



“ONTRACK” RAIL USERS ASSOCIATION

The Walton on Naze, Frinton On Sea, Kirby Cross & Thorpe Le Soken RUA

Serving the Tendring District for over 20 years Putting Tendring Transport First)

*HON. CHAIR J.K. SMOCK “BRODNICA” 2 ASHMOLE DRIVE KIRBY CROSS FRINTON ON SEA ESSEX CO13 0RX T. 01255 677081
HON SEC (MEMBERSHIP & FINANCE); MR D. J. BOLTON SNR., 71 PARK ROAD, CLACTON ON SEA, ESSEX CO15 1HQ*

DATE....03/02/2021

FAO

Jonathan Denby

Head of Corporate Affairs

T: +44 (0) 7767 644267

Greater Anglia Railways

11th Floor, One Stratford Place

Montfichet Road, London E20 1EJ

December 2021 Timetable Consultation,

c/o Norwich Station,

Station Approach, Thorpe Road,

Norwich, NR1 1EF

Dear Mr Denby

RE OUR RESPONSE TO THE DECEMBER 2021 TIMETABLE CONSULTATION

Thank you for the video conference call 20th January 2021. We all very much appreciated you giving up your valuable time.

Attached is a short submission of 5 pages, plus a one page Executive Summary highlighting key points The Appendices includes key reference material referred to and itemise timetable matters requiring clarification and further consideration, together with some maps and links to source material quoted

We be pleased to discuss further

Yours sincerely

John Smock

Hon Chair



“ONTRACK” RAIL USERS ASSOCIATION

The Walton on Naze, Frinton On Sea, Kirby Cross & Thorpe Le Soken RUA

Serving the Tendring District for over 20 years Putting Tendring Transport First

*HON. CHAIR J.K. SMOCK “BRODNICA” 2 ASHMOLE DRIVE KIRBY CROSS FRINTON ON SEA ESSEX CO13 0RX T. 01255 677081
HON SEC (MEMBERSHIP & FINANCE); MR D. J. BOLTON SNR., 71 PARK ROAD, CLACTON ON SEA, ESSEX CO15 1HQ*

EXECUTIVE SUMMARY

The current timetable does not meet the needs of the travelling public in the Tendring peninsular in a number of ways:

- Timing of early morning and late evening services to/from Liverpool Street.
- A general lack of frequency of services, particularly in the off-peak.
- Heavy reliance on connections which can seriously affect service reliability.
- The travelling public is still suffering from the consequences of withdrawal of through main line services to/from the Walton line which resulted in a catastrophic loss of passengers.

These issues are considered in some detail in the 2019 report “COLCHESTER – CLACTON / WALTON - A very Underachieving Railway”¹; The following aspects need to be considered:

- There is much new housing development throughout the Tendring District with many significant sites convenient for access to local stations on the Colchester – Walton line, and further new build townships have now been approved.
- There are pockets of deprivation across the Tendring District, the most well known being Jaywick, but also parts of Walton, Harwich and elsewhere. It has been well stated in official and independent reports and studies that improved transport links are essential in alleviating the effects of deprivation and providing access to employment.
- A frequent two trains per hour on all lines giving good access to all main line services in both directions are essential to meeting not only the needs of residents travelling to/from work, education etc., but also the requirements of a busy summer tourist season and to drive economic growth, and allied regeneration, and reduction of deprivation and unemployment given the inadequacy of many roads in the District.

ONTRACK RUA is in overall support of the TENDRING DISTRICT TRANSPORT LIAISON BOARD’s submission and expand on and add other issues not covered elsewhere

¹ <https://www.ontrackrailusers.org.uk/wp-content/uploads/2019/05/Tendring-rail-report-2019-FINAL.pdf>.pagespeed.ce.otchU1zr5d.pdf



“ONTRACK” RAIL USERS ASSOCIATION

The Walton on Naze, Frinton On Sea, Kirby Cross & Thorpe Le Soken RUA

Serving the Tendring District for over 20 years Putting Tendring Transport First

*HON. CHAIR J.K. SMOCK “BRODNICA” 2 ASHMOLE DRIVE KIRBY CROSS FRINTON ON SEA ESSEX CO13 0RX T. 01255 677081
HON SEC (MEMBERSHIP & FINANCE); MR D. J. BOLTON SNR., 71 PARK ROAD, CLACTON ON SEA, ESSEX CO15 1HQ*

INTRODUCTION

The current timetable does not meet the needs of the travelling public in the Tendring peninsular in a number of ways:

- Timing of early morning and late evening services to/from Liverpool Street.
- A general lack of frequency of services, particularly in the off-peak.
- Heavy reliance on connections which can seriously affect service reliability.
- The travelling public is still suffering from the consequences of withdrawal of through main line services to/from the Walton line which resulted in a catastrophic loss of passengers.

These issues are considered in some detail in the 2019 report “COLCHESTER – CLACTON / WALTON - A very Underachieving Railway”²; for convenience Part Two of this report, “Where Do We Go From Here” is included as Appendix A to this submission.

The following aspects need to be considered:

- There is much new housing development throughout the Tendring District with many significant sites convenient for access to local stations on the Colchester – Walton line, and further new build townships have now been approved
- There are pockets of deprivation across the Tendring District, the most well known being Jaywick, but also parts of Walton, Harwich and elsewhere. It is well stated in Official and Independent reports and studies that improved transport links are essential in alleviating the effects of deprivation and providing access to employment.
- It is considered that a frequent two trains per hour on all lines giving good access to all main line services in both directions are essential to meet the needs of residents travelling to/ from work, education etc., as well as supporting the busy summer tourist season and to drive the economic growth, regeneration, reduction of deprivation and unemployment given the inadequacy of many roads across the Tendring District, which are derived from lanes and country byways metalled in the 1920-30s

1. BACKGROUND

The current pattern of train services between Colchester and Clacton/Walton has been in existence for around 30 years and has never been satisfactory. It evolved during the 1980s following withdrawal of the hourly through services from Walton to Liverpool Street and was designed to provide a basic hourly service at minimum cost. This has ignored the huge increase in residential population and housing and has not kept up to date with changing requirements.

Around this time, there were three effects from these 1980's service reductions:

1. Loss of through services on the Walton line.
2. Introduction of suburban rolling stock on Clacton – London trains, quite inappropriate for a duration of journey exceeding 75 minutes, and now commonly 90 minutes or longer.
3. Increase of fares well in excess of the rate of inflation, which were not related to the local economy or level of local average wages compared to e.g. south Suffolk and Ipswich/ Felixstowe .

These most significantly affected the Walton line and resulted in a huge loss of passengers as those of working age moved away, being replaced by retirees who did not need to travel to the same extent and were heavily car-dependent. Despite a 50 % increase in population of Frinton and Walton since then, passenger numbers have never recovered.

