

ACTION STATIONS?

A PRESENTATION FOR GREATER ANGLIA RAIL FRANCHISE BIDDERS

PREPARED BY "ONTRACK" RUA

(Walton On The Naze, Frinton On sea, Kirby Cross & Thorpe Le Soken Rail Users Association covering the
Clacton & Walton Lines & Mid Tendring)

JULY 2015

KEY ECONOMIC / DEMOGRAPHIC DRIVERS

- CENTRAL GOVERNMENT PLANNING TARGET OF **12,000** NEW HOMES
- ALLIED TO DEVELOPMENTS IN PIPELINE EQUALS OVER **20,000** HOMES
- **ESTIMATED** RESULTING POPULATION INCREASE 50,0000
- GROWING POPULATIONS OVER LAST 75 YEARS (OVER 200-500% INCREASE)
- **74%** HOUSES OWNER OCCUPIED
- LONDON COMMUTER CATCHMENT AREA
- **30%** POPULATION AGED OVER 65
- HIGH RESIDUAL UNEMPLOYMENT **6%** & DEPRIVATION **LINKED TO** POOR TRANSPORT & ACCESS TO EDUCATION
- ECONOMY HEAVILY DEPENDENT ON TOURISM

KEY RAIL ISSUES

- YEARS OF POOR MARKETING OF RAIL: Services do not meet many current needs commuter/ tourist
- YEARS OF UNDER INVESTMENT in local rail services & infrastructure capacity enhancement
- NEED FOR INFRASTRUCTURE ENHANCEMENTS to improve frequency, speed & flexibility of services
- NETWORK SE LEGACY – Wages lower than South Suffolk Coastal But Tendring fares higher pro rata
- CURRENT RAIL SERVICES RESTRICT ACCESS: to jobs & educational opportunities beyond Tendring District and impede free flow of inbound visitors
- HIGHER RAIL CAR PARKING CHARGES A BARRIER TO RAIL USAGE: higher than council run car parks

CLACTON & WALTON RAIL SERVICES

- “DOWNGRADED” to outer type suburban service since 1980s with unsuitable rolling stock
- TOO MANY CONNECTIONS: Delays & missed trains for LONDON and LOCAL JOURNEYS at THORPE LE SOKEN / WIVENHOE/ COLCHESTER
- Previous Operators: <ABOVE AVERAGE TAKE UP OF RAIL SERVICES FROM RURAL STATIONS>
- PROXIMITY OF POPULATION OF MOST SMALL TOWNS & VILLAGES ALONG LINES within 15 minutes walk to station
- JOURNEY TIMES HAVE NOT IMPROVED IN 100 YEARS

TENDRING DISTRICT RAIL SERVICE ISSUES

- NEED FOR REGULAR 30 MINUTE INTERVAL SERVICES - serving all Tendring lines stations
- NEED FOR ALL STATIONS TO HAVE LONDON STOPPING SERVICES CALLING - especially during peak hours
- SHORTER JOURNEY TIMES TO COLCHESTER/ LONDON
- NEW ROLLING STOCK REQUIRED - Better suited to long distance travellers & tourist traffic & semi rural stopping services (E.G. CONDUCTOR GUARD TANNOY/ RA CONTROLS IN EACH CAR)
- BUSES DO NOT CONNECT WITH TRAINS AT MOST TENDRING LINES STATIONS
- LOCAL MAIN ROADS INADEQUATE FOR FURTHER HOUSING? POPULATION EXPANSION (During last 18-24 months series of fatal accidents on Main Road Weeley – Walton on Naze, Weeley – Clacton & A120)

WELCOME TO CLACTON STATION

Rebuilt by LNER 1929 anticipating Holiday Camp Developments



WELCOME TO CLACTON STATION II

- POPULATION CIRCA 70,000 (INCL. HOLLAND ON SEA/ WEST CLACTON / JAYWICK)
- CLACTON PARLIAMENTARY CONSTITUENCY (COASTAL STRIP excluding HARWICH and MID TENDRING Villages) Population 85,000
- POOR HOURLY TRANSPORT TO LONDON
- CHANGE AT THORPE LE SOKEN FOR LOCAL STOPPING SERVICES TO COLCHESTER TOWN & WALTON ON NAZE

