



# Essex **Railway** Policy - **on the right lines**

Our aim is to  
Optimise the use of railways  
for transporting people and goods in Essex.



Essex County Council  
Transportation &  
Operational Services



Stansted Airport

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## 1 - A Policy for Rail Transport in Essex

### Introduction

- 1.1 Since the privatisation of the railway industry in the mid-1990s, the use of rail for transporting people and goods has started to grow once more. Recently growth has been compromised by several well publicised incidents, including the accident at Hatfield in October 2000 that caused widespread disruption whilst Railtrack undertook a comprehensive safety programme. However, increased demand for the transportation of passenger and freight on a privately owned and operated railway system represents a significant challenge for all those with a stake in the future of Essex.
- 1.2 The publication of the Government's White Paper, "A New Deal for Transport - Better For Everyone" heralded a new emphasis on the provision of transport. Central to this document was the requirement placed upon local highway and transport authorities to produce Local Transport Plans (LTP) which outline transport policies and strategies for implementation over a five year period. The first LTP for Essex was published in July 2000 following extensive consultation with local, regional and national stakeholders.
- 1.3 Following the White Paper the Government produced its 10 year transport plan 'Transport 2010 - The 10 Year Transport Plan' (July 2000). This is an action plan outlining objectives, investment and targets for all modes of transport.
- 1.4 In March 2001 the newly established Strategic Rail Authority (SRA) published its Strategic Agenda. This document has been written in advance of the SRA's first strategic plan, which will be published in 2001. The purpose of the strategic plan will be to guide, facilitate, encourage and support the development and operation of Britain's rail system.
- 1.5 This Rail Policy has been produced by Essex County Council and is an integral part of the Local Transport Plan (LTP). The aim of the LTP is to provide a better and more integrated transport system, co-ordinated with strategic and land-use planning in a way which will make a major contribution to achieving the overall vision of Essex County Council as set out in the "The Essex Approach":-
  - To create a thriving economy in a sustainable environment;
  - To make our communities safe, caring and healthy;
  - To provide opportunities for lifelong learning and creative leisure.



- 1.6 The Essex and Southend-on-Sea Joint Replacement Structure Plan (April 2001) sets out a transport objective to “encourage alternative means of travel which have less environmental impact; and reduce reliance on the private car and road haulage.” (Policy T1). With specific reference to rail the plan outlines the aim to work with transport agencies and operators to make “improvements to the existing rail network including track infrastructure and passenger facilities at railway stations, and where appropriate the development of improved services, new routes and railway stations.” (Policy T4). This Rail Policy sets out the role that railways play within the overall vision. It also recognises that the rail network in Essex is greatly influenced by geographical opportunities and constraints which lie outside the county boundaries, and therefore adopts a wider viewpoint to many of the issues contained herein.
- 1.7 The rail policy has been developed with Borough and District Councils, railway operators, interested groups and stakeholders. A Consultation Draft document was published in July 2000. Reference has also been made to earlier work undertaken by Essex County Council, including a Rail Forum, held with stakeholders in Chelmsford in January 1999. One of the key outcomes from this process has been an agreement that the County Council should be pro-active and take the lead in addressing issues and highlighting potential developments for the rail network in the county, their relationship within the region, the rest of the UK and links to mainland Europe. A map of the current network in Essex is included at the back of this document.
- 1.8 This document points out opportunities for targeted action which will be addressed by the Strategic Forum. It is intended that it spans throughout and beyond the current five year Local Transport Plan period and the Joint Replacement Structure Plan until 2011.
- 1.9 It will not be possible however for the County Council to undertake the actions without the support of the partners and stakeholders outlined above. Therefore, it is proposed that a Strategic Rail Forum, covering the whole rail network in Essex, be set up by the County Council to enable the policy to be implemented. The following principle should be applied to this rail policy, and will be adopted as the overarching mandate for the Strategic Rail Forum: **“To optimise the use of railways for transporting people and goods in Essex”.**



