



"ONTRACK"

Walton On Naze, Frinton On Sea, Kirby Cross, & Thorpe Le Soken Rail Users Association
Representing Clacton & Walton Lines Rail Users for over 20 years

Chairman: J K Smock, 3 Orwell House, 48 Waltham Way, Frinton On Sea, Essex. CO13 9JQ

Secretary: D.J Bolton Snr. 71 Park Road, Clacton n Sea CO15 1HQ

RAILUSERS.ONTRACK@btinternet.com

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FAO

Mr Peter Wilkinson,
 Director of Franchising

The East Anglia Franchising Team
 East Anglia Franchise Consultation
 Rail Executive
 Department for Transport
 Great Minster House
 London SW1P 4DR

EAconsultation2014@railexecutive.gsi.gov.uk

Dear Peter Wilkinson

SUPPLEMENTARY SUBMISSION RE GREATER ANGLIA FRANCHISE CONSULTATION

1. "ONTRACK" RUA have already outlined the key issues and background drivers to Rail Transportation in Tendring District and also the Greater Anglia Gt Eastern Mainline services overall. This paper seeks to reprise some of those points in the light of new recent central planning targets for new homes in NE Essex and Tendring District especially.

2. FOR CONSIDERATION

- a. There is a long legacy of under investment over 30-40 years by British Railways, Railtrack and Network Rail except for replacement of worn out signalling, and other age expired infrastructure. Nothing has been done to plan for future population growth, revitalising the service or service expansion, despite continued organic growth in population.
- b. The last significant improvements were in the Network South East era around 1986 when new booking offices were erected at Thorpe-le-Soken and Walton-on-the-Naze (*But other works were never completed to replace waiting rooms and other facilities such as toilets at Thorpe-le-Soken and Thorpe-le-Soken now has appalling disabled access arrangements, now that the barrow crossings are not useable at the platform ends*)
- c. First Gt Eastern informed us in the era of their tenure that these local lines covered their costs: *Despite hourly local and London services, despite an indifferent marketing of services (insult to injury was advertising for rail travel to see London West End Shows when lack of a late night service meant passengers could not return home by rail after a show), despite a lack of attractive half hourly services and/ or adequate regular speedy through trains to London from Walton-on-the-Naze, mid-Tendring stations or the Harwich line. There are extended journey times – whilst the roads have clogged up – so is this because of an indifferent rail service?*
- d. Note that the fastest trains from Clacton to London (and vice – versa) 30 years ago were 78 minutes – *But in the peak hours one is lucky to reach London in 90 minutes now!*
- e. The Office of Rail Regulator (ORR) Estimates are based on ticketing data found wanting as flawed and inaccurate – recent collaboration with TDC on Rail Passenger Head Count Censuses (*Frinton November 2013 and Thorpe-le-Soken June 2014 which indicated significant, material understatement of usage and interchange and reflects the outcomes of similar exercises undertaken*



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elsewhere in England). There are many reasons why this is so, apparent to those with professional accountancy training (e.g. *coding and system configuration errors*) let alone non-payment or non-collection of fares.

f. The Clacton, Walton and Harwich lines are classed as “Branch Lines” when in fact they are “Feeder Lines”. In fact the main line was to Walton – Clacton was the “branch” feeder coming much later.

g. The actual punctuality as recently published on performance to the nearest minute instead of the industry benchmark of within 5 minutes for short distance trains or within 10 minutes for longer distance trains places ABELLIO GAR at around 67%, much of this down to poor infrastructure or infrastructure bottlenecks (*This makes Network Rails Connectivity consultation Proposals for many hub and spoke connecting services unworkable given this standard of time keeping – and leaving long waits for connecting services to redress this deficiency undermines the whole point of speedy rail journeys*)

g. Network infrastructure has been cut back over many years and currently constrains options to operate flexible cost effective half hourly services in many situations from the train operator's point of view: trains that stand much of the journey waiting at stations with crews idling and are not on the move all the time is not an efficient way to operate rail transport or any form of transport.

i. The trains serving Clacton and Walton have been downgraded from “InterCity Style” Clacton Express Trains to “Outer Suburban” trains ill-suited to longer journeys, visitors and tourists with luggage, lacking many of the comforts and facilities that these travellers require (catering, luggage space, ample toilets etc.). The current trains are so grubby that regular commuters travel to the office in jeans and change into suits in the office.

j. The “ONTRACK” RUA DfT Greater Anglia Franchise Submission makes clear the shortcomings of the current service, the shortcomings of the infrastructure and suggestions on how it can be improved, and also highlights the shortcomings of the Office of Rail Regulation (ORR) data on which so many decisions are made. In the case of the Clacton & Walton lines the official ORR estimates of usage have been shown to be highly unreliable and vastly understate actual usage.