However, this situation could easily be reversed in the near future with the ability to work from home, paying visits to the office two or three times per week. But for the railway to regain this business depends its offering a fast, efficient service, overcoming the current problems with the timetable and helping to alleviate road traffic

² <https://www.ontrackrailusers.org.uk/wp-content/uploads/2019/05/Tendring-rail-report-2019-FINAL.pdf>.pagespeed.ce.otchU1zr5d.pdf



“ONTRACK” RAIL USERS ASSOCIATION

The Walton on Naze, Frinton On Sea, Kirby Cross & Thorpe Le Soken RUA

Serving the Tendring District for over 20 years Putting Tendring Transport First)

*HON. CHAIR J.K. SMOCK “BRODNICA” 2 ASHMOLE DRIVE KIRBY CROSS FRINTON ON SEA ESSEX CO13 0RX T. 01255 677081
HON SEC (MEMBERSHIP & FINANCE); MR D. J. BOLTON SNR., 71 PARK ROAD, CLACTON ON SEA, ESSEX CO15 1HQ*

congestion.

The Manningtree – Harwich is a much simpler situation with branch trains providing a connecting service to/from main line trains. However, low frequency of operation again can result in serious delays in times of main line disruption.

Merely continuing with the current pattern of services with marginally improved timings will not provide an adequate solution, and does not meet current or future needs.

2. ISSUES WITH THE TIMETABLE CONSULTATION PROCESS

There is no timetable upon which to consult, merely a vague outline of service frequency. We are given to understand that the same basic timetable as has been in operation previously will be rolled over with marginal adjustment of timings to reflect the improved performance of the new trains.

- **However before timetable implementation, the details should be made available for comment as the contents of the so-called “consultation” document suggest severe cuts to services on the Tendring lines.**

In particular, information is lacking on:

- Times of first and last trains
- Details of additional peak hour services to/ from Walton and Harwich to Colchester and London.
- Details of Saturday and Sunday services.

All this information is vital as, on the lines concerned, service frequency is low and the area is heavily dependent on connections between trains.

3. PROBLEMS WITH THE CURRENT TIMETABLE

On the Colchester - Clacton/Walton line:

- All rail passengers passing through Thorpe-le-Soken to or from a Walton-line station are subject to a minimum time penalty on their journey of between two and nine minutes.
- This arises due to either physically changing trains or to simply waiting for a connecting service to arrive and depart.
- Similarly, local passengers travelling to/from Clacton are also subject to delays, although generally not so severe.

For Colchester Town to Walton travel, scheduled journey times are 40 – 43 minutes, from Clacton typically 37 minutes.

- **To be competitive, these need to be reduced to as near 30 minutes as possible.**

However when main line trains are disrupted, delays at Thorpe-le-Soken can be considerably increased; typical situations are given in Appendix B. The result is considerable passenger dissatisfaction and disinclination to travel by train.

4. SUGGESTED IMPROVEMENTS TO THE CURRENT TIMETABLE

We do not wish to be prescriptive, but when in the past a previous TOC train planner gave suggestions as to what are the timetabling constraints we have tried to look at what the possible options and issues might be and their relative merits.

4.1 Earlier start and later finish to main line services.

The current first departure from Walton at 05.33 gives an arrival at Liverpool Street which is too late. We are repeatedly asked about an earlier service: a connection into the 05.20 ex-Clacton is needed.

- Similarly a later return service is needed, connecting out of the 23.18 ex-Liverpool Street.
- The Extended 24/7 Economy may shortly require ways of delivering a more extensive service



“ONTRACK” RAIL USERS ASSOCIATION

The Walton on Naze, Frinton On Sea, Kirby Cross & Thorpe Le Soken RUA

Serving the Tendring District for over 20 years Putting Tendring Transport First

*HON. CHAIR J.K. SMOCK “BRODNICA” 2 ASHMOLE DRIVE KIRBY CROSS FRINTON ON SEA ESSEX CO13 0RX T. 01255 677081
HON SEC (MEMBERSHIP & FINANCE); MR D. J. BOLTON SNR., 71 PARK ROAD, CLACTON ON SEA, ESSEX CO15 1HQ*

4.2 Local morning peak hour services to Colchester Town

For those travelling to work in central Colchester, there is a very limited service comprising mainly the 08.21 arrival at Colchester Town.

- To be really satisfactory we need arrivals at around 07.45, 08.15 and 08.45 from both Clacton and Walton (see report of Appendix A, pages 14-15).
- The 08.45 arrival was a very busy service until it was lost in a timetable rewrite, forcing travel 30 minutes earlier and with the inevitable loss of many passengers.

4.3 Running an additional hourly Clacton – Colchester local service.

This has been proposed on a number of occasions and is easily implemented, subject to platform capacity at Colchester Town.

- See the report of Appendix 1, page 16, Table 7.
- This option requires two additional trains in operation.
- However, **this basic option does nothing to improve the Walton-line service**, neither does it help to solve any connection problems at Thorpe-le-Soken in times of main line disruption.
- Paragraphs 4.4 and 4.5 below give alternatives aimed at solving these problems.

4.4 Running an additional hourly Clacton – Colchester service and modifying the Walton-line service to incorporate an extra Walton – Thorpe – Walton trip.

This option also requires two additional trains in operation.

- See the report of Appendix 1, page 16, Table 8, for a possible timetable.
- This provides for two trains per hour at **ALL** stations Colchester Town – Clacton/Walton.
- If the Liverpool Street – Clacton service runs more than about five minutes late, the local Thorpe – Walton train must go as it needs to return on time from Walton on its next turn.
- BUT there is an additional local Colchester – Walton service 20 minutes later which would provide a Walton-line connection.
- **This would cover the vast majority of disruption incidents.**
- Unfortunately this pattern would require some adjustments to main line timings.
- It seems Greater Anglia intends to retain the same basic timetable as at present, these timings would need to be modified so that only minor adjustments to main line services would be required.

4.5 Operating a full, precise, half-hourly pattern between Colchester – Clacton/Walton.

A more comprehensive way of providing half-hourly services to Clacton and Walton is as follows:

- Interwork the two Colchester Town to Clacton and Walton services which would require three trains to operate (rather than the four for the previous two options).
- Also extend the path vacated by the Liverpool Street – Braintree service from Witham to Walton.
- This option eliminates all connections at Thorpe-le-Soken (except for Clacton to Walton journeys); interchange for mid-Tendring to main line journeys would be made at Wivenhoe.

4.6 Sunday services

The current Sunday service provides basic hourly Clacton – Liverpool Street trains calling at intermediate stations. However,

- Weeley stops are omitted.
- There is no service to Colchester Town. The roads in central Colchester can be grid-locked on a Sunday so the public is out in force – but with no train service.