CLACTON STATION - Concourse

Four platforms of varying lengths (Not all can take 12 cars)



JOURNEYING FROM CLACTON STN

- CLACTON - Four platforms - of varying lengths
- CLACTON Station Car Park small and expensive lacking natural policing (overview) tucked behind industrial units in former Goods Yard
- Buses do not connect with CLACTON commuter trains or other trains most of the day
- No dedicated station Bus interchange / Bus park
- Taxis do not use station forecourt ranks and wait (Rail Tariff deters?) But queue in side road opposite!

GREAT CLACTON DOES NOT HAVE A STATION !

- 4,500 HOUSES PLANNED for GT CLACTON/
HOLLAND ON SEA in proximity
- TWO LARGE RETAIL PARKS in proximity
- GORSE LANE INDUSTRIAL AREA ADJACENT
- GT CLACTON RESIDENTIAL AREA ADJACENT
- TARGET AREA FOR A PARK & RIDE
TRANSPORT INTERCHANGE (retail parks car
parks used as such for AIRSHOWS)
- CLACTON TOWN CENTRE STATION remote
from expanding estates population

GT CLACTON – Case for a Station at the Gorse Lane Crossing Site?

- Potential Park & Ride and Transport Hub
- Proximity to future new housing developments
- Proximity to Gt. Clacton & Lt. Clacton housing
- Proximity to Retail Parks and Industrial Estate
- Lack of parking at Clacton Station
- Poor early and late buses (no commercial services run)
- Bus / train link up non existent
- Clacton Town Pop 1939 19,000: 2015 65-70,000

CLACTON STN – TOURISM

CARNIVAL WEEK – EVENTS INCL. FIREWORKS & FAIR



CLACTON STN – TOURISM

AIRSHOW DAYS - RED ARROWS PERFORM
2014 BROKE ALL RECORDS



THORPE LE SOKEN STATION

“ISLAND” Platforms 1 & 2 DISUSED 3rd Platform

- Use of only two platforms creates rail bottleneck at critical times

CHANGE here for LOCAL SERVICES to KIRBY X, FRINTON & WALTON ON THE NAZE or for all stations to COLCHESTER TOWN –

A change of train only 15 minutes (circa 7 miles or so) into or from end of your journey: the highest interchange in the region comparable to Norwich!



THORPE LE SOKEN STATION

- ACCESS - Only via steep footbridge from car park
- NO DIRECT DISABLED ACCESS from car park or main road
- POOR LIGHTING in car park and approaches not even adequate to read display on Parking Ticket Machine
- CCTV covers only Island Platform and Ticket Machine; Excl. Bike Sheds, most Car Park, Other areas (Vulnerability issues)
- MAJOR INTERCHANGE STATION – with limited shelter and narrow platform width by station buildings for disabled boarding of trains.
- LIMITED BUS SERVICES – not connecting with trains
- MALTINGS HOUSING DEVELOPMENT plans approved
- Gt. Clacton/ Lt. Clacton residents drive to Station: Mid Tending villagers tend to drive the greater distance to Manningtree where service frequency, journey times better.

THORPE LE SOKEN STATION

ISLAND PLATFORM



THORPE LE SOKEN STN

FOOTBRIDGE ACCESS FROM CAR PARK & DISUSED 3rd PLATFORM



AND NOW WALTON - THORPE LINE

- Walton On Naze Line - single track except Kirby X Station: passing loop hinders flexibility & timekeeping
- Thorpe Le Soken Highest Interchange - Comparability to NORWICH THORPE STN.
- Low Off peak Hourly Service Frequency
- Inadequate really early morning (before 5.30 a.m.) and late night trains to/from Colchester/ London weekdays and especially Sundays
- Missed Connections when trains terminated short or run late leads to big delays for onward passengers.
- Passengers stranded when trains turned round short of destination at e.g. Colchester or sent direct to Clacton