IMPENDING POPULATION / HOUSING EXPLOSION

3. The dramatic explosive population growth arising from newly revised Central Planning House Building targets and from housing developments already in the pipeline will add circa 20,000 homes to the Tendring District, which using the Office of National Statistics average of 2.4 people per home will add another circa 50-60,000 residents to the Tendring District, an increase in the region of 30% to the District's population.

4. However, at the time the initial “ONTRACK” submission to the DfT was written, the explosive proposed increase in population from planning for new home building in North Essex and Tendring had not been announced. The bare minimum increase now will clearly exceed the much lower planned developments entered into the original draft District Development Plans, that can now only be subject to upward revision..

5. If the local authorities do nothing, house builders and developers will be able to propose developments unchallenged. Therefore as we see it, this is a bidding war for new housing development whereby the local authority has to drastically increase house building that is sufficient to meet central planning targets but hopefully fall below what some developers might wish to see.

6. Land prices are comparatively cheap in much of Tendring and North Essex and so it is natural that attention has focussed on this area. During the last year, houses in Clacton-on-Sea were priced at an average of £154,308, whilst the average UK house price at the end of 2013 was £250,000 (source BBC NEWS November 2014).

7. The Tendring District lacks adequate rail services and road systems to cope with such a vast increase in the travel to work population arising from circa 30% increase in the District's population. As the Police Commander stated there are potentially more serious injury accidents and even fatalities on the single carriageway back country roads than the Trunk Segregated Dual Carriageways. There is a social economic cost trade off in getting some of this traffic to transfer to Rail Transport - especially travel to work journeys – in respect of the reducing the economic costs borne by the state in supporting the families and victims of serious road traffic accidents, especially where people have been maimed or killed. Such an intermodal transfer should also help reduce pressure on highways budgets and road congestion.

8. However, this explosive population development pushes the need for vastly improved speedy, frequent, regular interval



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services to London from Harwich, Walton and Clacton and local stations, including those calling at mid Tendring intermediate stations. If nothing is done, too much travel to work traffic will migrate to an inadequate road system which will be far more costly to upgrade and maintain. The road option also does not provide an accessible transport option for those that are currently unemployed as current bus services provide very limited travel to work options out of the area and do not cater for those working anti-social hours on shift work with very early starts or late finishes.

9. This lack of transport infrastructure and good quality frequent direct rail services has already perhaps been the cause of public spats with Colchester Borough Council and criticism in the House of Commons by Colchester MP Sir Bob Russell of Tendring District Council's planning proposals to allow the construction of 3,000 plus dwellings in its area but immediately to the east of Greenstead Estate and Longridge Park areas in Colchester. This has been considered to be a planning threat on the eastern edge of Colchester.

HOUSE BUILDING PLANS

10. In summary the minimum housing/ population expansion being considered in Tendring District Council area alone is we understand as follows:

☐ Revised TDC Development Plan Proposals of a further 12,500 homes (minimum), including major development at Weeley: These include 3,634 in Clacton; 1,358 in Harwich and Dovercourt; 1,100 in Weeley, 952 in Frinton and Walton; 655 in Manningtree, Mistley and Lawford; 231 in Brightlingsea; 543 across other rural villages and a potential 3,000 plus homes close to the border of Tendring and Colchester, subject to agreement with Colchester Borough Council.

But this is not all - commercial building bids at the moment include:

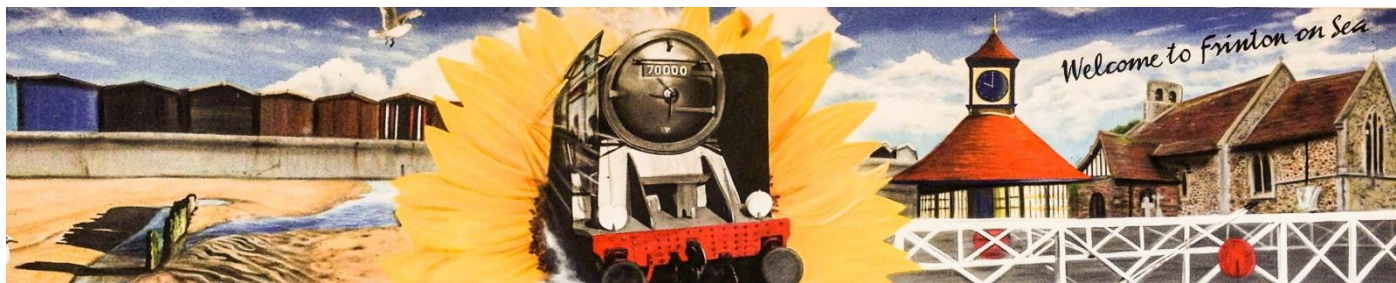
- ☐ Current Clacton-on-Sea developers plan for circa 2,000 plus homes between Gt. Clacton Gorse Lane and Happy Valley Holland on Sea,
- ☐ Current Brightlingsea developer's plans for 200-400 homes on the Brightlingsea peninsular
- ☐ Current Arlesford developer's plans for circa 300 homes
- ☐ Current Lower Kirby Le Soken- Walton Road developer's plans for circa 150 homes
- ☐ Current Walton-on-the-Naze Martello Caravan Park developer's redevelopment for circa 300 homes plus ALDI Store
- ☐ Current developers plans for circa 100 plus homes around Kirby Cross/ Frinton On Sea
- ☐ Current Clacton / St. Osyth priory development plans for circa 200 homes
- ☐ Current developers plans around Harwich / Dovercourt for circa 100-500 homes
- ☐ Current developers plans for Mistley/ Manningtree (include old Cold War bunker Site) for circa 100-200 homes
- ☐ Current Manningtree Dale Hill area developer's proposals for circa 300 homes

POPULATION GROWTH FORECAST

Using the Office of National Statistics average of 2.4 persons per dwelling one is very clearly looking at an expansion of population of New Town proportions of at least 40,000 if not nearer 60,000 and this could be easily exceeded given other niche developments also taking place in the various villages. Although there may be overlap between some of the current proposals yet to be approved and the revised planning targets, undoubtedly it would be wise to scale up rather to scale down as economic and housing pressure nearer London will be a key driver of future developments.

Overall given the lavish funds being made available (*billions of pounds being promised for projects elsewhere*) there should be no good reason to refuse simple enhancements costing £30-40 million that could remedy many local rail transport shortcomings. Such an amount is small change in the context of those spends.

11. The expected increase in passenger traffic is totally understated for the Tendring and North Essex Passenger: the Anglia route study omits all reference to the impact of the potentially explosive housing development. Further the independent Head Count Census undertaken by "ONTRACK" RUA in conjunction with other stakeholders and already submitted under separate cover show that actual passenger usage is



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significantly understated and under recorded, so that for example the interchange at the junction station of Thorpe le Soken between the Walton and Clacton Lines is two to three times higher than as stated by the ORR ESTIMATES.

- Given the massive housing and population expansion, the northeast Essex railway services and infrastructure are not fit for purpose and do not meet the current needs. This under recording alone undermines the assumptions on growth NR has made.
- What seems apparent there is a vast number of unemployed trapped in the coastal urban strip of north east Essex who are deprived of accessible rail transport which would enable them to travel to work outside of the area that paid higher wages (the average wage in Tendring is below that in south Suffolk although the fares are pitched at London & South-East levels)
- At the same time, the railway running from Colchester to Thorpe-le-Soken and onwards to both Clacton-on-Sea and Walton-on-the-Naze, is underutilised, but subject to infrastructure constraints.
- Many of the proposals for new developments are situated close to many of the Tendring District's railway stations: however, if extra services were run to serve London commuters from Walton, Clacton and mid Tendring stations or from Harwich and intermediate stations, we find operational pinch points and infrastructure shortcomings intrude, constricting the efficient, flexible provision of high frequency through services to/ from London Liverpool Street, Chelmsford, Stratford and east London serving all stations, using 12 car trains as required.
- Although the Tendring District retained much of its railway facilities post the Beeching Cuts, the Thorpe-le-Soken to Walton-on-the-Naze section was over-rationalised which restricts flexible operations, with Walton-on-the Naze losing its carriage sidings and depot facilities and second platform, Frinton losing a passing loop.
- Most localities served by local stations are not well connected by road, but have already seen very steady and significant residential developments over the last 50 years (e.g. the population of Frinton/Walton has increased by 50% since 1980).
- The new and recent house building proposals will increase the size of these settlements still further, generating additional rail traffic, in spite of an indifferent rail service.
- **Planning future rail services and infrastructure need to be proactive in respect of providing for increased demand in the near future.**
- For example residential development proposed for Clacton-on-Sea will be adjacent to the railway and close to the Gorse Lane industrial estate (Clacton's main industrial area); the Retail Parks and also the Burrsville residential area. This part of Clacton is two to three miles from the station in the centre of Clacton and for many travel to work by rail is simply not a viable option: the provision of a Gorse Lane Station/ transport hub would be a very useful addition to enable park & ride and transfer to local bus services. **This point is midway between Clacton-on-Sea and Thorpe-le-Soken stations and would enable travel to work by train and to serve the transport needs of current and future residents of the area.**