Clearly,

- **Sunday local services to Colchester Town are needed, certainly during shopping hours.**



“ONTRACK” RAIL USERS ASSOCIATION

The Walton on Naze, Frinton On Sea, Kirby Cross & Thorpe Le Soken RUA

Serving the Tendring District for over 20 years Putting Tendring Transport First)

*HON. CHAIR J.K. SMOCK “BRODNICA” 2 ASHMOLE DRIVE KIRBY CROSS FRINTON ON SEA ESSEX CO13 0RX T. 01255 677081
HON SEC (MEMBERSHIP & FINANCE); MR D. J. BOLTON SNR., 71 PARK ROAD, CLACTON ON SEA, ESSEX CO15 1HQ*

4.7 Harwich line services

With the current pattern of off-peak main line services, it is not possible to timetable a second train per hour on the Harwich line and which connects with fast Liverpool Street – Norwich services; thus it would be necessary to compromise. However, as the timings with the new trains are not available at present, it is probably not profitable to pursue this any further at the present time.

5. SPECIFIC TIMETABLE QUERIES

5.1. The 08.00 Walton – Liverpool Street service is one of the most important departures from the Walton line conveying

- Students to Colchester Institute.(arrives Colchester North just after 08.30)
- People working in Chelmsford (arriving just before 09.00)
- Passengers travelling via London to other destinations providing the ability to catch an early off-peak service from Kings Cross, Euston, etc.
- This is the *ONLY* good quality train of the day from Walton.
- **What are the proposed timings for this Walton service arriving Liverpool Street?**

We note that there is a proposed 09.00 ex-Norwich “Norwich in 90” service due to arrive Liverpool Street at 09.30.

- The Norwich service cuts across the current path of the Walton train.
- **Looping the Walton train at Witham should *NOT* be considered.**
- Observations over the past 15 years has shown that usually the Walton service is standing outside Liverpool Street awaiting departure of the 09.30 down Norwich service and making a platform available.
- It is hoped that the improved performance of the new trains should enable the Walton service to reach Liverpool Street before 09.30, thus not requiring it to be looped.

5.2 The 18.20 Liverpool Street – Walton service is particularly poor. This train is:

- Looped at Witham.
- Divides at Colchester North.
- Calls all stations (except Hythe) to Thorpe-le-Soken.

Consequently it takes **114 minutes** for the 70 miles to Walton. (averaging **36.8 mph**)

- However, it departs Liverpool Street only 8 minutes after a Clacton service, which has a connection from Thorpe-le-Soken to Walton giving a journey time of 97 minutes.
- It seems hardly likely that many passengers would use the 18.20.
- **Cannot something better be done for the sole through Walton service?**

Note the following:

- Not so many years ago, there was a sequence of departures from Liverpool Street for the north Essex coast at precise 20-minute intervals from 17.00 to 18.00.
- Of these four trains, three went to Clacton, all with connections to Walton.
- The fourth, the 17.20 (12 coaches) went to Walton in 87 minutes, with a connection to Clacton.
- The stock for the Walton train returned to Thorpe-le-Soken and worked a connecting service to Walton out of the 18.00 from Liverpool Street.
- Simple, isn't it?
- So why make it complicated?
- Because in the current timetable we still have the same, now approximately, 20-minute frequency of peak-hour departures, but they all go to Clacton.



“ONTRACK” RAIL USERS ASSOCIATION

The Walton on Naze, Frinton On Sea, Kirby Cross & Thorpe Le Soken RUA

Serving the Tendring District for over 20 years Putting Tendring Transport First)

*HON. CHAIR J.K. SMOCK “BRODNICA” 2 ASHMOLE DRIVE KIRBY CROSS FRINTON ON SEA ESSEX CO13 0RX T. 01255 677081
HON SEC (MEMBERSHIP & FINANCE); MR D. J. BOLTON SNR., 71 PARK ROAD, CLACTON ON SEA, ESSEX CO15 1HQ*

- All but the 17.52 have connections to Walton, leaving a 40-minute gap in departures to Walton.
- Then, only 8 minutes after the 18.12 to Clacton, we have the “special” Walton service.
- As this is a one-off it is difficult fitting it in with all the other trains so we end up with this absolutely terrible service.

5.3 Early evening departures from Colchester Town to Walton include a 2-hour gap from 18.07 until 20.07.

- If one is working in Colchester only a little late, arrival home would not be until nearly 21.00.
- N.B. The 19.18 departure to Clacton does not have a connection from Thorpe-le-Soken to Walton, instead there is a wait of 27 minutes for the 20.07 departure.

- **What is being done to reduce this gap?**

5.4 A stop at Weeley is omitted from evening weekday through trains from Liverpool Street which call at other intermediate stations.

- As a result it seems many passengers from Weeley are driving to Thorpe-le-Soken or even Manningtree to catch a train.
- **A Weeley stop needs to be incorporated in these services.**

5.5 Weeley and Colchester Town do not have a Sunday service.

- **A Sunday local service needs to be introduced, certainly to cover the shopping hours, (Appendix 1, p18).**

5.6 Future cross-country travel: there is a view prevalent in north Essex that if one is travelling to London, one goes by train, but if going anywhere else, one goes by car.

- **This is an attitude that needs to change.**

However the reason for this is not difficult to discern: travel by train even for a simple journey such as to Bury St. Edmunds or Cambridge is horrendously difficult by rail.

- **From Frinton, it takes no less than three changes of train to reach Bury St. Edmunds.**

When fully open, it is proposed to operate East-West Rail services to Ipswich as well as Norwich. But in order to accommodate these additional trains at Ipswich, it is proposed to construct new platforms to the north of the station. This will be a very expensive undertaking, requiring track alterations including overhead wires, and extending the new footbridge incorporating a lift; we are probably talking about £20 million or more at current prices.

However, one could suggest that such a project is quite unnecessary and a waste of funds. Some of these cross-country trains could valuably be extended to Colchester, where there are sidings to the south of the station which could be used for stabling between journeys. Also, Colchester is arguably a more significant interchange point than Ipswich: the population of Ipswich including Felixstowe and Woodbridge amounts to 175,000 whereas Colchester and Tendring combined population is around 350,000.

Such a move would encourage those in this area to use the train to access the west of the region and beyond.

6. ECONOMIC REGENERATION, DEPRIVATION & HM GOV LEVELING UP AGENDA

There are several relevant, significant reports supporting improved transport services in improving the socio-economic performance of deprived areas.

Rather than repeat all these here, the reader is referred to the submission by Tendring District Council Transport Liaison Board, paragraph 5 and the associated appendices. (See Appendix C Extract & HYPERLINKS)

7. We Strongly advocate increased frequency service coverage to meet the social economic challenges and counter the post Covid working patterns which may drive the need for more flexibility in travel plans.



“ONTRACK” RAIL USERS ASSOCIATION

The Walton on Naze, Frinton On Sea, Kirby Cross & Thorpe Le Soken RUA

Serving the Tendring District for over 20 years Putting Tendring Transport First)

*HON. CHAIR J.K. SMOCK “BRODNICA” 2 ASHMOLE DRIVE KIRBY CROSS FRINTON ON SEA ESSEX CO13 0RX T. 01255 677081
HON SEC (MEMBERSHIP & FINANCE); MR D. J. BOLTON SNR., 71 PARK ROAD, CLACTON ON SEA, ESSEX CO15 1HQ*

APPENDIX A

This submission should be read in conjunction with the report by the Transport Liaison Group/ ONTRACK Rail User Association Report of May 2019:

“COLCHESTER – CLACTON/WALTON A Very Underachieving Railway”

The full report is available at:

<https://www.ontrackrailusers.org.uk/wp-content/uploads/2019/05/Tendring-rail-report-2019-FINAL.pdf.pagespeed.ce.otchU1zr5d.pdf>

For convenience, Part Two of this report “WHERE DO WE GO FROM HERE” is attached to this submission.



