



"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

01/02/2015

FAO

**MESSRS Paul Plummer Group Strategy Director &
Richard Schofield Route Managing Director (Anglia)**

Anglia Route Study Consultation

Network Rail (Group Strategy)

2nd Floor

Cottons Centre

Cottons Lane

London

SE1 2QG

Dear Mr. Paul Plummer, Mr. Richard Schoefield

ONTRACK RUA RESPONSE TO ANGLIA ROUTE STUDY – SUPPLEMENTARY INFORMATION

1. We have already copied your team into the initial response to the Dept., for Transport, Franchise Consultation, which included in the supporting papers independent Passenger Headcount Census Reports (two reports covering Frinton Nov 2013 and Thorpe Le Soken June 2014), SUNSHINE LINE Timetable Modelling Review, THE RIGHT AWAY SLIDE PRESENTATION (PDF), plus the response on the NR Connectivity Consultation.
2. The DfT Submission makes clear the shortcomings of the current service, the shortcomings of the infrastructure and suggestions on how it can be improved, and also the shortcomings of the office of Rail Regulation Data on which 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. However, at the time the initial 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 have now are subject of upward revision..
3. If the local authorities do nothing, house builders and developers will be able to propose developments unchallenged. Therefore 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.
4. 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).
4. However, this explosive population development pushes the need for vastly improved speedy, frequent,



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regular interval services to London from Harwich, Walton and Clacton and local stations, including those calling at mid Tendring local 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 a 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.

5. 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.

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

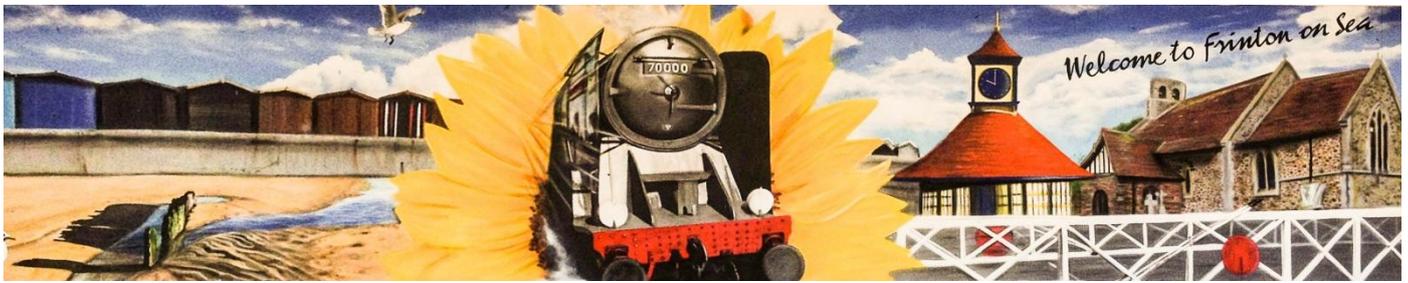
- Revised TDC Development Plan Proposals of a further 12,500 homes (minimum), including major development at Weeley: These include 3,634 in Clacton; 1,358 in Harwich and Dovercourt; 1,100 in Weeley, 952 in Frinton and Walton; 655 in Manningtree, Mistley and Lawford; 231 in Brightlingsea; 543 across other 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 plans for circa 2,000 plus homes between Gt. Clacton Gorse Lane/ Happy Valley Holland on Sea,
- Current Brightlingsea developer's plans for 2000-400 homes on the Brightlingsea peninsular
- Current Arlesford developer's plans for circa 300 homes
- Current Lower Kirby Le Soken – Walton Road developers plans for circa 150 homes
- Current Walton On The Naze Martello Caravan Park Developers 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 developers proposals for circa 300 homes

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.

7. **We make the following comments against the proposal (Anglia Route Study Text Extracts in**



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ITALICS) as follows:

7.1 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 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 NE 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 SE levels)

<<0.3.4 The predicted growth in freight demand is shown in the chart below, and clearly indicates the predominance of intermodal ports traffic.