## 2 - Objectives

- 2.1 The Local Transport Plan (LTP) is based on the Government's own strategic objectives for transport;
- (a) to protect and enhance the built and natural ENVIRONMENT;
  - (b) to improved SAFETY for all travellers;
  - (c) to contribute to an efficient ECONOMY, and to support sustainable economic growth in appropriate locations;
  - (d) to promotion ACCESSIBILITY to everyday facilities for all, especially those without a car;
  - (e) to promote the INTEGRATION of all forms of transport with land use planning, leading to a better, more efficient transport system;
  - (f) to seek and encourage investment in transport and make EFFICIENT use of the resources available.
- 2.2 The principle of this policy, to optimise the use of rail, and all the proposals contained within it is aligned with these objectives.
- 2.3 The core function for rail is to facilitate modal shift, thereby delivering a measurable environmental gain. Railways offer proven benefits for the environment yet represent a small proportion of overall transport. Relative performance of rail and road in terms of pollution, energy and land use are well documented. These advantages are not adequately reflected in the perceived costs of transport. Railway operators should also be alert to the opportunity to reduce their own noise and vibration nuisance.
- 2.4 The LTP encourages modal shift towards more sustainable modes of transport. The following principles are suggested in respect of rail:-
- Maintaining an overview of transport capacity and rail infrastructure both within the county and in adjoining authorities;
  - Developing a planning process that considers the access implications of new site development by all forms of transport, and a special interest in sites adjacent to the railway network;
  - Integration of modes through interchange facilities and user friendly information services;
  - To safeguard through the planning process, all former railway land or unused railway land against any development which would compromise its effective re-use for transportation purposes
- 2.5 The LTP also seeks to improve transport safety. Railtrack and Central Government are responsible for railway operations and safety, therefore this policy deals with issues related to level crossings, rights of way and personal security.

- 2.6 Rail services, and public transport in general, are a key means of reducing the levels and growth of traffic on roads in Essex, in accordance with the Road Traffic Reduction Act (1997). Car owners should be able to make a choice not to use their car based on the availability of a cost effective alternative. This is particularly relevant to people who have regular trip patterns, such as a journey to work or to school.
- 2.7 Accessibility to rail services is particularly necessary for people with impaired mobility, in accordance with the social objectives adopted within the LTP. This includes young and elderly people, and those without access to cars. Within this context it is recognised that for rail to operate efficiently as socially necessary transport, it is reliant to an extent on the operations of public transport, including taxis and community transport. It is also acknowledged that people with impairments to mobility are often required to pre-arrange assistance when wishing to use the train, and this in itself is dependent on staff being available to deal with such requests.
- 2.8 The Government's Ten Year Plan for Transport states the intention to increase the use of the railways by passenger and freight by increasing capacity, quality of services and reducing fares. This will be achieved in partnership with the Strategic Rail Authority, the Rail Regulator, Railtrack plc and the passenger and freight operators. Targets are set to increase passenger rail use by 50% and rail freight by 80% by 2010. In order to achieve these targets total government funding for the 10 year period will be £29 billion.
- 2.9 The Strategic Rail Authority (SRA) is currently looking at a number of options for those rail franchises which expire in 2004. One option, which is supported by the County Council, would be to have a single rail operating company that is responsible for all services between London Liverpool Street and East Anglia. This would in effect combine the current Anglia and First Great Eastern train operations. The SRA has yet to formally consult the County Council nor have potential bidders for the franchises been approved. The County Council support for a single franchise is subject to certain conditions being met in respect of the passenger service requirement and a number of other specific proposals which will enhance and develop the railway network in the Essex. Details of these specific proposals are contained in sections 3, 5, 7 and appendix C.

### Policy

RP1 Essex County Council would support a single rail franchise for Essex, subject to the Strategic Rail Authority and the preferred bidder for the new franchise being prepared to accept the existing and where necessary expand the passenger service requirement and proposals which enhance and develop the rail network in Essex.

## 3 - Passenger Modal Split

- 3.1 Modal shift from private cars to rail is fundamental to the principle of optimising the use of rail. It also has a vital role in achieving reductions in road traffic growth and the associated levels of congestion and pollution. Whilst reducing the need to travel altogether may be seen as a more idealistic goal, the use of sustainable modes of transport is likely to be generally more realistic and acceptable.
- 3.2 Car ownership is still increasing. Over the next 20 years, a forecast 30% increase in transport demand will place a further burden on the road network, on environment, health care and enterprise. The leverage of the County Council on modal shift depends on quality partnerships with the operators and on linkage to other LTP objectives such as information systems, land use or parking. The County Council has taken the lead in commissioning quantitative and qualitative studies to support campaigns and strategies for modal shift. These include the Inter-urban Public Transport Study, Branch Lines Study, and Travel Diary.
- 3.3 It is important to adopt realistic, managed targets for change, based on defined areas, business sectors or corridors. A selective approach to modal shift will facilitate the measurement of success in stimulating behaviour change. It will also permit the targeting of flows with the greatest potential for growth in the rail share.
- 3.4 The analysis of modal shift opportunities is therefore broken down into the following broad service groups:
  - (a) Flows to / from London;
  - (b) Inter-Urban Flows (including the branch lines of Wickford to Southminster, Colchester to Clacton/Walton-on-the-Naze and Manningtree-Harwich)
  - (c) Flows within South Essex and Southend on Sea.
- 3.5 Travel between Greater London and Essex represents almost 50% of the total passenger flows in Essex (Inter-urban Public Transport Study). Of this market, rail has an estimated market share of 37%. This is relatively high against the overall rail market share of 4%. It reflects the captive nature of much of this type of travel and the peak demand. The rail operators estimate their share as 80-90% based on the City of London alone. For the links between Stansted Airport and London, the British Airports Authority calculates an overall rail share of 19% for surface access.





