained, but the Clacton local service interchanges with the Walton – Colchester North service at Wivenhoe and there would be problems with the Walton Line frequencies:

Colchester Nth	dep	xx.41	----	xx.20	xx.16	----	xx.41	----
Colchester Tn	arr	xx.49	----	xx.27	----	----	----	----
	dep	----	xx.07	----	----	----	----	xx.46
Hythe		----	xx.11	----	----	----	xx.45	xx.50
Wivenhoe		----	xx.15	----	xx.23	----	xx.49	xx.54
Alresford		----	xx.19	----	----	----	----	xx.58
Great Bentley		----	xx.23	----	----	----	----	xx.02
Weeley		----	xx.26	----	----	↓	----	xx.05
Thorpe-le-Soken	arr	----	xx.31	----	xx.35	xx.31	xx.01	xx.10
	dep	----	xx.37	----	xx.35	xx.37	xx.01	xx.10
Kirby Cross	arr	----	↘	----	----	xx.42	xx.06	----
	dep	----	----	----	----	xx.42	xx.06	----
Frinton		----	----	----	----	xx.45	xx.09	----
Walton		----	----	----	----	xx.49	xx.13	----
Clacton		----	----	----	xx.44	----	----	xx.19

Clacton		----	xx.05	----	----	----	xx.30	----
Walton		xx.57	----	----	----	----	----	xx.33
Frinton		xx.00	----	----	----	----	----	xx.36
Kirby Cross	arr	xx.03	----	----	----	----	----	xx.39
	dep	xx.06	----	----	↓	----	----	xx.42
Thorpe-le-Soken	arr	xx.12	xx.13	----	xx.12	----	xx.38	xx.47
	dep	xx.17	xx.13	----	xx.17	----	xx.38	xx.47
Weeley		↘	----	----	xx.21	----	xx.42	----
Great Bentley		----	----	----	xx.24	----	xx.45	----
Alresford		----	----	----	xx.28	----	xx.49	----
Wivenhoe		----	xx.23	----	xx.32	----	xx.53	xx.57
Hythe		----	----	----	xx.36	----	xx.57	xx.01
Colchester Tn	arr	----	----	----	xx.42	----	xx.03	----
	dep	----	----	xx.35	----	xx.04	----	----
Colchester Nth	arr	----	xx.31	xx.42	----	xx.11	----	xx.05

Table 7 Full two services per hour from both Clacton and Walton, one interchange between fast and slow services at Thorpe-le-Soken, the other at Wivenhoe

In this case it is not possible to maintain a 30-minute interval between local services due to the very limited flexibility on the Walton line. If improvements in infrastructure were implemented on this line, then this problem could be overcome to some extent, but it would be difficult to devise a satisfactory spread of services over the hour and would probably require additional resources in the form of a fourth train to operate the local service.

6. Splitting/Joining Of Trains

Ideally, one would prefer a return to the method of working that existed prior to 1982 in which London services operated in two portions. These portions from/to Clacton and Walton joined/split at Thorpe-le-Soken; this in itself would reduce pressure on the limited platform capacity at Thorpe-le-Soken and ease timetable design. A half-hourly Colchester Town local service could operate independently of the London train, but provide connections at Wivenhoe.

Tables 8a and 8b below give an extract from the 1977-8 timetable for the Clacton and Walton lines showing this method of working. The regular hourly off-peak Clacton and Walton trains departed Liverpool Street at 50 minutes past the hour (the 09.20 departure is a summer weekday extra service). In the up direction, through services depart Walton and Clacton at 47 minutes and 50 minutes past the hour respectively.

Splitting and joining trains at Thorpe-le-Soken has the advantage of reducing the demand for platform capacity at this station as compared with the cross-platform interchange pattern of service currently in use. Such a service could easily be implemented, there being sufficient capacity on both Clacton and Walton lines. However, to include additional local services to Colchester Town from Walton would require a second platform at Walton station.

Mondays to Fridays

[illegible][illegible]

Second Class only

c. Art. 8 minutes earlier.