12. NETWORK RAIL (NR) ANGLIA ROUTE STUDY INFRASTRUCTURE CONTROL PERIOD 6 PRIORITIES

- Nowhere does this NR document propose improving the downgraded journey time to/ from Harwich, Walton on the Naze or Clacton on Sea, nor does it propose to improve local journey times – all of which are unacceptable.
- The attraction of tourist traffic, encouragement of visitors to the area and encouragement of inward business investment will only be assured if journey times are competitive with those to Colchester and / or Ipswich and / or Norwich. Formerly the best journey time under BR was 78 Minutes Clacton to London. Now the best most passengers might achieve is 86 off-peak, 95 - 100 minutes in the peaks.
- The Tendring District has been neglected by the railway. Road traffic congestion is reaching impossible levels due to an inadequate road network both on the eastern approaches to Colchester as well as on the key roads serving the coastal towns of the Tendring District, particularly Frinton and Walton.
- Significant improvements are essential, both to local rail services and to those through services to/ from London, with the latter perhaps contributing to **fast** Colchester – London journeys, i.e. having limited main line stops (and perhaps also



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splitting/joining at Colchester North station).

□ **REFERENCES TO HS2:** Current proposals mean that there will be no direct connection with the main East Anglian rail network and interchange with Cross Rail at Old Oak Common will not improve on the current options regarding travel via London from Great Eastern main line stations beyond Shenfield, ***unless HS2 services also run to Stratford International to enable the necessary connections.***

□ **GT. EASTERN MAINLINE TRACK CAPACITY**

The NR study does consider the provision of dynamic loops: not the improvements desired by the East Anglian Rail Prospectus supported by all the regions MPs and Local Authorities. Even the suggestion for long dynamic loops is but a stop gap solution. The best long term value for money solution, which would build in some future proofing against ongoing growth in traffic, would be to put in four tracks south of Colchester, as proposed by Chris Green who set up British Rail's **NETWORK SOUTHEAST** around 30 years ago. The alternatives of longer trains or double decker passenger trains would not necessarily be a better low cost option. The current provision of basic passing loops for freight trains is also quite unsatisfactory because:

- Freight trains take considerable time to enter and leave a loop travelling slowly at a relatively low speed.
- This time delay results in congestion on the main line to the rear of the freight train blocking the line on entry into a loop, causing delays to other services and loss of track capacity, and again on exit.
- When freight trains are being looped at Witham, the current track layout causes delays to following passenger trains as far back as Colchester due to the high concentration of trains on the GE main line.
- Dynamic loops are considered essential to provide any significant benefit. But such long dynamic loops are equivalent to quadrupling a section of the line.
- Given the foregoing one questions the efficacy of a placing short loop north of Witham when there is due to be a new four-platform station of Beaulieu Park and Witham already is a four-platform station.
- Logically one should quadruple the line between Beaulieu Park and Witham.
- This could be the start of a phased progressive quadrupling of the Great Eastern main line, which will clearly be needed in the longer term, because it this section that sees the highest density of passenger trains and is approximately mid-way between Shenfield and Colchester
- However, the short looping of semi-fast passenger trains so they stand idle and are delayed to just allow faster services to Colchester- Ipswich- Norwich overtake is unacceptable. This causes frustration to passengers and only increases journey times.
- Long dynamic loops are necessary to avoid increasing journey times of semi-fast services and point also to the necessity for quadrupling of the track.
- Projected increases in morning peak passenger demand on the Great Eastern main line is 75%; But this line is already running at capacity, which suggests that by the middle of the 21st century, demand will require an additional double-track line. Considering the very long lead time for rail projects, this suggests that work should commence immediately on quadrupling the Gt. Eastern main line. Consider also the projects are already dammed by the planned housing developments.