Table 0.1 Increase in morning peak passenger demand into London Termini or at the busiest point on the route

Corridor	2023	2043
Great Eastern Norwich and Outer suburban services	32%	75%
Great Eastern Inner suburban and Crossrail services	52%	83%
West Anglia Main Line - all services	18%	39%
North London Line/ West London Line	22%	55%
Gospel Oak to Barking	20%	46%
Essex Thameside	13%	46%

Source: L&SE Market study and TfL Railplan

>> ENDS

- At the same time, the railway running from Colchester to Thorpe-le-Soken and onwards to either to Clacton-on-Sea and Walton-on-the-Naze, is underutilised.
- 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 station, 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 east London serving all stations, using 12 car trains as required .
- Although The Tendring retained much of its railway facilities ex-poste 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, Kirby Cross losing carriage sidings..
- Most localities served by local station 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).



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- 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 into consideration.**
- 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, away; 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 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.**

7.2 Improvements in journey times / Control Period 6 Priorities

- Nowhere does this 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’s 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 70 Minutes Clacton to London. Now the best most passengers might achieve is 90- 100 minutes
- 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 rail to/ from London, with the latter perhaps contributing to **fast** Colchester – London journeys, i.e. having limited main line stops (and perhaps also splitting at Colchester North station).

*<<0.3.5 The conditional outputs also call for journey time improvements in CP6 for journeys between:
Liverpool Street and Colchester/Ipswich/Norwich
Liverpool Street and Cambridge/Stansted Airport
Fenchurch Street and Southend Central.*

*0.3.6 As far as frequencies are concerned, the conditional outputs specify an increase in:
cross-boundary services between East Anglia and the East/West Midlands and beyond via Peterborough
cross-boundary services between Cambridge and London via Hitchin
a minimum of 2 trains per peak hour, in each direction, on each branch line within the route.*

0.3.7 The conditional outputs are described in detail in Chapters 3 and 4.

0.4 Control Period 6 Priorities

0.4.1 The table below summarises the conditional outputs identified as being needed on the Anglia Route by the end of CP6.

Table 0.2: Control Period 6 conditional outputs

CP6 Conditional Outputs

	Description
GECO1	To provide sufficient capacity for passengers travelling into central London during peak hours, taking into account anticipated growth over the period to the end of Control Period 6 (2023/2024) - Great Eastern Main Line services
GECO2	To provide sufficient capacity for cross-boundary services between Peterborough / Norwich and Cambridge via Ely, taking into account anticipated growth over the period to the end of Control Period 6 (2023/2024) – Cross-boundary services