THORPE – WALTON LINE II – WALTON STATION

- Only One Single Platform Left
- No Shelter from East Coast Winds
- Limited passenger comfort / waiting facilities



THORPE LE SOKEN - WALTON LINE III

- **WALTON STATION** - Shed, Stabling Sidings & Platform 2 lost under BR (But overnight stabling of a train would enable early morning starts)
- **FRINTON STN.** - Passing loop & platform 2 disused: No facilities once booking office closes despite heavy patronage
- **KIRBY X STN.** - Has 12 Car Passing loop, But only 8 car Platform No booking office, No footbridge, limited facilities
- **KIRBY X STN.** - Ultra Low & Narrow 13' 3" Overbridge across adjacent main road to Holland On Sea/ Clacton
- **More new housing planned** - near Kirby X , Frinton & Walton Stations
- **New Retail & Entertainment:** ALDI supermarket planned for Walton On Naze and redevelopment / enhancement of Gt. Clacton Factory Outlet Retail Village
- **New £2m Naze Visitor Centre** (targeting school project trips)
- **National Nature Reserve** ("Swallows & Amazons" Hamford Backwaters)

THORPE LE SOKEN - WALTON LINE

WALTON ON THE NAZE – TOURISM I

– NAZE (NAPOLEONIC) TOWER - WITH A SCHOOL PARTY



THORPE LE SOKEN - WALTON LINE

WALTON ON THE NAZE -TOURISM II

Classic Car Vehicle Show



WALTON – THORPE LE SOKEN LINE IV FRINTON STN



WALTON – THORPE LE SOKEN LINE

FRINTON STATION - TOURISM I

FRINTON LAWN TENNIS CLUB

**HOST TO AEGON FUTURES (INTERNATIONAL) TOURNAMENT, SENIORS & JUNIORS &
SCHOOLS TOURNAMENTS**



FRINTON STN – TOURISM II

NATURAL AMENITY: 2000 BEACH HUTS & CLIFFTOP
GREENSWARD & MILES OF “BLUE FLAG” SANDY BEACHES



THORPE LE SOKEN – WALTON LINE V

– KIRBY X STATION (2 Platforms & Passing Loop)

– 2011-12 House Builds



THORPE – WALTON LINE VI

– KIRBY X STATION (MORE NEW HOUSE BUILDS)

**RAIL LINE CURVES AWAY (TOP) – THREE FIELDS BETWEEN MAIN ROAD AND RAILWAY
WILL SHORTLY PRODUCE A NEW CROP OF NEW HOUSES 15 MINS FROM THE STATION**



THORPE - WALTON LINE - KIRBY X STATION

MAIN ROAD OVER BRIDGE

- Too Low 13' 3", Too Narrow?



THORPE – WALTON - KIRBY X STATION

MAIN ROAD OVER BRIDGE ANOTHER NEAR DISASTER

– Buses & High Trucks Decapitated (No fatalities this time!)



THORPE - WALTON LINE

- KIRBY X STATION

– NO FOOT BRIDGE - Foot crossing to platform 2



THORPE - WALTON LINE

– INFRASTRUCTURE TWEAKS

- **Double Tracking** FRINTON – THORPE LE SOKEN through out or
- **Long Dynamic Loop** (virtual Double Tracking Frinton through Kirby X to near Thorpe Le Soken approaches)
- **Replace low bridge at Kirby X** *as part of bundled improvements for dynamic loop or double tracking*
- **Reinstate 2nd platform Walton**
- **Improved Bus stands / Bus access needed**

THORPE LE SOKEN – COLCHESTER TOWN/ COLCHESTER MAIN (NORTH STATION)