□ **GT. EASTERN MAIN LINE PASSENGER CAPACITY**

- There is a high demand for travel on inter-city style trains between Colchester and Liverpool Street with passengers preferring these trains rather than the slower outer suburban services.
- If proposing an increase in the frequency of trains between Norwich and Liverpool Street, this seems to ignore the study notes which point to the average loading of Norwich services north of Colchester is no more than 70%. Thus more unoccupied seats arise between Colchester to Norwich and back, a total distance of 127 miles.
- It ignores the fact that in prior years that inter-city style trains which ran between Colchester and Liverpool Street were provided via a combination of Norwich – Liverpool Street and Clacton-on-Sea/Walton-on-the-Naze – Liverpool Street



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services, when these had high quality "CLACTON EXPRESS" EMU Units. The distance from Colchester to Clacton-on-Sea and back is very much shorter than that to Norwich. Until about 1980, the standard of the rolling stock used on the Clacton/Walton services was similar to that of the stock used on the Norwich services, except for the rather more limited refreshment facilities available on the Clacton/Walton trains. Since then, Clacton - Liverpool Street services have seen:

- i. Significant deterioration in the standard of rolling stock provided from "InterCity" to "Outer Suburban" with minimal on-board facilities, lacking luggage and refreshment facilities,**
- ii. Increased peak-hour journey times from 75 mins- 80 mins to 95 mins- 100 mins , and**
- iii. Extra main-line station stops inserted into the schedules, leading to overcrowding on peak hour journeys.**
- iv. Undermining the attractiveness and benefits of rail travel if commuters or tourists or business visitors cannot work, read or rest on the train, one of the supposed advantages of rail travel for commuting.**
- v. This has led to many in the Tendring District to use the Norwich trains south of Colchester, achieved either by driving to Colchester or Manningtree or to interchange between Clacton and Norwich services at Colchester, despite the design of the current timetable's interchange arrangements. Others give up and drive all the way!**
- vi. Improved rolling stock should be part of the new Greater Anglia Franchise arrangements, required at least to achieve in the short term greater track usage via improved rapid acceleration and top speed ability.**
- vii. Improved electric multiple unit rolling stock for the Clacton/ Walton/ Harwich should be provided in any case due to the length of the journey, which far exceeds an outer suburban trundle around Greater London**
- viii. But this requires Clacton/ Walton – London Liverpool Street services to be accelerated, particularly as the peak-hour services are circa 20-25% slower than 30 years ago.**
- ix. For Clacton/ Walton/ Harwich the target journey time should be a maximum of 75 minutes end to end, less in the peaks.**
- x. This should reduce the demand for additional services between Colchester and Norwich, eases the problems of providing increased capacity over the section of route north of Ipswich, and encourages the influx of population from newly built housing to travel to work by rail, reducing pressure on the road improvement budgets.**

□ IMPROVING SERVICES TO CLACTON-ON-SEA & WALTON-ON-THE-NAZE

- a. Thorpe-le-Soken the junction station is a country station with very limited facilities, poor disabled access, is of poor design and is also a mile from the centre of the village.
- b. New housing development currently under way will add circa 100-200 homes, but it generates only a small amount of traffic from the immediate village.
- c. Since 1982 it's been a major interchange station for which purpose it is quite unsuited; and recent independent headcount censuses show that Thorpe-le-Soken has more passengers interchanging than Norwich.
- d. During a summer day circa 200 plus people can be seen at Thorpe-le-Soken, changing from a train from London onto the local service to Walton-on-the-Naze with passengers standing to Frinton-on-Sea.
- e. In the UP / DOWN DIRECTION journeys can be severely disrupted due to missed connections at Thorpe-le-Soken triggered by operating delays and problems on the Gt. Eastern main line. This has resulted in mass anger, severe passenger dissatisfaction; particularly given this is only 5-10 minutes from the beginning or towards end of their journey.
- f. Timetables should eliminate, as far as possible, Thorpe-le-Soken as an interchange station, with through trains to/from London and Colchester Town from both Clacton and Walton.**
- g. This would also eliminate the delay suffered local trains and passengers travelling to/from Colchester Town.**
- h. This delay to local trains is extended when disruption arises on the Gt. Eastern main line delaying the service from Liverpool Street.**
- i. From both Clacton-on-Sea and Walton-on-the-Naze there are two main destinations: Colchester Town for town centre offices, courts, public and retail facilities, and to Liverpool Street for access to London employment, retail and leisure facilities and/or for travel to other destinations beyond London.