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- 3.6 The rail operators have generally experienced a bigger increase in off peak and leisure travel through a combination of increased service frequency and fare offers, including the retention of the 'Network Card' by all operators except Anglia Railways. This compares with near stagnation in business journeys. A number of factors will influence future modal choice:
- (a) Uncertainty over the future development of the business market, given contradictory trends. Pressure on housing in London and building of new dwellings in Essex could increase travel demand, but may be offset by faster development of teleworking, spreading working hours and the use of cheaper, more remote work sites. Train operators are already aware of the development of such trends and have demonstrated adaptability by offering fare deals such as day return tickets as far as Shenfield in the morning peak period, and for early travellers (c2c's 'Early Bird' scheme) as well as irregular commuters (Anglia's 'Carnet' proposals);
  - (b) The critical nature of capacity. For existing peak journeys there will be severe limits on the ability of rail to meet any rising demand, although investment in extending station platforms for the operation of longer trains where possible has been developed, notably on the Witham – Braintree branch (see 5. Strategic Network). On the other hand, new services and routes will open new cross-London catchment possibilities for rail, such as Anglia Railways' Crosslink service;
  - (c) The direct influence of increased congestion in the capital and in Essex, and the possibility of new policies for parking and road charging in Central London that might further accelerate modal shift.
  - (d) The provision of new leisure and tourist attractions, along with effective promotion and marketing of existing facilities, including travel schemes using rail.
- 3.7 Essex County Council attaches great importance to the Government's Multi-Modal Studies, particularly within the Thames Gateway area and along the corridors to and from London including London - Ipswich (LOIS), London - South Midlands, London - Southend and radial movement around London (ORBIT). It is hoped that these studies will recognise the capacity problems of the existing rail network along the key corridors and develop radical new approaches including new rail corridors, which are required in the long term to combat these problems. Essex County Council also wishes to see options for a new rail crossing spanning the Thames considered in the Thames Gateway multimodal study and the emerging transport study. The County Council also believes that cross-London objectives should be part of the proposals within the franchising process. A new direct service between East Anglia, Heathrow (via Feltham) and Hampshire, supported by a Rail Passenger Partnership (RPP), illustrates the scope for developing the market between Essex and destinations beyond London, including the airports.



- 3.8 An additional link into London from Essex is provided by London Underground Limited (LUL) Central Line services which connect the centre of London to Epping at the eastern end. This line has recently benefited from investment including the provision of new state-of-the-art trains and an increased frequency of service.
- 3.9 The LUL line originally extended to North Weald and Onger. This link was sold to a private operator with the intention of resuming a commuter service with LUL at Epping. Due to difficulties in connecting back into Epping Station this service failed to commence within the time frame contemplated within the terms of the original sale. Discussions regarding the future of the line are currently underway with the County Council. It is hoped that these will identify fresh opportunities and in initiatives which will maintain the integrity of the line with the long-term objective of reintroducing a commuter service.
- 3.10 An important aspiration of Essex County Council is to create a cohesive inter-urban network as an attractive alternative to the private car. The network should link main settlements in Essex and should have a predominant rail component. Fully accessible quality coach links will need to be integrated to cover gaps in the rail network. Implementing rail connections between locations where such gaps currently exist would undoubtedly incur large financial expense and would be subject to a long planning process. Key stakeholders with funding and operation potential would have to be identified, and studies undertaken into the effects on the current network capacity. However, such proposals are not beyond the realm of possibility. Following a recommendation from the Inspector of the Replacement Structure Plan Examination in Public, Essex County Council is currently undertaking two strategic rail studies. The North West Essex Rail Study which consists of a scoping study of rail corridor options for linking north west Essex to the Colchester - London main line followed by patronage and alignment studies (jointly funded by BAA plc and Railtrack). The second study - Rail South of Chelmsford is designed to assess the feasibility and scope for future passenger rail links between Benfleet and Wickford will be carried out as part of the Thames Gateway multimodal study. (See also **5. Strategic Network**).
- 3.11 Total movements between main Essex settlements and those to/from Southend, Grays, Ipswich and Bishop's Stortford, are approximately 185,000 passenger journeys per day (Inter-urban Public Transport Study, SDG). A third of this volume is with respect to Southend. Current rail shares are low (under 10%) but vary relative to service patterns.
- 3.12 Together the larger settlements in Essex have a combined population of 700,000 people. Inwards investment and the increase in housing stock, predominantly in Braintree, Colchester and Chelmsford, will need quality transport links for employment mobility. The development of stations serving retail sites (for example Braintree Freeport) merits a review of potential rail modal share to guide future planning (see **6. Site Development**). Focus could also be developed upon specific local areas, for example, the network of stations and journey opportunities within the North East Essex area. This could be supported by promotional offers with affordable fares for different groups of people, both on and off-peak.