- **WEELEY STN:** Proximity to TENDRING CREMATORIUM (Funeral traffic) and location for massive housing development. NO SUNDAY SERVICE
- **GT. BENTLEY STN:** Largest village green in England, second largest village in the Tendring District Industrial estate adjacent rail station, target location for housing developments
- **Thorrington Stn. (Closed)** – but ideally located for park & ride serving **housing developments along A133**
- **ARLESFORD STN:** Location for housing developments, school near rail, station
- **WIVENHOE STN:** Port and Residential town, more housing planned
- **HYTHE STN:** Adjacent Hythe Quay Industrial Area: nearest stop to Essex University – but involves one mile up steep hill
- **COLCHESTER TOWN (AKA ST. BOTOLPHS):** One platform station at end of double tracked triangular junction, adjacent law Courts, Colchester Town Centre & Old barracks Redevelopment (All other Station trackage lost)
- **COLCHESTER MAIN (AKA NORTH) STN:** – One mile from Town Centre accessed by steep 1 in 10 hill and has congested platform space at critical times of day

THORPE LE SOKEN – COLCHESTER

MID TENDRING LINE STATIONS

- **Need for frequent / direct trains to/ from Colchester/ London to call at all stations**
- Ever Growing Village Housing Developments and Expanding Populations to service
- Poor Bus Services to most mid Tendring Stations
- **London / South Essex travel to work flows**
- If no train – car or motor bike used - if owned
- **Some drive from mid Tendring villages between Clacton Line / Harwich Line – especially from “The Bromley's”, Tendring, Wix etc., into Manningtree Station** where there are more trains, and a better standard of train if they do not indeed drive all the way to Chelmsford or London
- *Plus option of cheaper fares on Mainline “intercity” services*
- *Undermines viability of Walton/ Clacton lines*

MID TENDRING VILLAGES– TOURISM

YOU MUST HAVE HEARD OF **BETH CHATTO GARDENS** – BUT THE NEWER **GREEN ISLAND GARDENS** IS ALSO ATTRACTING VISITORS AND CRITICAL REVIEWS



THORPE – COLCHESTER - WIVENHOE STN

– PLATFORMS WITH A GAP & SHARP CURVE

**And the most controversial and longest outstanding issue here is the lack of
Disabled Access to/from Platform 2**



Colchester Town

(Town Centre Stub Terminus) Single Platform Capacity Constraint



COLCHESTER TOWN OPTIONS

- **Remedy a lack of Sunday Services to important Town Centre employment and commercial hub:** ad hoc “Holiday Sunday” services provided in past covered 9 a.m.- 5 p.m. But the not travel to work periods for the retail workers
- **An Extra Platform increases operational flexibility/ frequency and range of services**
- Useful Local Town Centre Termini/ Stabling Point
- **Relieves Pressure on Colchester Main station Platforms for turn rounds**
- **OLD BARRACKS (GARRISON HOUSING REDEVELOPMENT)**
s106 Money intended for 2nd platform at Colchester Town
- New Court House adjacent
- **Note: Adjacent Town Centre Offices, Shops:** and a short walk to Colchester Grammar School and Colchester Institute

COLCHESTER MAIN (AKA NORTH) STN

- CLACTON LOCAL BAY (PLATFORM 5) TO LEFT ADJACENT PLATFORMS 3 & 4
LOOKING TOWARDS LONDON (UP) & ACROSS TO PLATFORMS 1 & 2



COLCHESTER (NORTH) STN

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

CLACTON & WALTON SERVICES

WHY UPGRADE ? I

- **The Times 13 July 2015 Page 40 <Train Stations “hold the key” to building 500,000 new homes >**
- Report quotes HAMPTON Estate Agencies and the Prime Minister about the release of public sector land for 150,000 homes and brownfield sites near stations ... **“enough unused land within walking distance (*of stations*) to build three times as many homes as government has suggested..... near best transport links”**
- ***Tendring District ’s land is comparably cheaper and readily available and much is located in proximity to rail lines and railway stations:***
- ***But the rail services are poor and indifferent when compared to other lines in terms of travel times, frequencies, direct services and comfort.***