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j. The "ONTRACK" RUA report (sent under separate cover) suggested off-peak train service patterns at both Clacton-on-Sea and Walton-on-the-Naze these should comprise services to both Colchester Town and Liverpool Street: this would then provide two services per hour on both the branches beyond Thorpe-le-Soken and also provided for two local services per hour to Colchester Town. If the timetable is appropriately designed, it is not necessary for these local trains to continue from Colchester Town to Colchester North; the number of passengers over this section is quite small, but could be integrated into a triangulated service. **A further re-iteration of a timetable whereby services London and local stopping, are alternated between Clacton and Walton On The Naze is Attached in Appendix A** (Source Mr A.C. Baxter Chartered Engineer (Retired)).

k. Note that most of the traffic at Colchester Town is to/from the Tendring District of north-east Essex.

l. Improvements in frequency and journey times of the local rail service to Colchester Town will help reduce the very serious road traffic congestion on the eastern approaches to central Colchester; but it must provide a cost effective viable journey option.

m. The rail service therefore needs to be improved in respect of both journey time and frequency and a Sunday service should be provided.

n. Colchester Borough Council has proposals for a bus-based park-and-ride service for east Colchester; it would work much better if it were a **rail-based park-and-ride scheme, using a high frequency speedy local train service and operating from mid-Tendring. This should be considered as priority, as buses would still have to contend with heavy road traffic.**

o. With regard to providing through services from Walton-on-the-Naze to Liverpool Street, a number of options are available: Joining/splitting Clacton and Walton portions at Thorpe-le-Soken, (as from 1882 to 1982.) *or run both services independently to/from Liverpool Street or divert the semi-fast Liverpool Street – Ipswich service to Walton-on-the-Naze or combine the direct Walton-on-the-Naze and Colchester Town services, joining/splitting at Colchester North.*

p. Around 15,000 to 20,000 people visit the beaches at Frinton-on-Sea and Walton-on-the-Naze on any fine day in summer; the vast sandy beaches with beach huts stretch continuously for nearly 5 miles from south of Frinton to north of Walton, and there is very easy access from the stations of Frinton-on-Sea and Walton-on-the-Naze. In Frinton, the beach is a short walk via the main shopping area. Walton station on the cliff-top is only two minutes from the beach, three minutes from the pier. However, currently the poor train service to the Walton-line is a serious disincentive to travel by train, so the vast majority of summer visitors come by road causing traffic congestion and serious parking problems. There is a an obvious need for summer through services to Walton-on-the-Naze from main line stations.

q. THE UNIVERSITY OF ESSEX: The University is located between Hythe and Wivenhoe stations with day-time population of over 20,000 and with a the new University of Essex Knowledge Gateway, some 200 feet from the railway, but has no station and is very inconveniently served by Hythe station a mile or more away. A station to serve the east of Colchester SHOULD be adjacent to the University – As was first proposed 50 years ago. IT IS UNDERSTOOD that the University has already provided a wheelchair accessible footbridge at the site.

r. AIRPORT CONNECTIVITY. There is no rail access to Stansted Airport from east Essex and Suffolk and the line from Stansted to Braintree needs to be reinstated in conjunction with a new line constructed from Braintree to Marks Tey, which could also provide a diversionary route for the Gt. Eastern Mainline. **This would provide connectivity between, Harlow/Cambridge and Colchester/Ipswich and alternative routes from Cambridge and Ipswich to Liverpool Street in times of disruption.**

s. CROSS REGIONAL SERVICES E.G. IPSWICH – PETERBOROUGH SERVICES: Ipswich – Peterborough services are part of a long-distance route linking north Essex/south Suffolk with Yorkshire, the North-East and Scotland. **The frequency of Ipswich – Peterborough trains needs to be increased to hourly to provide a satisfactory service and the number of changes of train needs to be kept to a minimum as many passengers are likely to have heavy luggage and should be extended southwards to Colchester which is a far more significant interchange station than Ipswich.** However extending this service southwards to Colchester would result in an additional path being required on the Great Eastern main line. This may be unsatisfactory, in which case a review of the semi-fast Liverpool Street – Ipswich service should be considered. This is used off peak by relatively few passengers north of Colchester, and better



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loadings could be had if diverted to run to/from Walton-on-the-Naze. **This would be a possible means of providing through services from Walton-on-the-Naze to Liverpool Street and eliminate the interchange at Thorpe-le-Soken (see paragraph 'o' above).**

t. Without the direct Ipswich - Peterborough services north Essex and south Suffolk are virtually cut off from the rest of the country by rail and if this service went beyond Peterborough to Nottingham, or further it would make this an even more valuable service. In the past there were through service from Colchester and Harwich International, but infrequent and poorly marketed or promoted.