- 3.13 The County Council has undertaken a study of branch lines to gauge scope for expanding local journeys by rail and for feeding the main inter-urban network. The Study recognises the role of the Essex Community Rail Partnership which was formed in 1999 to promote the usage and development of the Wickford-Southminster, Colchester-Clacton/Walton and Manningtree-Harwich Branch Lines. The Marks Tey-Sudbury branch line is the subject of a possible Community Rail Partnership linked to the aims and objectives of the Essex Community Rail Partnership. These branch lines represent 38% of the train operator's mileage but account for only 3% of their fare box revenue.



Essex Community Rail Partnership - Brightening up Harwich Town Station

- 3.14 With a combined population of 260,000 inhabitants, South East Essex and Southend present an urban, rather than a typical inter-urban, demand pattern. Estimated travel flows between settlements account for 118,000 journeys per day, 46% of total volume for all Essex, excluding London flows (Inter-urban Public Transport Study, SDG).
- 3.15 Current rail share on these flows is assessed as 3%. Although buses take an important modal share on many flows in this area, the car plays the predominant role with 72% of the total (Inter-urban Public Transport Study, SDG). Growing problems of road congestion in the area need to be addressed.
- 3.16 The rail infrastructure is built on a London radial basis leaving an important need for integration with bus services to assure total coverage. A detailed bus/rail plan in conjunction with Southend on Sea Borough Council could examine through ticketing, information dissemination and marketing (see **7. Integration of Services**), with a view to producing realistic share targets for the decade ahead.
- 3.17 Infrastructure investment in this corridor may be forthcoming through two national / regional initiatives. The corridor falls within Thames Gateway, a Priority Area for Economic Regeneration (PAER) identified by Central Government. In addition a London - Southend multi-modal study is proposed as part of Regional Planning Guidance (RPG) Note 11.

## Policy:

- RP2 Essex County Council will contribute to stimulating change in modal share towards rail in the three markets identified (London flows, inter-urban and South East Essex/Southend urban flows). It recognises that capacity constraints may limit market share increases to off-peak travel only.
- RP3 Essex County Council will continue to be associated with studies to assess socio-economic changes impacting on transport demand, notably to and from London. This greater understanding of travel patterns will support County Council efforts to forecast future emerging demand and address capacity short falls.
- RP4 Essex County Council will encourage the development of a cohesive network of inter-urban services based on the core rail infrastructure, complemented by dedicated express bus/coach links and feeder services. Quality partnerships will be sought with the operators to agree standards, co-ordination and marketing.
- RP5 Essex County Council will encourage train operators to deliver a range of affordable fares for travel in Essex and beyond; day return tickets for peak-time and off peak travel in Essex and network cards for off-peak (leisure) travel in London and the South East area must be retained
- RP6 Essex County Council will continue to support and develop the aims and objectives of the Essex Community Rail Partnership.
- RP7 Essex County Council will seek to safeguard the rail corridor between Epping and Ongar for future use as a local railway operation.