CLACTON & WALTON SERVICES

WHY UPGRADE ? II

- **Needs to be half hourly throughout the day early to late**
- **Revised stopping profile: All stations to Colchester + Fast or Semi Fast Limited Stop to London**
- **Through Direct trains to London Ex Clacton & Walton needed**
- **Join / Split Tendring Lines Trains at COLCHESTER MAIN (NORTH) Station if needed**
- **LONDON TO CLACTON OR WALTON IN 75 MINS TARGET JOURNEY TIME**
- **IMPROVED DISABLED ACCESS & FACILITIES AT MOST STATIONS - in an area where 30% are aged 65 yrs.,+**
- **Stabling of trains overnight at Walton On Naze & Harwich Stations to allow early start of passenger services**

CLACTON & WALTON SERVICES

WHY UPGRADE ? III

- **Growing population allied to massive housing developments**
- *Local Commuter Traffic Potential*
- **Local main roads congested and blighted by fatal accidents**
- *Those who can drive forsake a poor expensive trains and drive into Colchester to work*
- *Lack of Early & Late Local Buses for workers on most routes*
- **Buses take far longer than trains** (E.g. circa 40 mins Walton – Clacton and over an hour to Colchester)
- **E.G. By Train circa 24 mins Walton – Clacton** (if reversed at Thorpe Le Soken)
- Integrated bus rail ticket options (Plus bus) exclude Frinton, Walton and other parts of Tendring Rail Network
- **BRIGHTLINGSEA (CINQUE PORT)** is served by a twisty single carriage way road: housing expansion will require improved access – But reinstating the former cheaper than new main road

CLACTON & WALTON SERVICES

WHY UPGRADE ? IV

- **A Tendring District “TRAVELCARD” and “TOURIST/ VISITOR CARD ” options are highly desirable ?**
 - With coverage to Colchester Town/ Colchester Main Stations
 - And why not an add on for Manningtree to Ipswich

CLACTON & WALTON SERVICES

WHY UPGRADE ? V

GE TRUNK ROUTE CAPACITY UPGRADES

TO CONSIDER NE ESSEX & TENDRING DISTRICT HOUSING / POPULATION EXPANSION

- **CONSTRICTIONS OF A TWO TRACK MAINLINE:** *Shenfield - Colchester causes bottlenecking / delays juggling SLOW Freight v FAST Intercity v SLOWER Intermediate Stopping Services v SEMI-FAST Services*
- **CHRIS GREEN (Founder of NETWORK SOUTH EAST) Recognised Four Tracking from Colchester – London was necessary to juggle capacity conflicts of and separate Slow stopping passenger trains, Freight and Intercity services over 25 years ago**
- **ENHANCED CAPACITY ON CROSS COUNTRY FREIGHT ROUTES** via Bury St Edmunds and also
- **REOPENING COLCHESTER HAVERHILL/ HALSTEAD CAMBRIDGE CONNECTIONS** and Stansted Bishops Stortford Links (Provide Alternative/ Diversionary Routes)
- **ROAD HAULAGE INDUSTRY SHORTGAGE OF HGV TRUCK DRIVERS:** due to new EU rules resulting in older drivers retiring & freight growth. But can Rail Freight take up the challenge if no spare capacity

NOT FORGETTING HARWICH FOR THE CONTINENT AND THE HARWICH LINE !

- **MAJOR SEAPORT & FERRY/ CRUISE LINER TERMINAL**
- HQ of Trinity Light House
- **Reinstate 2 tracks from Harwich International STN. to Harwich Town STN. to enable more turnaround and stabling/stacking of trains at Harwich Town**
- Compare freight to Felixstowe Dock opposite side of the Port of Harwich
- *Felixstowe handles more rail freight than Harwich (the traditional rail port) due to modern freight handling investment (Lack of investment by BR in modern rail freight handling/ transfer technology?)*
- Industrial decline around Harwich only offset by Port Expansion Plans (BATHSIDE BAY)