“ONTRACK” RAIL USERS ASSOCIATION

The Walton on Naze, Frinton On Sea, Kirby Cross & Thorpe Le Soken RUA

Serving the Tendring District for over 20 years Putting Tendring Transport First

*HON. CHAIR J.K. SMOCK “BRODNICA” 2 ASHMOLE DRIVE KIRBY CROSS FRINTON ON SEA ESSEX CO13 0RX T. 01255 677081
HON SEC (MEMBERSHIP & FINANCE); MR D. J. BOLTON SNR., 71 PARK ROAD, CLACTON ON SEA, ESSEX CO15 1HQ*

PART TWO: WHERE DO WE GO FROM HERE?

Nothing will ever be achieved unless there is a radical and co-ordinated upgrading of the high-level political lobbying from ECC, CBC, TDC and our MPs, in the same way as the GE main line campaign has been pushed. Merely responding to franchise and timetable consultations by saying that a half-hourly local service is ‘desirable’ has never got us anywhere!

The question of traffic congestion in east Colchester, which affects Colchester residents as much as it does the Tendring (and Wivenhoe) residents in the Clingoe Hill tailback, needs to be more actively linked to the poor rail service issue – it cannot be solved by road ‘improvements’!

There was an agreed CBC/ECC policy in the 2000s of ‘Rail Park & Ride’ from Tendring, but it was never pursued with great vigour (and without high-level lobbying, the DfT and the rail industry are not very dealable with). Subsequently others in CBC have sought to provide a second road P&R site near the University instead (and are still doing so via the Garden Cities project, despite the failure of the Cuckoo Farm P&R to attract peak usage). A road P&R site here would scupper for good any improvement of Tendring rail services, as it would be a blatant incentive for everyone to continue driving one behind another from East Tendring to the edge of Colchester, rather than going to their nearest rail station. In any case, given that the Cuckoo Farm P&R site (which is used by East Tendring people already) has much spare capacity still after four years, and is only another 4 minutes further away from Tendring by car than a University site would be, it would be crazy to further inflate the already-huge subsidy costs of the P&R by splitting the traffic over two sites.

The proposals suggested below require no rail infrastructure improvements, and only minimal capital expenditure on side works. They are achievable by gradually building on success, and do not require any major commitment by any party at any point.

Given how long the local rail service has been in the doldrums, it will be vital that any improvements are accompanied by a major

‘relaunch’ to remind people of its existence (and not just by expecting people who don’t currently use rail to somehow discover the extra trains in a timetable!). **This must be accompanied by a normalisation of the currently excessive fares, in particular a reduction of the morning peak (SDR) fares to Colchester to a level that people would consider acceptable.** Some ‘rebranding’ of the service to give it a local identity, instead of being an unloved outpost of the outer suburban system, would also be desirable; and this should be permanent, not something that gets forgotten as soon as the manager who invented it is replaced. ‘Tendring Rail’ might be more appropriate than the ‘Sunshine Coast’ name.

LOCAL SERVICE, STAGE ONE: IMPROVEMENT AT MON-FRI PEAK PERIODS (for 2020 timetable)

The improved service needed today on this front is pretty much the same as what was provided previously before the 1999 and 2004 cuts, as illustrated by the 1993 timetable extract here. The three arrivals at Town at c.0745-50, 0815-20 and 0845-50 provided for those required to be at work at 0800/0830/0900. The first and last need to be restored. In the evening a half-hourly service should run from c.1500 to c.1830; in the present timetable this would require two or three extra trains, at 1537, 1637 and perhaps 1837. Providing these extra local trains would not require extra units, as they could be interlinked with London edge-of-peak trains, as some local trains always have been.

Some of the trains should run from Walton and others from Clacton, but with connections from the other in each case. Not all trains would need to continue to North Station; this would depend on the need to provide Colchester Town - Liverpool St connections, and whether other (better) through services / connections are provided for Weeley, Great Bentley and Alresford for North Station / London passengers (and *vice-versa* in each case).

The many free employer parking spaces in



"ONTRACK" RAIL USERS ASSOCIATION

The Walton on Naze, Frinton On Sea, Kirby Cross & Thorpe Le Soken RUA

Serving the Tendring District for over 20 years Putting Tendring Transport First

HON. CHAIR J.K. SMOCK "BRODNICA" 2 ASHMOLE DRIVE KIRBY CROSS FRINTON ON SEA ESSEX CO13 0RX T. 01255 677081
HON SEC (MEMBERSHIP & FINANCE); MR D. J. BOLTON SNR., 71 PARK ROAD, CLACTON ON SEA, ESSEX CO15 1HQ

Mondays to Fridays													
CLACTON	0630	0652	0616	0636	0700	0714	0728	0742	0738	0811	0818	0848	09
WALTON-ON-NAZE			0612		0650		0718		0739		0811	0848	09
Frinton			0618		0653		0721		0742		0814	0851	
Kirby Cross			0619		0656		0724		0745		0817	0854	
THORPE-LE-SOKEN	0637	0659	0623	0624	0643	0701	0707	0721	0728	0732	0748	0750	0753
Woolley		0652					0728		0757		0832		
Great Bentley		0656			0649		0728		0801		0835		
Alresford		0610			0653		0733		0806		0840		
Wivenhoe	0647	0613		0633	0657		0717	0738	0742	0801	0808	0835	0843
Hythe		0617					0740		0812		0847		09
COLCHESTER, Town	arr.						0744		0816		0853		09
COLCHESTER, North	arr.	0657	0622		0643	0707	0727	0755	0752	0814	0829	0845	0857
Chelmsford	arr.	0642	0653		0708	0733	0800		0843	0854	0913	0937	094
LONDON, Liverpool Street	arr.	0651	0737		0742	0812	0824		0852	0919	0930	0953	1012

1993 morning peak service

Colchester mostly already existed in the 1980s/90s when the rail service into Town had far more peak users than now, and so cannot be considered a complete bar on increasing usage again now. However to achieve a really significant transfer from car to rail in the peaks it would be appropriate for CBC to join the several further councils elsewhere who are now considering the introduction of a workplace parking levy to remove the bias in favour of car commuting. This would also raise a significant amount of money for CBC to spend on 'sustainable transport' projects. (CBC also needs to increase the abnormally cheap all-day parking in its own public car parks).

Whilst this Stage One improvement would only increase the service for short periods of the day, the four hours of half-hourly service in the afternoon would include the period in which most *interpeak* passengers from Tendring also wish to return home, and thus help encourage offpeak usage too.