To Norwich arr. 09:52 (Table II)

11 July to 2 September

Table 8

Mondays to Fridays

Clacton, Walton-on-Naze and Colchester to London

		A	X		A	X				A	X	B		A	X		A	X
Clacton	d	08 49			09 50			10 10		10 50		11 10		11 50			12 50	
Thorpe-le-Soken	a	08 56			09 57			10 17		10 57		11 17		11 57			12 57	
Walton-on-Naze	d	08 46			09 47					10 47				11 47			12 46	
Frinton	d	08 49			09 50					10 50				11 50			12 49	
Kirby Cross	d	08 52			09 53					10 53				11 53			12 52	
Thorpe-le-Soken	a	08 50			09 51					10 51				11 51			12 51	
Thorpe-le-Soken	d	09 01			10 02			10 18		11 02		11 18		12 02			12 38	13 02
Weeley	d							10 25				11 25					12 45	
Great Bentley	d							10 30				11 30					12 50	
Alresford	d							10 33				11 33					12 53	
Wivenhoe	d	09 11						10 38				11 38					13 00	
Hythe	d							10 40				11 40					13 04	
St. Botolphs	d							10 44				11 44					13 08	
Colchester	a	09 18			10 18			10 54		11 18		11 54		12 18			13 10	13 18
Colchester	10 d	09 20	09 49	09 54	10 20	10 45		10 56		11 20	11 49	11 54		12 20	12 45	12 54	13 20	13 49
Marks Tey	10 d				10 05			11 05				12 05					13 05	
Kelvedon	d				10 32			11 11		11 32		12 11		12 32			13 11	13 32
Wicham	d	09 13	09 32					11 16				12 16					13 16	
Hatfield Peverel	d	09 18			10 16			11 24		11 44		12 24		12 44			13 24	13 44
Chelmsford	d	09 24	09 44		10 24			11 30				12 30					13 30	
Ingatesone	d	09 34			10 33			11 35		11 54		12 35		12 54			13 35	13 54
Shenfield	s a	09 53	10 13		10 43			11 43		12 23		13 03		13 23			14 03	
Romford	s a	10 00	10 20		10 50			11 50		12 30		13 10		13 30			14 10	
Ilford	s a	10 15	10 20	10 43	11 04			11 19	11 39			12 04		13 04			14 19	14 43
London Liverpool Street	s a																	

		B		A	X		A	X			A	X		A	X		A	B
Clacton	d	13 10		13 50		14 10		14 50		15 10		15 50		16 10		16 50		
Thorpe-le-Soken	a	13 17		13 57		14 17		14 57		15 17		15 57		16 17		16 57		
Walton-on-Naze	d			13 47		14 18		14 47				15 47		16 21		16 47	17 04	
Frinton	d			13 50		14 21		14 50				15 50		16 24		16 50	17 07	
Kirby Cross	d			13 53		14 24		14 53				15 53		16 27		16 53	17 10	
Thorpe-le-Soken	a			13 59		14 29		14 59				15 59		16 32		16 59	17 14	
Thorpe-le-Soken	d	13 18		14 02		14 18		15 02		15 18		16 02				16 36	17 02	17 15
Weeley	d	13 21				14 21		15 21		15 21						16 39		
Great Bentley	d	13 25				14 25		15 25		15 25						16 43		
Alresford	d	13 29				14 30		15 30		15 30						16 48		
Wivenhoe	d	13 33				14 33		15 33		15 33						16 51		
Hythe	d	13 36				14 36		15 36		15 36						16 54		17 31
St. Botolphs	d	13 40				14 40		15 40		15 40						16 58		
Colchester	a	13 44				14 44		15 44		15 44						17 02		
Colchester	10 d	13 50		14 18	14 45	14 50		15 18	15 49	15 50		16 18	16 21	16 51		16 57	17 20	
Marks Tey	10 d	14 00		14 20		15 00		15 00		16 00		16 03		17 03		17 04		
Kelvedon	d	14 05		14 32		15 05		15 05		16 05		16 08		17 08		17 09		
Wicham	d	14 11		14 32		15 11	15 32	15 32		16 11	16 33	16 33		17 11	17 22	17 22	17 32	
Hatfield Peverel	d	14 16		14 44		15 16	15 44	15 44		16 16	16 37	16 37		17 16	17 30	17 30	17 44	
Chelmsford	d	14 24		14 44		15 24	15 44	15 44		16 24	16 39	16 39		17 24	17 39	17 39	17 54	
Ingatesone	d	14 30		14 54		15 30	15 54	15 54		16 30	16 38	16 38		17 30	17 46	17 46	18 03	
Shenfield	s a	14 35	15 13	15 13		15 43	16 13	16 13		16 19	16 50	16 50		17 53	18 10	18 10	18 23	
Romford	s a	14 43		15 20		15 50	16 20	16 20		16 30	16 57	16 57		17 57	18 14	18 14	18 27	
Ilford	s a	14 50		15 20		16 04	16 19	16 19		16 49	17 13	17 13		18 01	18 14	18 14	18 27	
London Liverpool Street	s a	15 04		15 19	15 39	16 04	16 19	16 19										