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<p><i>GECO3</i> <i>F2NCO1</i></p> <p><i>WACO1</i></p> <p><i>WACO3</i> <i>CLCO1</i></p> <p><i>CLFCO2</i></p> <p><i>ETCO1</i></p> <p><i>ETFCO1</i></p> <p>Great Eastern Main Line (including cross-country freight)</p> <p>0.4.2 In order to meet the conditional outputs GECO1, GECO2, GECO3, and F2NCO1, a range of options are presented to funders. These include: additional platform capacity at Liverpool Street headway reductions between Chelmsford and Stratford provision of a passing loop at Vauxhall Junction doubling of Trowse swing bridge headway reductions on the Bury St Edmunds line further doubling of the Felixstowe branch further doubling between Ely and Soham level crossing closures at Ely increased line speeds to at least 110 mph between Shenfield and Norwich provision of a passing loop north of Witham.</p> <p>West Anglia Main Line</p> <p>0.4.3 In order to meet the conditional outputs WACO1 and WACO3, the options presented to funders are: platform lengthening to 12-cars at 18 stations increases in line speeds up to 100 mph.</p> <p>0.4.4 Further journey time improvements on services to Cambridge and Stansted Airport would depend on the ability to separate fast trains from slow trains south of Broxbourne. This is likely to require an additional pair of tracks between Broxbourne and Tottenham Hale, the cost of which, however, may not be justified by journey time improvements alone. Additional benefits (and funding streams) would need to be captured, such as the connectivity and capacity improvements proposed by the Crossrail 2 project or the need for additional capacity triggered by development in the Lea Valley. Some early enabling works are presented as options for CP6 including level crossing removal and land purchase.</p> <p>North London Line and Gospel Oak-Barking Line</p> <p>0.4.5 To meet the conditional outputs CLCO1 and CLFCO1, it is the route study's assessment that the extra capacity planned for CP5 will be sufficient to accommodate the anticipated demand up to the end of CP6, for both passenger and freight services.</p> <p>0.4.6 Despite this the study sets out several schemes that would support resilience on the routes in particular in relation to the mix of freight and passenger traffic. These are noted in the longer term sections below, but depending on the growth in freight traffic from North Thameside during CP5 and CP6 may be required earlier.</p> <p>Essex Thameside</p> <p>0.4.7 In order to meet the conditional outputs ETCO1 and ETFCO1, the following options are proposed: lengthening from 8-cars to 12-cars of eight trains in the three-hour morning peak works to improve passenger circulation at Fenchurch Street.</p> <p>0.4.8 There is adequate capacity to meet the forecast demand for freight services up to the end of CP6.</p> <p>Station Capacity – All Routes</p> <p>0.4.9 A number of schemes to improve station pedestrian capacity are in development for implementation in CP5. Further interventions are proposed for CP6 as shown in the table below>></p>	<p>To provide journey time improvement for services on the route from Norwich to London – Great Eastern Main Line</p> <p>To provide sufficient capacity for freight travelling via the Felixstowe to Nuneaton route, taking into account anticipated growth over the period to the end of Control Period 6 (2023/2024) - Cross boundary services</p> <p>To provide sufficient capacity for passengers travelling into central London and other employment centres during peak hours, taking into account anticipated growth over the period to the end of Control Period 6 (2023/2024) - West Anglia services</p> <p>To provide journey time improvement for services from both Cambridge and Stansted Airport to London Liverpool Street - West Anglia services</p> <p>To provide sufficient capacity for passengers travelling across London during peak hours, taking into account anticipated growth over the period to the end of Control Period 6 (2023/2024) – North London Line and Gospel Oak to Barking</p> <p>As identified to meet CLCO1, to provide sufficient capacity freight paths across London – Cross-boundary to the end of Control Period 6 (2023/2024)</p> <p>To provide sufficient capacity for passengers travelling into central London during peak hours, taking into account anticipated growth over the period to the end of Control Period 6 (2023/2024) – Essex Thameside</p> <p>To provide sufficient capacity for freight travelling from the London Gateway Port via the Tilbury loop, taking into account anticipated growth over the period to the end of Control Period 6 (2023/2024) – Essex Thameside</p>
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- **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 be also run to Stratford International to enable the necessary connections.**
- **GT. EASTERN MAINLINE TRACK CAPACITY** The study does consider the provision of dynamic loops: nor 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 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 :
 - a. Freight trains take considerable time to enter and leave a loop travelling slowly at a relatively



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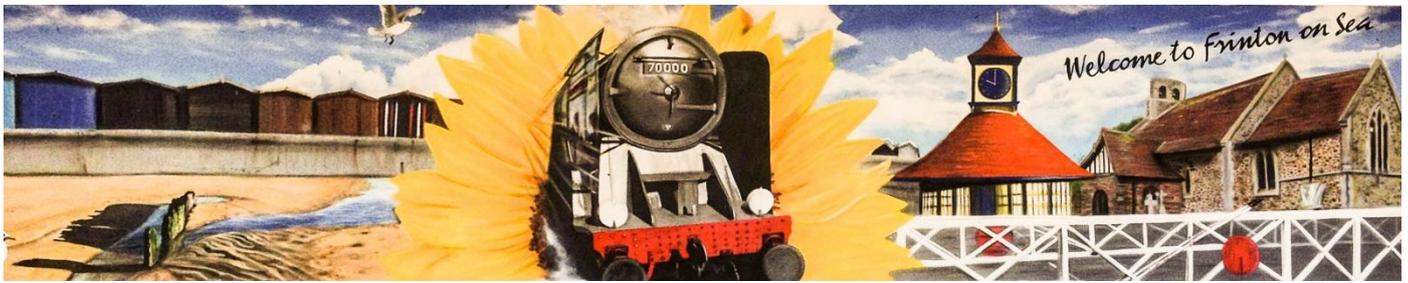
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low speed.