## Associated Actions

- RA.1 Essex County Council will take the lead in refining data to measure changes in market share through the Local Transport Plan. This will draw on new and existing studies and provide a basis for agreeing realistic targets, priorities and monitoring processes with the operators.
- RA.2 Essex County Council will pursue discussion with District and Borough Councils, Southend-on-Sea Borough Council and the train operators on proposing realistic targets for rail share in South Essex. The use of contra-flow capacity between Basildon and Southend during peak periods will be encouraged to relieve road congestion on the A13.
- RA.3 Essex County Council will work with operators to promote use of rail travel through developing and supporting both countywide and locally based promotion schemes with particular emphasis upon the availability of affordable fares at both peak and off-peak periods.
- RA.4 Essex County Council will act upon their Branch Lines study to determine how far they can contribute to inter-urban sustainable travel and what links can be made to the objectives of the Essex Community Rail Partnership.
- RA.5 Essex County Council will investigate the feasibility of new rail infrastructure between south and central Essex, and between central and north-west Essex.





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## 4 - Freight Modal Shift

- 4.1 The volume of road-borne freight is increasing in response to market demand for “just in time” deliveries and changing patterns of distribution. Such increases in road freight can harm the environment and safety of other road users. Industry is also bearing the costs of congestion notably by increasing contingency resources (Location Studies, Ernst & Young). The transfer of more freight to rail is therefore an important contribution to the environment.
- 4.2 Rail is not a universal carrier and, until recently, has been geared primarily to bulk goods. There are numerous rail connected freight facilities in Essex (see Appendix F). Some of these are inactive, but have varying potential for re-use. Current rail freight activity in the county is concentrated on bulk movements of minerals and import / export of containers through haven ports.
- 4.3 Rail is ideally suited to trainload quantities, whereas the market requires more flexibility for logistics concepts. This has encouraged a move back into wagon-load and even part-load operations, which formerly operated under the banner of Speedlink as part of British Rail until 1990. The viability of reinstating such services will depend on offering speed over longer distances and the ability to integrate smaller flows into the train-load networks.
- 4.4 The following approach to sustainable distribution is in accordance the principle of optimising the use of rail for freight transport:-
  - (a) Sustainable distribution should seek to mitigate the adverse effects of transport, road and rail. Efficient distribution of goods is of vital economic importance and this has to be balanced with environmental policy.
  - (b) The impact of freight transport on both rural and urban environments should be fully considered, including the effects of freight passing through towns, land-use factors, developer requirements, infrastructure condition and design and characteristics of locomotives and freight wagons.
  - (c) Opportunities should be created to convert existing and potential business from road to rail.
- 4.5 It is acknowledged that many factors associated with transport of freight by rail are outside the direct control of Essex County Council. This document concentrates on realistic opportunities for modal shift and response to growth in demand. The main areas of County Council influence are those of dialogue with businesses and integrated land planning. These will be borne out within the Sustainable Distribution Strategy to be developed by Essex County Council.
- 4.6 An initial requirement is the compilation of local data on flows of road freight (HGVs) to determine priority flows for modal change. The relatively longer distances operated for freight, compared with passenger transport, suggest that a regional approach might be more beneficial in identifying road freight flows and agreeing targets for change. This approach would also assist in quantifying transit freight across the county. The following issues are relevant to Essex County Council:

(a) **Awareness**

Businesses which receive supplies and distribute goods by road need to be convinced that a greater use of rail could bring environmental and economic benefits. These could be measured on the basis of a voluntary “green distribution audit” for both established and new businesses locating in Essex. Such an audit would seek to identify the environmental impact of different transport solutions.

There are potential conflicts between attracting inwards investment / employment and modal shift. Assessment of the net benefits is important in reconciling these.

(b) **Land Use Strategy**

Opportunities to encourage greater use of rail depend on site availability, opportunities for installing connections or transfer equipment and feasibility of rail operations at the site.

The new Policy Planning and Guidance Note 13 (PPG13) (March 2001) puts stronger emphasis on protecting and promoting opportunities for rail connection to sites adjacent to running lines, freight interchanges and indeed disused rail formations (see 6. Site Development). Essex County Council is working with organisations such as Rail Properties Limited and the Rail Freight Group to ensure that such sites are retained and registered in Essex as part of a countrywide initiative. As part of this, due care will be taken to ensure the suitability of sites. Locations which are environmentally unsuitable due to poor access or the proximity of housing are particularly compromised, as well as those sites which require shunting on the main line.

(c) **Intermodal Terminals**

In the past railway freight suffered the cost and quality penalties of modal transfer. Simpler transfer technologies using swap bodies (lorry trailers which can be directly transferred to rail wagons) can overcome these problems.