r. Ticketing and Marketing improvements should include greater use of Rail Ticket Agents and Retail Outlets on Stations selling a wide range of tickets. It would also be useful to have a wider use of a Boarding Pass / Travel Token available from a wide range of sources so that intending passengers can buy any type of ticket from a Conductor Guard when Ticket agents / Retail Outlets are not open or readily available. This predisposes that trains in future will embrace facilities to enable Conductor Guard operation such as through the driving cab connections between units and Conductor Guard Control panels in each carriage. However, although Electronic Smart Card Ticketing have certain cost benefits, on more rural lines it is unlikely to reduce fraudulent travel, or incorrect payment etc., due to the lack of manned booking offices at stations and also because it is not possible to operate automatic ticket gates without staff being present. Electronic travel pass readers alone do not guarantee elimination of ticketless travel as it will be possible to travel between many stations with seeing and staff present, nor a conductor guard – who are currently unable to walk through the whole of a 12 Car formation, due to the lack of inter unit connections. Further failure of a remote standalone Electronic Smart Pass Readers at unstaffed upcountry stations may cause more unnecessary problems for intending honest passengers.

SUMMARY

- ☐ Infrastructure and rail service improvements go hand in hand: the Tendring District of north-east Essex has seen a very significant deterioration in the standard of its rail services over the past 35 years due to
- ☐ Poor standard of rolling stock, and
- ☐ Longer journey times
- ☐ This has had resultant economic dis-benefits to the District.

Yours sincerely

John Smock
Hon Chair "ONTRACK" Rail Users Association

P.S. We understand that Tendring District Council Chief Officer and TDC Cabinet Members did not receive notification of this Consultation nor of that for the Anglia Route Study, nor of the Anglia Franchise Consultation the contacts are Mr Ian Davidson Chief Executive TDC and Cllr. Mark Platt, Cabinet Member Tourism & Leisure.

ENCLOSURES

- ☐ "ONTRACK" RUA Headcount Census Reports November 2013 Frinton On Sea, June 2014 Thorpe le Soken
- ☐ "ONTRACK" RUA Original Submission Re Greater Anglia Franchise Consultation
- ☐ "ONTRACK" RUA Timetable Study Report "Sunshine Coast" 2012)
- ☐ "ONTRACK" RUA POWERPOINT PRESENTATION THE WAY AHEAD (2012)

***P.S- Header shows mural painted on wall of disused platform of Frinton Station**



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APPENDIX A

A.1 THORPE-LE-SOKEN – CLACTON/WALTON HALF-HOURLY PATTERN:

Interchanging at Thorpe-le-Soken

This pattern uses existing infrastructure i.e. no engineering work is required to be carried out for its implementation and is intended to be a simple extension of the current service to provide half-hourly services at all stations.

It provides for:

- Hourly service Clacton – Liverpool Street & v.v.
- Hourly service Walton – Liverpool Street & v.v.
- Hourly local service Clacton – Colchester Town & v.v.
- Hourly local service Walton – Colchester Town & v.v.

Thus it also provides for a half-hourly service from mid-Tendring stations to Colchester Town and Colchester North. However it provides only an approximation to half-hourly services Thorpe-le-Soken to Clacton/Walton due to the differing nature of the two services, although the effect is only slight.

It would be expected that most passengers would prefer to use through services so that interchange between Clacton and Walton services at Thorpe-le-Soken would be less than at present.

Notes:		From Col. Nth./Tn.	From London		From Col. Nth./Tn.	From London	
Thorpe-le-Soken	arr	xx.40	xx.44	↓	xx.10	xx.14	↓
	dep	xx.46	xx.44	xx.46	xx.16	xx.14	xx.16
Kirby Cross	arr	↪	xx.49	----	↪	----	xx.21
	dep	----	xx.52	----	----	----	xx.24
Frinton-on-Sea	dep	----	xx.55	----	----	----	xx.27
Walton-on-the-Naze	arr	----	xx.59	----	----	----	xx.31
Clacton-on-Sea		----	-----	xx.55	----	xx.23	----

Clacton-on-Sea	dep		xx.51	----	xx.19	----	----
Walton-on-the-Naze	dep	xx.46	----	----	----	xx.18	----
Frinton-on-Sea	dep	xx.49	----	----	----	xx.21	----
Kirby Cross	arr	xx.52	----	----	----	xx.24	----
	dep	xx.52	----	↓	----	xx.24	↓
Thorpe-le-Soken	arr	xx.58	xx.00	xx.58	xx.28	xx.30	xx.28
	dep	↪	xx.00	xx.04	↪	xx.30	xx.34
Notes:			To London	To Col. Tn./Nth.		To London	To Col. Tn./Nth.