If the 'carrot' of the improved peak train service does not make enough impact, it will be the more obvious to ECC/CBC that much harder sticks will be needed to combat car-dependency.

LOCAL SERVICE, STAGE TWO: IMPROVEMENT OF THE STANDARD OFFPEAK SERVICE (for early 2020s)

If the peak improvements have produced a satisfactory response after two or three years, consideration could then be given to an improved *interpeak* and Saturday service, to give one Walton and one Clacton train to Colchester Town per hour. (At present, the level of usage in the 11xx-14xx period does not justify any immediate improvement at this time of the day).

There are many ways in which this could be done; now that the little-used offpeak Liverpool St - Colchester Town through trains have been removed from the franchise requirement, it would in fact be possible to simply run a second Clacton - Town - North Station train at exactly 30 min intervals from the Walton trains (as shown in TABLE 7 overleaf). However it would also be possible to arrange an enhanced service so that connections were made in different ways, in particular eliminating the six minute waits at Thorpe-le-Soken by Walton trains. A further timetable (TABLE 8) illustrates one possible way.

Being offpeak, all such permutations would be achievable without infrastructure improvements or additional units.

The timetables shown are merely possibilities, based on the present timetable. Until the new main line service is drafted, the new times for this line cannot be worked out.

LONDON PEAK TRAINS

Many of the peak trains are now unsatisfactorily slow, and both am and pm the service is a mish-mash of different patterns (with the pm peak being arranged quite differently to the am peak, so far as stops in Tendring are concerned). However it would be unrealistic to expect any *major* or universal peak journey time reductions. In the past no trains called at Stratford (not stopping there would raise great protests now!), most trains did not stop at Wivenhoe, and there were fewer commuters from Marks Tey / Kelvedon / Witham to be accommodated.

The following is therefore suggested (without altering the overall number of London commuter trains):

- Two of the Clacton trains (say at c.0700 and c.0800 up and c.1700 and c.1800 down) to run non-stop between Colchester and Stratford, either

“ONTRACK” RAIL USERS ASSOCIATION

The Walton on Naze, Frinton On Sea, Kirby Cross & Thorpe Le Soken RUA

Serving the Tendring District for over 20 years Putting Tendring Transport First)

HON. CHAIR J.K. SMOCK "BRODNICA" 2 ASHMOLE DRIVE KIRBY CROSS FRINTON ON SEA ESSEX CO13 0RX T. 01255 677081
HON SEC (MEMBERSHIP & FINANCE); MR D. J. BOLTON SNR., 71 PARK ROAD, CLACTON ON SEA, ESSEX CO15 1HQ

TABLE 7: CURRENT STANDARD SERVICE WITH EXTRA COLCHESTER TOWN - CLACTON TRAIN ADDED

The times of the local trains can of course be altered to different minutes past the hour in accordance with any altered times of the Liverpool St trains (this has happened in previous timetable revisions already). Two additional units are required for the extra Clacton trains.

Alternatively the proposed extended Sudbury - Colchester Town hourly offpeak service could run through to Walton in the timings below. The three-car trains would be more suited to offpeak Walton services than five-car trains.

The requirement in the current franchise for three tph North - Town could be met via the xx17-xx30 or xx47-xx00 slots at Town.

		xx18 Liv St				
Colchester	xx56	xx16	xx26	Clacton	-	xx04 xx39
Colchester Tn	xx03/07	-	xx33/37	Walton	xx59	- -
Hythe	xx11	xx20	xx41	Frinton	xx02	- -
Wivenhoe	xx15	xx24	xx45	Kirby Cross	xx05	- -
Alresford	xx19	[xx27]	xx49			
Great Bentley	xx23	-	xx53	T-L-S arr	xx11	xx12 xx47
Weeley	xx26	-	xx56	T-L-S dep	xx17	xx12 xx47
T-L-S arr	xx31	xx36	xx01	Weeley	xx21	- xx51
T-L-S dep	xx37	xx36	xx01	Great Bentley	xx24	- xx54
				Alresford	xx28	xx20 xx58
Kirby Cross	xx42	-	-	Wivenhoe	xx32	xx24 xx02
Frinton	xx45	-	-	Hythe	xx36	xx28 xx06
Walton	xx49	-	-	Colchester Tn	xx40/44	- xx10/14
Clacton	-	xx44	xx09	Colchester	xx52	xx32 xx22
						Liv St

TABLE 8: CURRENT STANDARD SERVICE WITH WALTON TRAIN RUNNING AN EXTRA WALTON - THORPE TRIP

By this means the Colchester - Walton local passengers are freed from the six-minute booked waits at Thorpe-le-Soken (and the even longer waits currently experienced when the down Clacton train is late). It also provides rapid connections at Thorpe to enable Walton - Clacton journeys and vice-versa. Again two additional units are required for the Clacton trains, which could also run through to/from Harwich Town xx00/xx13. (Unfortunately the journey time between Clacton and Colchester Town is, at 32 minutes, too long to enable a single unit to work an hourly service). The requirement in the current franchise for three tph North - Town could be met via the xx19-xx29 and xx39-xx59 slots at Town. D = down platform, U = up platform.

[illegible]



“ONTRACK” RAIL USERS ASSOCIATION

The Walton on Naze, Frinton On Sea, Kirby Cross & Thorpe Le Soken RUA

Serving the Tendring District for over 20 years Putting Tendring Transport First)

*HON. CHAIR J.K. SMOCK “BRODNICA” 2 ASHMOLE DRIVE KIRBY CROSS FRINTON ON SEA ESSEX CO13 0RX T. 01255 677081
HON SEC (MEMBERSHIP & FINANCE); MR D. J. BOLTON SNR., 71 PARK ROAD, CLACTON ON SEA, ESSEX CO15 1HQ*

immediately in front of or immediately behind Norwich trains not stopping at Colchester, on the basis that the Clacton trains would carry the bulk of the North Station commuters at these times. The present system of stopping most peak Norwich trains at Colchester and having hundreds of empty seats on them north of Colchester is very wasteful.

- Two peak trains each way to run between Walton and Liverpool St in the high peak, with a similar journey time to the average peak Clacton train.

- Between Thorpe-le-Soken and Colchester, peak trains to make selective ‘skip stops’, with most calling at Wivenhoe and Hythe and some at Weeley, Great Bentley or Alresford. This would both reduce the journey time from Clacton for those trains currently all stations, and provide the smaller stations with more direct trains with shorter average journey times.

LONDON OFFPEAK TRAINS

The present *offpeak* journey times (Clacton 86 mins, Walton 91 mins) are faster than the peak times, and the same as the best offpeak times in the 1960s ‘heyday’. No doubt the fact that the majority of offpeak travellers are not *daily* users results in less dissatisfaction with journey times! Again, the needs of the stations west of Colchester are much greater than they once were. The one unjustified stop is Ingatestone, a recent addition; it is clear that this station does not have enough users in the offpeak to justify two trains an hour. This should be replaced by making Hythe a regular stop (see below).