Intermodal facilities should be located where there is a natural break in the distribution chain. Essex is well placed to attract import distribution business through transfer at the Haven (Harwich), the Thames ports and Stansted Airport. This would be further boosted by the possibility of continental freight accessing South Essex via the Channel Tunnel Rail Link and/ or a lower Thames crossing.

Intermodal terminals rely on site availability or incorporation within the design of multiple-occupancy freight villages. In the short term, shared use of existing rail connections might be possible. However, it may be more appropriate that the opportunity to identify and investigate locations for larger intermodal terminals is taken from a wider regional dimension.

The Freight Facilities Grants, payable in recognition of abstraction of lorries from road, will continue to play a valuable support role in attracting rail users. However these grants tend not to favour multiple client distribution activity because of uncertainties in respect of traffic throughput. Improved awareness about the availability and scope of such grants should prevent any perception that rail haulage is a luxury which businesses are unable to afford.

In the longer term, there may be scope for changing methods of secondary distribution (deliveries to retail outlets) which could be better integrated with rail haulage. This may require both a top-down national approach with the major retailers and a bottom up review on a case by case basis.

- 4.7 Rail operations bring manifest benefits to the environment but these need to be balanced with efforts to reduce railway noise and vibration, particularly at night. In new residential sites close to railways, developers need to be aware of potential nuisance and ensure that measures are taken to reduce environmental effects. The rail industry needs, in parallel, to improve vehicle design.
- 4.8 Policies and initiatives for increasing the volume of freight traffic on the railways must be developed in the short term within the context of the existing capacity problems on the network. In the long term capacity should be increased to allow growth. Railtrack are investing in a Freight Routing Strategy (NMS 2000, Railtrack), within which a key corridor is the route from Felixstowe to Nuneaton via Ely. Essex County Council fully supports the initiatives being developed by Railtrack to divert freight traffic away from the Great Eastern Mainline through the use of the route via Ely, as well as the diversion of freight to and from South Essex via the Barking – Gospel Oak line. However in taking this approach the County Council wish to see the Haven port of Harwich developed for rail freight with the subsequent improvement of Ipswich tunnel to take 9'6" maritime containers (see 5. Strategic Network).
- 4.9 The proposal to develop Shell Haven in Thurrock, which is within the Thames Gateway area, as an international container port with associated rail freight facilities is likely to have a serious impact on the existing capacity of the network. The C2C line at Barking and the Great Eastern Main line between Forest Gate and Stratford will be directly affected. The County Council are aware that Railtrack are having preliminary discussions with the Strategic Rail Authority and would wish to see a freight routing strategy which deals fully with the proposals of Shell Haven. This will ensure that additional freight traffic does not compromise passenger services to and from Essex on the C2C and Great Eastern lines respectively.

## Policy:

- RP8 Essex County Council wants to see an increase of the relative volume of freight being transported to, from and through Essex by rail. It will co-operate on a regional basis to measure change and identify areas where additional capacity is needed. In particular the freight routing strategy for the region proposed by Railtrack and the possible impact on track capacity which will be caused by the proposed development at Shell Haven.
- RP9 Essex County Council particularly aims to attract businesses to the county that have minimal adverse impact on the environment. However, where transport activity is inevitable, the County Council will give proactive packaged advice to existing and new enterprises on the availability of suitable sites and the scope for Freight Facilities Grants.
- RP10 Where inter-modal terminals are feasible, Essex County Council will determine the obligations of the developer to ensure that rail shares are maintained and enhanced.
- RP11 Essex County Council will support measures to reduce the associated detrimental effects of rail freight operations (e.g. noise and vibration), provided that this takes full account of comparative environmental effects of road transport.

## Associated Actions:

- RA.6 Essex County Council will develop a coherent strategy for sustainable distribution. This strategy will optimise the facility for the movement of freight by rail by establishing a database of road freight statistics to ascertain the scope and priorities for modal shift.
- RA.7 Essex County Council will bid to attract import opportunities to the county through favourable Channel Tunnel routing.
- RA.8 Essex County Council will try to influence local companies to undertake a "green distribution audit" to raise awareness on road nuisance and identify opportunities for modal change.
- RA.9 Drawing on the Essex Rail Freight Forum, Essex County Council aims to explore future developments in distribution, and to support pilot schemes.