HARWICH LINE STATIONS

- **Harwich Town STN:** *Unstaffed, adjacent bus stand. Now single platform only – second track redundant*
- **Dovercourt STN :** *Only one platform and track in use*
- **HARWICH INTERNATIONAL (AKA PARKSTONE QUAY):** *Multi platform station serving ferry and cruise ship terminal and seaport*
- **Wrabness STN:** *Village station, with parking*
- *Bradfield STN (Closed): Potential housing development*
- **Mistley STN:** *Unstaffed, village station on outskirts of Manningtree with limited access to bus services*
- **MANNINGTREE STN:** *Staffed station on Mainline with bay platform, but poor access to down Platforms and lacks bus services and reasonably priced car parking. But standing room only on many morning Intercity Peak Hours Trains to LONDON Liverpool Street*
- *Ardleigh Station (Closed): Was well sited to serve potential and planned new housing development and Dedham*

BRIGHTLINGSEA'S DEATH ROAD

- ITS BETTER BY RAIL?

- Beeching Cuts Closure of BRIGHTLINGSEA Rail Line from Wivenhoe
- Left only one way in/out – via a single twisting carriageway road
- Prosperous Port Town with Industrial estate
- Plus Boating/ Marina Housing Developments
- Plus Weekend Leisure business
- But blighted by treacherous back road: the social economic cost of road casualties outweigh any initial “saving” from Beeching
- Developers keen to build more housing – But extra access is the key issue
- Trackbed and right of way intact either side of Arlesford Creek – no navigation by barges now takes place so simple concrete span bridge could replace former swing bridge

LONDON ESTUARY AIRPORT FOULNESS MAPLIN REBORN?

- **HEATHROW/ GATWICK EXPANSION only buys time!?!**
- Congested airspace/ runway capacity means the unrestricted flying hours (take off over sea) provided offshore island airport a winner
- Mayor of London Boris Johnson's idea a good one - copying cities such as Boston MA, Hong Kong etc.
- When Foulness / Maplin resurrected then consider planning gains (Perhaps after mid air or runway disaster!)
- E.g. Provide cross water links to Tendring – East Suffolk)
- N.B. Foulness is remote and under- developed (Military control peninsular)
- But Shoebury military tramway (railway) provides a ready route for rail access!

ROLLING STOCK SUITABILITY

- CLASS 321 or Class 360 “Outer Suburban Stock”
Unsuited to 75 minute or 90 minute long journeys
and 110 mph mainline target running speed.
- Class 360 Desiros lack 2nd toilet
- Class 321s lack Disabled Toilets/ Disabled Spaces
- Class 321 Seats are unfit for long distance travel
(*And Class 360's only marginally better*)
- All Lack inter unit cab corridor connections
- All Lack of local carriage controls for conductor
guards tannoy/ door operation/ RA duties

STATION – LIMITED FACILITIES

- DISABLED ACCESS at most TENDRING STATIONS for “TURN UP & GO” travel is dire and unattractive.
- Toilets / Waiting Facilities – Vital for Seniors/ Visitors especially those with young children But often locked when booking offices closed:
- Buses rarely link up with trains or trains are not frequent enough to compress waiting times
- Platform Information not geared to overall journey scenarios including connecting trains to / from London or Colchester Town
- Booking Offices: complex fares options mean intelligent human presence required
- Human presence required to deal with Foreign Visitors, School & EFL Parties, SENIORS /AGED, DISABLED

TENDRING LINES DISABLED ACCESS

- LACK OF STAFF AVAILABILITY & FAILURES TO TURN UP TO HELP PRE-BOOKED DISABLED BOARD TRAINS
- LACK of adequate ramps and facilities and door to door transfer on platform from DDA Compliant Taxi/ Adapted car/ Community DDA Compliant BUS
- LACK of DDA compliant trains (Except CLASS 360) DESIRO
- LACK OF MARKS on platform to ease boarding/ alighting
- LACK OF ALIGNED / SAME HEIGHT PLATFORMS

WHAT NEXT?

- If Greater Anglia Railways a net contributor to Dept. of Transport ??
- But where is the payback For Tendering in radically improved services from DfT or Network Rail ?
- Or where are enhanced Service/ Infrastructure capacity over and above replacement of worn out kit?
- Which would boost the economy, tourism and employment & education opportunities?
- Or will housing developments house more unemployed on benefits?