TRAFFIC POTENTIAL AT INDIVIDUAL STATIONS

With **Clacton / Frinton / Walton** having a population many times larger than the other stations on the line, it is clear that one must look to them for the majority of the increased usage of an improved local service. The fact that their current traffic to Colchester Town is quite poor means that a relatively modest diversion to rail would produce significant increases in numbers.

Increasing the train frequency to half-hourly should also have a good impact at **Wivenhoe**, where the 8-minute journey to Town is far faster than any alternative means of transport, but the train has been unattractive all the same because

of the likelihood of having to wait too long for it on return once one’s business in Colchester is completed. There are now some 3,000 plus people within 10 mins walking distance of Wivenhoe station.

Hythe is now reaching the point where most London trains should call (and the area immediately adjoining the station has still not been developed yet). However with London trains calling the traffic here could quickly be *further* increased by making it the advertised principal station for the University, instead of people being subjected to the long bus journey to/from North Station. This might best be done with a dedicated midibus link between all parts of the campus and the station (which could be run without traffic delays even at peak times). Sadly the University’s car-minded management has never shown much interest in practical and quickly-achievable improvements to public transport accessibility, preferring to talk instead of marvellous but distant futures of ‘rapid transit’ *. Such is their commitment to cars that, it has recently been discovered, they are already planning to build two more multi-storey car parks. As for the ‘University station’ idea, this has been around for fifty years without making progress, and is now pretty much unachievable because of Network Rail’s excessive costs (especially if it has to be twelve-car for London trains to stop) and the closeness to Hythe.

* It has now been revealed by ECC that the ‘rapid transit’ will only be buses on the ordinary roads, anyway!

Alresford could at minimal cost be made a ‘Park and Ride’ station for Brightlingsea. Despite its being only 2-3 miles from the railway, extraordinarily little interest has been shown in doing anything to give Brightlingsea better transport links. With people forced to use Wivenhoe or North Station, to access regular London trains, it might as well be ten miles from the line currently! For those without a car even these stations are not very conveniently accessible.

In contrast (again) to the minimal interest shown in achievable improvements, there has now been talk of rebuilding a railway to Brightlingsea itself! – a project so expensive in relation to the likely usage that it is unlikely to ever be achieved (it would be way down the queue even if there were a major national programme of line reopening). If such a line were built the station would (wherever



“ONTRACK” RAIL USERS ASSOCIATION

The Walton on Naze, Frinton On Sea, Kirby Cross & Thorpe Le Soken RUA

Serving the Tendring District for over 20 years Putting Tendring Transport First

HON. CHAIR J.K. SMOCK “BRODNICA” 2 ASHMOLE DRIVE KIRBY CROSS FRINTON ON SEA ESSEX CO13 0RX T. 01255 677081
HON SEC (MEMBERSHIP & FINANCE); MR D. J. BOLTON SNR., 71 PARK ROAD, CLACTON ON SEA, ESSEX CO15 1HQ

sited) still be seen as beyond walking distance for much of the town's population. Nor is it likely that most Brightlingsea people would wish to see the major housing development needed to pay for it, which would also turn Brightlingsea into more of a 'commuter town', something not desired locally.

Again (in a classic piece of making something that is readily achievable dependent on something unlikely to be achievable!) others have talked of reopening Thorington station as a 'Park & Ride' point for Brightlingsea, as if the three mins extra car journey to Alresford would be seen by people as unacceptable. The huge cost of a new station could only be possible if Thorington itself were subjected to major housing development to contribute to it.

Kelvedon has long acted as a 'Park & Ride' station for Coggeshall (a smaller place than Brightlingsea) in this way, and also has a peak period locally-operated dedicated bus service reliably connecting with the trains.

SUNDAY LOCAL TRAINS

If a significant increase in weekday offpeak usage is achieved, consideration could then be given to providing a Sunday service to Town station during shopping hours, i.e. 10xx-17xx. These trains would also enable an improved service to the coast for summer daytrippers at no extra cost.

(Having said that, the current Sunday service with its hourly stops at Hythe, Wivenhoe, Alresford and Great Bentley already provides a suitable daytripper facility to both Clacton and Walton for a good % of the likely clientele; and with the great expansion of North Colchester, for a large part of Colchester's population North Station is now as convenient as Town Station for this purpose).

A TICKETING POLICY FOR 2019-2025

'Ticketing' is clearly going to be subject to major changes in future, so for the present we must stick to the years immediate ahead, during the remainder of the GA franchise.

A proper system for working the Harwich, Clacton / Walton, Sudbury, and Southminster lines for the rest of this period needs to be evolved without delay, in lieu of the present 'neither one thing nor the other' muddle. With the introduction of the new trains in 2020 the

conductors on these lines will be relieved of responsibility for opening and closing doors, and will accordingly be free to concentrate entirely on ticket checking (and issuing).

Given the changes now made (as described earlier) by introducing ticket machines on the Norfolk and Suffolk 'Paytrain' lines, which have made their operation in practice identical to that on the Essex lines, it is clear that there is no reason why they cannot all be 'merged' into a single system. (The 1960s 'Paytrain' term is surely somewhat past its sell-by date anyway).

It is difficult to see what actual benefit the TOC gains from theoretically operating the Essex lines as part of a PF zone when in reality almost all the passengers are issued with normal price tickets on the trains. All that the PF system produces is customer fear of being penalised or criminalised for having been unable to buy a ticket for some reason outside their control, plus bad publicity. Why should people in east Essex continue to be subjected to this when people elsewhere can turn up at the station even at the last minute and never have any fear of persecution?

As traffic increases, Colchester Town station should be provided with barriers.

The only thing really needing further consideration is what is to be done in respect of trains travelling through to London (which will also apply again on the 'Paytrain' lines when through trains from Lowestoft to London are reintroduced).

STATION IMPROVEMENTS

HYTHE Ticket machine required on down platform (but only to issue local tickets to Tendring stations). At present there is an 'Elsenham situation' here.

WIVENHOE Down platform level access remains undealt with (the 2018 route not really being adequate). Up line needs relaying to reduce the cant properly, especially now that the new carriages will produce a 30% increase in the horizontal gap. There has been no need for heavy canting here since all trains began calling in 1984!

It has just come to light that Network Rail is wanting to sell off the goods shed site for development purposes, instead of arranging



“ONTRACK” RAIL USERS ASSOCIATION

The Walton on Naze, Frinton On Sea, Kirby Cross & Thorpe Le Soken RUA

Serving the Tendring District for over 20 years Putting Tendring Transport First)

HON. CHAIR J.K. SMOCK “BRODNICA” 2 ASHMOLE DRIVE KIRBY CROSS FRINTON ON SEA ESSEX CO13 0RX T. 01255 677081
HON SEC (MEMBERSHIP & FINANCE); MR D. J. BOLTON SNR., 71 PARK ROAD, CLACTON ON SEA, ESSEX CO15 1HQ

for it to be used to add another 30 or so spaces to the car park (which is already nearly full most days even at the current inflated prices, and could never be extended by any other means). This putting of short term money before the interests of the railway is fine evidence of the dysfunctionality of the balkanised system.