## 5 - Strategic Network

- 5.1 The Strategic Rail Authority (SRA) published its Strategic Agenda in March 2001. It highlights nine challenges which the SRA will jointly address with its key partners, primarily Railtrack and the passenger and freight operating companies. The nine challenges are Safety, Performance, Capacity, Passengers, Freight, Infrastructure, Private, Public, Partnership. Essex County Council fully endorses the strategic approach being adopted by the SRA, and will play an active part in ensuring that the challenges are met.
- 5.2 The challenge of providing capacity for future demand is a vital requirement if rail is to contribute effectively to sustainable transport. It is complicated by the long development timetables for investment, by the degree of risk to be shared, and by the number of organisations involved in the process (See 3. Passenger Modal Split). The SRA is taking responsibility for the rail network nationally. This will be aligned with the Network Management Statement of Railtrack. It is important that the two organisations lead in partnership so that stakeholders can contribute to future plans in a coherent way.
- 5.3 There is also a distortion between the processes for rail and road investment that may be unduly favourable to road (Rail Freight Growth and the Land Use Planning System - Sheffield Hallam University). There is a need to plan road and rail on a co-ordinated basis so that they play complementary roles.
- 5.4 The understanding of the complex nature of capacity issues could be facilitated by undertaking demand studies at an early stage. The results could then be fed into infrastructure planning. Reference has already been made to the need to assess peak demand for the Essex-Greater London flows (see 3. Passenger Modal Split). The multi-modal studies (outlined in paragraph 3.7) should provide valuable input. In order to complete the analysis for the County and the neighbouring unitary authorities, it would be beneficial if the London-Southend study was also completed to a similar timescale.
- 5.5 The affect of proposals for new infrastructure on the historic environment must be assessed against the Historical Conservation Record, and may also require an archaeological assessment. Existing railway architecture and engineering features are an important aspect of industrial heritage. Essex County Council will liaise closely to ensure that any proposals for additions or modifications to railway infrastructure take these factors into account
- 5.6 Current services take up 90% of critical rail infrastructure peak capacity to and from London via the three main surface rail routes, through Harlow, Shenfield and Barking. In anticipation of increases in demand (section 3. Passenger Modal Split), and in accordance with the principle of optimising the use of rail, a number of short and medium term projects are possible:

- (a) Work has started on the West Anglia Route Modernisation (stage 1) which includes the provision of renewed signalling, telecoms and overhead-line equipment. Route Modernisation (stage 2) deals with an additional pack of enhancements which will facilitate a doubling of train frequency to four trains per hour to Stansted Airport at peak times. This is subject to discussion over funding with the SRA.
  - (b) Growth of between 10 - 15% could be achieved on the London - Colchester route in the peak if all paths were utilised by 12 carriage trains. Extensions to platform lengths would only be needed on the branches (especially to Braintree and Southminster) to create additional capacity.
  - (c) Better synergy between train operators at the London Liverpool Street terminus could create extra peak capacity. This could be achieved if the franchise renewal proposals of the Strategic Rail Authority create one train operating company for the region.
  - (d) Increased paths for trains on the core section of the London Underground route to Epping will offer scope for increased service frequency on this section.
- 5.7 Station density has an impact on line capacity and speed. Proposals for new halts or stations must address the trade-off between inter-urban commuting and local catchment facilities. Discussions are currently taking place regarding proposals for a new station to the north-east of Chelmsford in the Springfield/Boreham area. The design of any station in this location will have to incorporate capacity enhancements out of necessity.
- 5.8 The increase of capacity into London might not be sufficient in the long term should current peak travel patterns grow. Essex County Council wish to see an over-arching strategy which examines increases in track capacity between London Liverpool Street - Shenfield, Shenfield - Colchester and London Fenchurch Street - Barking and the possible links between Essex services and cross London routes, including the Channel Tunnel Rail Link and the associated link between Stratford and the Thames Gateway area. The SRA are actively studying routes across east - west London which include the original alignment for Crossrail. Transport for London (TfL - part of the Greater London Authority) is also promoting schemes within the London boundaries such as Orbirail and the South London Metro concept. The SRA will welcome any new schemes brought forward provided that they do not compromise existing services which cross London boundaries. Through consultation on the Mayor's Transport Strategy for London, the County Council have informed the Mayor of London that the Strategy must not affect the existing 'inner-suburban' service network which operates outside the Greater London boundary.