For general notes see pages 2-4

A X from Clacton

B 11 July to 2 September

b Second Class only

c Second Class only. Change at Shenfield

For service Shenfield and intermediate stations to London Liverpool Street see Table 5

Table 8b: 1977-8 timetable extract for Clacton and Walton to Liverpool Street services

If splitting and joining of trains at Thorpe-le-Soken cannot be reinstated, then consideration should be given to transferring this process to Colchester North, operating the two portions separately over the section between there and Thorpe-le-Soken. In this case, intermediate stations could be served by one of other of these portions, say the Clacton portion calling at Wivenhoe and Hythe with the Walton portion serving mid-Tendring stations, the whole ensemble then running fast on the main line calling at principal stations only to give reasonable end to end journey times. In this way all intermediate stations between Clacton/Walton and Colchester would be provided with a direct service to/from Liverpool Street.

CONCLUSION

Currently existing problems:

- **The current pattern of rail services on the Sunshine Coast Line does not adequately serve the Tendring District, being infrequent and slow, and there is evidence of rail-heading to Colchester in order to use main-line Inter-City services.**
- The Clacton & Walton to Liverpool Street service has been reduced to a Clacton to Liverpool Street service despite a 50% increase in population in the Walton area over the past 30 years.
- At the same time additional stops at main line stations have been inserted the schedule of the Clacton service (sometimes seemingly at random).
- **This has been used to boost the service at intermediate main line stations at the expense of the service to the Tendring District.**
- The mid-Tendring stations are ignored by the Clacton – Liverpool Street service, passengers at these stations having to travel via Colchester Town and change at Colchester North. There is now an almost continuous ribbon of development along the route of the railway from Colchester to Thorpe-le-Soken, the main gap being between Alresford and Great Bentley where the closure of Thorington station in 1957 has precluded development in this area.
- The University of Essex (nearest station is Hythe) and which has limited space for car parking, has similarly been ignored, again despite continuing growth. Construction of a new business park at the University is well advanced on a site adjacent to the railway (but with inconvenient access from Hythe station).
- Noting that the best beaches on the Essex coast are between Frinton and Walton, train services make no attempt to attract visitors to this part of the coast to travel by rail. This traffic is at its peak in the summer, but also occurs at other times of the year including the various Bank Holidays (New Year, Easter, etc.) and during school half-terms.
- Furthermore, during school terms, the Naze area of Walton receives a high number of educational visits by schools from a wide area, including London.
- A planning application for a new visitor centre at the Naze (adjacent to the Trinity House Tower) and costing in the region of £1m, is about to be lodged by the Essex Wildlife Trust. This is expected to significantly boost visitor numbers to the Naze area of Walton, particularly in the winter months.
- **Under the circumstances, it is surprising how poorly served are the Walton-line, mid-Tendring and east Colchester stations from the main line.**
- **The current local service between Walton and Colchester Town is slow and inefficient:** trains operating this service run only 19.75 miles in each hour which severely limits their revenue earning capability. Each hour, on a journey of 53 minutes, a train spends 10 minutes standing at intermediate stations.
- Dissatisfaction with the current pattern of services can be judged by the following:
 - The Colchester Town to Walton journey can be particularly frustrating for passengers when, on arrival at Thorpe-le-Soken with only a few minutes of their journey remaining, they are confronted by a wait of 6 minutes if the Liverpool Street - Clacton service is on time, but this can easily extend to 15 minutes or more if there are delays on the main line. (Local passengers for Clacton simply have to wait until their train arrives).
 - However, if the Walton service is allowed to depart on time when the Liverpool Street - Clacton train is running late, then London – Walton passengers can then be faced with a wait at Thorpe-le-Soken of up to 50 minutes, again when only a few minutes of their journey remains.
 - Once caught up in such problems, the natural tendency is to avoid changing trains at Thorpe-le-Soken if at all possible.
 - **This debacle has arisen entirely as a result of ceasing the practice of splitting and joining trains at Thorpe-le-Soken.**