Disadvantage of this pattern: Strictly there are three paths per hour in each direction between Thorpe-le-Soken and Walton at 20-minute intervals. While this design of time-table only uses two paths per hour, the third cannot be used for excursion/charter/ engineering trains, because of the restrictive nature of terminal platform capacity at Walton on the Naze and/ or lack of passing loop at Frinton (or dynamic double track loop section Frinton to Thorpe Le Soken).



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A.2 THORPE-LE-SOKEN – CLACTON/WALTON HALF-HOURLY PATTERN:

Re-instating the passing loop at Frinton

A disadvantage of the half-hourly service pattern as described above is that the loop at Kirby Cross is used to pass every train, thus the barriers at Frinton crossing would need to be lowered four times per hour. This would be an inconvenience to road users.

This problem could be overcome if the loop at Frinton station were to be re-instated so that, with trains crossing there, the barriers would only need to be lowered twice per hour as at present.

Notes:		From Col. Nth./Tn.	From London		From Col. Nth./Tn.	From London	
Thorpe-le-Soken	arr	xx.34	xx.38	↓	xx.07	xx.11	↓
	dep	xx.40	xx.38	xx.40	xx.13	xx.11	xx.13
Kirby Cross	arr	↩	xx.43	----	↪	----	xx.18
	dep	----	xx.43	----	----	----	xx.18
Frinton-on-Sea	arr	----	xx.46	----	----	----	xx.21
	dep	----	xx.49	----	----	----	xx.21
Walton-on-the-Naze	arr	----	xx.53	----	----	----	xx.25
Clacton-on-Sea		----	-----	xx.49	----	xx.17	----

Clacton-on-Sea	dep		xx.51	----	xx.19	----	----
Walton-on-the-Naze	dep	xx.46	----	----	----	xx.15	----
Frinton-on-Sea	arr	xx.49	----	----	----	xx.18	----
	dep	xx.49	----	----	----	xx.21	----
Kirby Cross	arr	xx.52	----	----	----	xx.24	----
	dep	xx.52	----	↓	----	xx.24	↓
Thorpe-le-Soken	arr	xx.58	xx.00	xx.58	xx.28	xx.30	xx.28
	dep	↩	xx.00	xx.04	↪	xx.30	xx.34
Notes:			To London	To Col. Tn./Nth.		To London	To Col. Tn./Nth.

This does result in some fairly tight timing between the departure of the up local at xx.04 and the arrival of the down local at xx.07 as these would use the same platform. However, the headways between Thorpe-le-Soken and Weeley are generous, much more so than in the past.

In fact there is no reason why the up local should not depart two minutes after the up Liverpool Street service, in this case at xx.02. Observation of two-minute headway with the current signalling has not shown the following local train to be checked before arrival at Weeley.

Further, it was pointed out to Network Rail signal engineers at a meeting prior to re-signalling the line from Colchester to Walton-on-the-Naze, that signals should be suitably located between Thorpe-le-Soken and Weeley in both directions to enable these reduced headways.



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In order to minimise the time that the barriers at Frinton crossing would be down and thus minimise delays to road traffic, the down train should arrive first. However this is not possible in both cases shown in the above sample timetable, although that would be the case if headways between Weeley and Thorpe-le-Soken were to be reduced.

The availability of loops at both Frinton and Kirby Cross does provide for greater robustness in train operation; if the down service from Liverpool Street is late, then the loop at Kirby Cross could be used instead of Frinton allowing for several minutes delay on the main line. Delays to main line services are by far the most common cause of disruption in the Thorpe-le-Soken - Clacton/Walton area.

For excursion/charter/engineering trains the presence of two loops means that an additional path is available as far as Frinton, with an allowance of 17 minutes to turn round before returning to Thorpe-le-Soken. Normal scheduled regular services would be unaffected.

However, if it is required to run the additional train through to Walton, this can be achieved but in this case would result in a small amount of disruption to normal services. Scheduled train movements at Thorpe-le-Soken would not be affected however.

Thus the re-instatement of the Frinton loop would provide much more flexible operation of the Walton line as well