ALRESFORD The whole area on the south side of the up platform needs further tidying up and car parking provided (for future increase of which the goods yard site should also be protected from development). Refurbishment of the station house for community use would also improve the environment. Being in the main village street there is no reason why this station should not be in a more ‘welcoming’ condition just as Great Bentley is.

GREAT BENTLEY [A ticket machine has just been provided on the up platform].

WEELEY The already poor and ‘isolated’ environment has now been made worse by Network Rail’s extraordinary decision to sell off the station forecourt area to the scrapyard operators, without concern for the impact on station users.

Why has the station house which is beyond repair not been demolished as agreed?

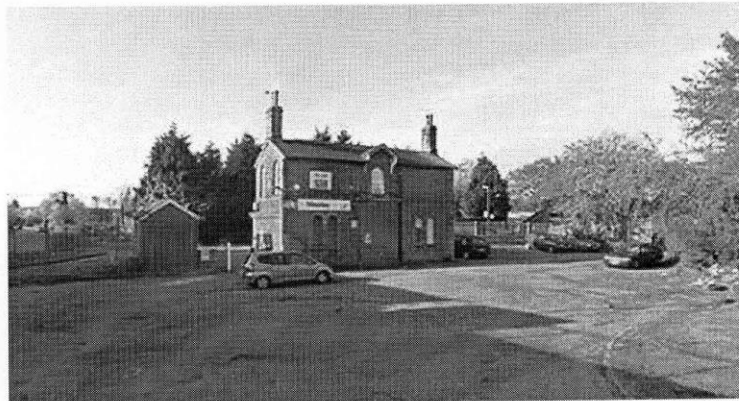
THORPE-LE-SOKEN The only practicable way of providing step-free access is surely via a staff-controlled flat crossing at the east end of the platform.

KIRBY CROSS A better shelter is needed.

FRINTON Why has the footbridge not been brought back into public use to enable those living to the west/north of the station to access it more quickly and without fear of being blocked by the barriers?

(Right) Weeley hitherto had offered parking for station users and plenty of space for drop-offs.

(Below) Weeley in January 2018 after Network Rail’s intervention. This is a location which might need much more parking in future, but it now has none.





“ONTRACK” RAIL USERS ASSOCIATION

The Walton on Naze, Frinton On Sea, Kirby Cross & Thorpe Le Soken RUA

Serving the Tendring District for over 20 years Putting Tendring Transport First

*HON. CHAIR J.K. SMOCK “BRODNICA” 2 ASHMOLE DRIVE KIRBY CROSS FRINTON ON SEA ESSEX CO13 0RX T. 01255 677081
HON SEC (MEMBERSHIP & FINANCE); MR D. J. BOLTON SNR., 71 PARK ROAD, CLACTON ON SEA, ESSEX CO15 1HQ*

Other rail traffic at Colchester Town

In addition to the Tendring traffic, Colchester Town now has some 250 outward commuters (walking in from New Town, the Garrison developments, etc) to London / Chelmsford /etc, and some 130 inward commuters from GEML stations, working in the town centre. These people currently outnumber the Tendring commuter traffic here, so low has that fallen!

The London commuters leave primarily on six trains 0619 to 0832, and return mostly on the 1630-1810 trains from Liverpool St. There are several through trains, but these are mostly quite slow, some being train 'portions' with a 7-10 minute wait at North Station for attachment / detachment, and all having to make multiple stops en route. In several cases it is quicker to change at North Station even on these through trains, and the *fastest* journey times (67 mins up, 63 mins down) are by changing at North Station to/from fast Norwich trains. Whilst the average journey time of 70-75 mins is much worse than could be achieved by walking / driving to North Station and using fast trains, the walk would then be overlong / the parking costs excessive, hence there is less 'bother' for many in travelling from Town despite the extra time incurred.

The inwards commuters arrive at Town 0748 to 0856 and depart 16xx-17xx, mostly being reliant on connections (always so from Manningtree), although there are through trains in both directions for Witham and Marks Tey people.

In contrast to the above significant usage at peak times, the hourly through trains from London (and associated shuttle trains) in the *interpeak* period are scarcely used, and never have been in the 29 years since their introduction. The continued insistence by DfT on continuing such little-used trains until now demonstrates the remoteness of post-privatisation decision-making, but as noted earlier they have been removed from the new franchise requirement. The nuisance caused by these trains in holding up traffic (including buses used by people for North Station!) at Eastgates crossing has probably outweighed the benefit they provide to their average 10-15 users. Moreover, an equally fast hourly offpeak service to/from London is available by using the Walton trains and changing at North Station, anyway.

The new franchise does however require three trains an hour (of any type) between North and Town stations offpeak; this could (e.g) be Walton, Clacton and Sudbury trains.

However, the main relevance of the other trains using Town station to our present purpose is in respect of the single-platform station's ability to deal with an improved Tendring service. It has been implied by some that the provision of a second platform (which was supposed to have happened already with s.106 money from the Garrison development) is essential before any significant improvement to the Tendring service is possible. However as has been shown here, the 'Stage One' local service improvements are fully compatible with the continuation of the present level of Town - London peak service, as are the subsequent 'Stage Two' proposals with the North Station offpeak requirement.

(In planning for the 2025 franchise a study should be made of the usage of offpeak trains on the North - Town section, as it would obviously be foolish to provide a second platform at Town if these three trains per hour were still carrying very few).

If and when a second platform did become necessary, because of a further increase in Tendring services, it could readily be provided by extension of the surviving goods platform, which is 2.8m wide (against the 2.5m minimum width required). The platform would only need to be of single-unit length. It is understood that passive provision for a second line was included in the recent resignalling.



“ONTRACK” RAIL USERS ASSOCIATION

The Walton on Naze, Frinton On Sea, Kirby Cross & Thorpe Le Soken RUA

Serving the Tendring District for over 20 years Putting Tendring Transport First)

*HON. CHAIR J.K. SMOCK “BRODNICA” 2 ASHMOLE DRIVE KIRBY CROSS FRINTON ON SEA ESSEX CO13 0RX T. 01255 677081
HON SEC (MEMBERSHIP & FINANCE); MR D. J. BOLTON SNR., 71 PARK ROAD, CLACTON ON SEA, ESSEX CO15 1HQ*

APPENDIX B

Below are given typical situations which occur when the Liverpool Street to Clacton service is disruption on the main line. Normally these affect only down trains, i.e. those heading away from Liverpool Street, although sometimes there are occasions when disruption is reflected on succeeding up journeys. Only the former will be considered here.

For local passengers from Colchester Town:

- Walton-line passengers can be delayed up to 15 minutes, increasing the journey time from Colchester Town to as much as 57 minutes, with 20 minutes simply waiting at Thorpe-le-Soken when passengers are only about 7 minutes from their final destination.
- Local passengers for Clacton are delayed by however much the main line train is delayed; very occasionally in extreme cases it may be cancelled altogether, giving an hour's delay.