The way forward:

- Journey times need to be reduced. Speeds on the GE main line are very low and need to be improved.
 - **The Clacton – Liverpool Street service should be accelerated, calling at, say Chelmsford and Stratford on the main line, and using higher quality rolling stock.**

- **This would give three fast trains per hour between Colchester and Liverpool Street**, not unreasonable considering the large amount of residential housing under construction, and planned, in Colchester and across the Tendring District.
- **This could give a Clacton – Liverpool Street journey time of 70 – 75 minutes.**
- **The service should also be accessible from Walton-line and mid-Tendring stations.**
- Where cross-platform interchange at Thorpe-le-Soken is retained, it should be possible to reduce the headway between trains following on from the recent re-signalling. **This would reduce the time trains spend standing at Thorpe-le-Soken and hence delays to services**
- Similarly, attention should be paid to increasing the line speed between Wivenhoe and Thorpe-le-Soken; until 20 years ago speeds in excess of 90 mph were regularly reached over this section by Liverpool Street – Clacton/Walton trains.
- Tables 2 and 3 show how the frequency of local services can be increased, reducing journey times by about 10% and improving utilisation of trains by 50%.
- However, it appears that increasing the frequency of local services to Colchester Town cannot be achieved while retaining the existing pattern of main line services at this station without constructing a second platform. This restricts both peak-hour and off-peak services from Clacton and Walton.
 - **Priority should be given to the construction of a second platform at Colchester Town.**
- Table 1 shows how an additional local service could be operated from Colchester North alternately to Clacton and Walton. This would mainly benefit intermediate stations but would also increase train service frequency to Clacton and Walton to that which existed in 1980, namely three trains every two hours.
 - **As an interim solution to implementing a half-hourly service on the Sunshine Coast Line, a second local service should be provided operating from Colchester North alternately to Clacton and Walton.**
- Tables 4 and 5 show how connections between Walton local and Clacton – Liverpool Street main-line services can be retained but that this would compromise the half-hourly pattern of local services.
- Table 6 shows a full half-hourly service of local and main line trains, both Clacton and Walton having a service to Colchester Town and Liverpool Street. This pattern of service would have a number of effects:
 - It transfers the interchange between fast and slow trains from Thorpe-le-Soken to Wivenhoe.
 - Cross-platform interchange at Thorpe-le-Soken is lost and this will increase journey times to/from Walton-line stations.
 - Pressure on track capacity at Thorpe-le-Soken is reduced.
 - Journey times between Walton-line station and Liverpool Street using the Clacton service will be increased by about 8 minutes (plus 3 minutes where it is necessary to use the loop at Kirby Cross to pass trains). However, if faster running on the main line is implemented, then overall journey times can still be faster than today.
 - Mid-Tendring stations obtain access to the Clacton – Liverpool Street service without travel via Colchester Town.
 - With the Clacton train providing a fast service, the Walton – Liverpool Street would make the same main line station stops as the current Clacton service, thus retaining journey opportunities to these intermediate stations from all Sunshine Coast Line stations.
- **Use of the passing loop at Kirby Cross delays Walton-line services; to prevent such delays and increase operational flexibility, a dynamic loop should be constructed between Thorpe Le Soken/Kirby Cross and Frinton.**
- **Further flexibility and provision for additional engineering trains or charter services would be provided by a second platform at Walton.**
- Table 7 attempts to implement one interchange at Thorpe-le-Soken and the other at Wivenhoe; however it is very difficult to devise a suitable spread of services over the hour at all stations.
- If the local trains are to terminate at Colchester Town, then it is essential that either a Liverpool Street service calls at mid-Tendring stations (not considered above except in section 6), which would give three services per hour at these stations, or makes a good connection at Wivenhoe with local services as proposed in Table 6.