- b. **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.**
- c. 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.
- d. **Dynamic loops are considered essential to provide any significant benefit. But such long dynamic loops are equivalent to quadrupling a section of the line.**
- e. 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.
- f. **A logically one should quadruple the line between Beaulieu Park and Witham.**
- g. **This can 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 sees the highest density of passenger trains and is approximately mid-way between Shenfield and Colchester**
- h. 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.
- i. **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.**
- j. 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**

- a. 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.
- b. 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.
- c. It ignores that in prior years that inter-city style trains were run between Colchester and Liverpool Street via a combination of Norwich – Liverpool Street and Clacton-on-Sea/Walton-on-the-Naze – Liverpool Street 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**



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facilities ,

- ii. Increased journey times from 70 mins- 75 mins to 90 mins- 100 mins , and
- iii. Extra main-line station stops inserted into the schedules, leading 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 requires Clacton/ Walton – London Liverpool Street services to be accelerated, particularly as the peak-hour services are circa 20-25% slower than t 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, 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 and poor disabled access and 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



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has results 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.**
- 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 delays 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, in respect of Liverpool Street access to London employment, retail and leisure facilities and/or for travel to other destinations beyond London.
- 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: which 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.
- 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; if it provides 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, would work much better if also **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 which vast sandy beaches and 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**



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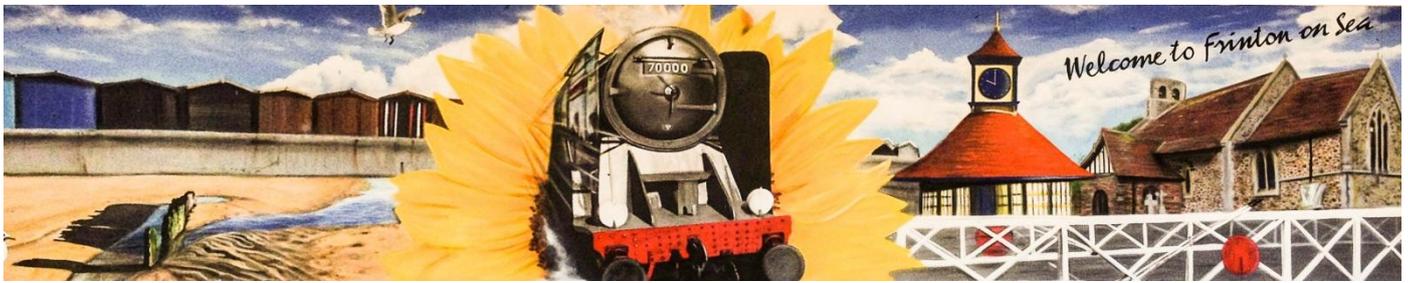
area. Walton station on the cliff-top is only two minutes from the beach, three minutes from the pier. However, currently the poor train service to the Walton-line is a serious disincentive to travel by train, so the vast majority of summer visitors come causing traffic congestion and serious parking problems. There is an obvious need for summer through services to Walton-on-the-Naze from main line stations

- q. The University of Essex is located between Hythe and Wivenhoe stations with day-time population of over 20,000 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** 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 has been used off peak by relatively few passengers north of Colchester, and better 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 4 above).**

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

7.3 Summary

- **Infrastructure and 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**



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- **Allied poor standard of rolling stock, and**
- **Extended longer journey times**
- **This has had resultant economic dis-benefit to the District**

Yours sincerely

John Smock

Hon Chair "ONTRACK" Rail Users Association

P.S. We understand that Tending 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 Submission re Greater Anglia Franchise (To accompanied by a supplementary Update**
- **"ONTRACK" RUA Timetable Study Report**
- **ONTRACK POWERPOINT PRESENTATION THE WAY AHEAD**

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