Now consider main-line passengers to Walton-line stations:

If the main line train is more than 15 minutes late, there will be no connection:

- The next local train will be up to 45 minutes away.
- However, when main line services begin to recover, the next main line train may arrive 10 minutes late, for which the next local train will wait. Thus passengers from the earlier train will be subject this additional delay, i.e. they will be around 70 minutes late.

Such problems may not occur very often, but when they do, it becomes a serious disincentive to taking the train ever again.

- **The service needs to be redesigned to be more robust and offer faster journeys.**

It must be emphasised that, while disruption affects both Clacton and Walton lines

- **It is the Walton line that is most frequently and most seriously affected.**

These arguments have been rehearsed many times over the past 20 or 30 years.

- **But no one seems to adequately understand the problems to make any attempt to alleviate them.**

On the Harwich line the situation is simpler: disruption on the main line can result in missed connections and long delays at Manningtree as a result of the low frequency of branch line services.

- **Indeed the key to reducing delays such as those outlined above is increased train frequency on branch lines.**



“ONTRACK” RAIL USERS ASSOCIATION

The Walton on Naze, Frinton On Sea, Kirby Cross & Thorpe Le Soken RUA

Serving the Tendring District for over 20 years Putting Tendring Transport First)

*HON. CHAIR J.K. SMOCK “BRODNICA” 2 ASHMOLE DRIVE KIRBY CROSS FRINTON ON SEA ESSEX CO13 0RX T. 01255 677081
HON SEC (MEMBERSHIP & FINANCE); MR D. J. BOLTON SNR., 71 PARK ROAD, CLACTON ON SEA, ESSEX CO15 1HQ*

APPENDIX C

EXTRACT FROM TENDRING DISTRICT TRANSPORT LIAISON BOARD SUBMISSION ON REGENERATION & DEPRIVATION

<Coastal Areas like Tendring District with deprivation blackspots right across the Tendring District, including around Clacton, Walton and Harwich, even Frinton & Walton Town Council area which has over 10% on benefits and JAYWICK just outside CLACTON is held to be one of the most deprived townships in Britain. Many do not have access to private transport or have only limited access. We note that the HM Treasury Green Book financial criteria as applied to Department of Transport's decisions have been relaxed to enable the LEVELLING UP AGENDA and COASTAL REGENERATION PROJECTS plus

- There are diverse causes for this. Those areas of the District least deprived are nearest the best transport links road like the A12 / A120 Dual Carriageways or rail e.g. Arlesford/ Gt Bentley , Manningtree/ Mistley. But much of the Tendring District road infrastructure is derived from country lanes and byways metalled in the 1920s -1930s.
- The DfT Factsheet (UK GOV ASSETS PUBLISHING SERVICE states that Commuting is a key purpose for many rail journeys along with long distance journeys and there is significant commuting from the Tendring District, to/from London, Local commuting and commuting to intermediate Gt Easter Main Line stations and Branches. Some of this commuting is by key workers – Metropolitan Police Force staff, TfL London Underground Managers, TUBE Drivers and National Health Staff.
- Improved rail transport , operating at a high frequency, and operating at times that are useful to people. The latter is important not the least for essential workers or those working outside the 9-5 office envelope and the key to opportunities. This increases the size of the economy as a whole. It allows goods and services to be produced more efficiently and where natural labour resources, infrastructure, or skills and expertise are best suited to them. It increases productivity, which can lead to higher wages in the long term with less benefit dependency and reduced demands on the tax system. Increased travel can generate revenue.
- FYI APPENDIX B links to reports issued by the Government Office For Science, Department for Transport and independent ones by the Joseph Rowntree Foundation Reports working in close collaboration that have flagged up transport is a key driving factor of change, providing accessibility to employment, education and better housing, with high social benefits.
- SOCIO-ECONOMIC. There are of course many Threats & Opportunities posed by the post Covid World not least winning back passengers – But why not speedy regular high frequency service that they find attractive and useful?>>

CROSS REFERENCES TO REPORT SOURCES

1. Inequalities in Mobility and Access in the UK Transport System (GOVERNMENT OFFICE FOR SCIENCE)
Inequalities in Mobility and Access in the UK Transport System P3

<https://www.gov.uk/government/publications/future-of-mobility-inequalities-in-mobility-and-access-in-the-uk>

The report takes as its building block the report from the Social Exclusion Unit (SEU) (2003), which first identified the important links between unequal mobility and inability to access jobs, education, training, healthcare, affordable food and leisure opportunities in the UK. Recommendations about the potential for greater social inclusion within the UK transport system, based on evidence of good practices from elsewhere.

2. “Transport and inequality: An evidence review for the Department for Transport” Author NatCen Social Research
https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/953951/Transport_and_inequality_report_document.pdf

There are three key underlying factors that influence the relationship between transport and inequality: • Transport is an important facilitator of social inclusion and wellbeing, which can affect economic and social outcomes, and therefore inequality. Transport barriers can be intimately related to job opportunities, but in areas of socio-economic disadvantage, even where local transport is available there may be limited educational and job opportunities for people to access. Cost is a key obstacle to the use of transport. Policies that make transport more affordable (such as concessionary fares/subsidies) can be an effective way to help people living in poverty to access and maintain work., with one scheme in Merseyside supporting jobseekers into work reporting a benefit-cost ratio of 5:1 over three



“ONTRACK” RAIL USERS ASSOCIATION

The Walton on Naze, Frinton On Sea, Kirby Cross & Thorpe Le Soken RUA

Serving the Tendring District for over 20 years Putting Tendring Transport First)

*HON. CHAIR J.K. SMOCK “BRODNICA” 2 ASHMOLE DRIVE KIRBY CROSS FRINTON ON SEA ESSEX CO13 0RX T. 01255 677081
HON SEC (MEMBERSHIP & FINANCE); MR D. J. BOLTON SNR., 71 PARK ROAD, CLACTON ON SEA, ESSEX CO15 1HQ*

months.

3. JOSPEH ROWNTREE FOUNDATION REPORTS

<https://www.jrf.org.uk/sites/default/files/jrf/migrated/files/2228-transport-regeneration-deprivation.pdf>

The impact of transport poverty on the lives of people who are already experiencing or who are at risk of social exclusion is now well documented in the UK policy literature. It acts as a barrier to the take-up of employment, is also linked with low participation in post-16 education and college dropouts, and can lead to failed health appointments and associated delays in medical intervention.

<https://www.jrf.org.uk/report/overcoming-deprivation-and-disconnection-uk-cities>

The value of new transport in deprived areas: The job proximity paradox: despite the geographical proximity of large numbers of jobs next to many deprived neighbourhoods, residents are often not well represented in their local labour market areas. There is an opportunity here to help foster inclusive growth which helps lift neighbourhoods out of poverty.