- 5.9 Orbirail is a proposal linked to the extension, and conversion to 'heavy rail' operation, of the East London Line to Dalston. Interchange would be available with the existing North London Line and West London lines to create journey possibilities across London which avoid the congested central area.
- 5.10 Crossrail is a project which was put forward in the late 1980s for rail services connecting Shenfield with Reading and Aylesbury via a new link through London in order to relieve the Central Line. The original route included proposals to integrate with existing transport interchanges in central London, including Liverpool Street, Farringdon, and Paddington. The idea of an east - west route through London is currently being reconsidered. There are also obvious benefits for links to alternative locations such as Heathrow, Stansted and the Thames Gateway regeneration area. Given the difficulty of creating capacity in inner and outer London, an early start to developing the options would be welcomed. Essex County Council will continue to support Crossrail as a regional railway route enabling Essex residents faster travel times to central an west London, Heathrow, Berkshire and Buckinghamshire.
- 5.11 East - West Rail is a proposal to develop passenger services between Ipswich, Cambridge and Oxford, the County Council supports this proposal as it would create new journey possibilities for Essex residents especially those in Colchester and Tendring Districts wishing to travel to Cambridge and the South Midlands. The development of this new rail corridor would also assist rail freight movement as described in Section 4.8.
- 5.12 As referred to in section 4.8 the amount of freight traffic carried, particularly on the Great Eastern and the C2C lines will have a direct impact on passenger services and track capacity.
- 5.13 There are track capacity constraints within Essex that limit the potential for increasing rail services: -


(a) **Braintree-Witham**

RPP funding is currently being sought to allow an increase in capacity on the single track branch through a passing loop with a second platform at Cressing and to increase the length at platforms at all of the stations to 12 carriages. This is appropriate given the increases in rail demand (14% in 1999) and in the context of developing an inter-urban network for the county (see 3. Passenger Modal Split).



# Stansted Airport

 WAGN  
WAGNER AIRWAYS

 WAGN

 CENTRAL

**(b) Stansted Airport**

Capacity into Stansted airport matches present demand and service patterns. However, given BAA's aspiration for doubling airport throughput whilst maintaining rail-borne mode share (25%), work on growth options is urgent. A second tunnel is estimated at a cost of £30 million (Network Management Statement 2000, Railtrack). Additionally, Stansted is becoming increasingly important as a transport hub for many people who are not travelling by air. Essex County Council wishes to see a second tunnel at Stansted Airport and in the longer term the creation of a high speed link between Stansted and Stratford via the Lea Valley regeneration corridor, which could utilise part of the existing London underground line south of Epping. This proposal could be linked into the proposals of London Underground and Transport for London to build a new London Underground 'tube' line between Hackney and Wimbledon.

**(c) Wickford - Southminster**

The potential development of South Woodham Ferrers and Battlesbridge in accordance with the Chelmsford Local Plan proposals necessitate an increase in service levels on this local branch line. An additional passing loop at South Woodham Ferrers would enable an increase in capacity of one additional 'up' service to London to be provided. Additional loops would be required at both South Woodham Ferrers and Burnham-on-Crouch to increase service frequency. This however would assume that the level of service beyond Wickford to Southend Victoria is slightly reduced to accommodate additional trains at Wickford.

**(d) Colchester Town Station**

Colchester Town Station is constrained because it has only one platform. There is scope to increase the number of trains in the off peak with this situation, however a second platform would be required if additional services to either London Liverpool Street or Clacton and Walton were provided at peak times. In addition the possibility of a new station at the University of Essex as well as the proposed developments at Colchester Garrison (south of Colchester Town Station) and the Hythe regeneration area will increase the number of trains and passengers using the line.

- 5.14 A number of schemes have been put forward by stakeholders to promote extensions of the rail network, or the restoration of dismantled lines (See Appendix D). These proposals recognise that gaps in the present network limit the scope for rail. New and enhanced rail infrastructure projects will be subject to a thorough robust process of evaluation, in order to assess scheme proposals against the emerging regional and national strategies. Projects can only be justified when there is a proven socio-economic benefit.

## Policy:

- RP.12 Essex County Council will ensure that an early start is made to planning future passenger and track capacity requirements for peak Essex-London travel and to examine links with various cross London schemes plus the potential developments at Thames Gateway and Stansted Airport. Existing proposals are listed in appendices C and E.
- RP.13 RP.13 – Essex County Council will participate in the evaluation of schemes proposed by the SRA, Railtrack, Transport For London and others, to expand the rail infrastructure in Essex. Existing proposals are listed in appendix C.

## Associated Actions:

- RA.10 Essex County Council is considering forming a consortium of key stakeholders to promote and support the development of Crossrail in so far as it effects Essex and the region.
- RA.11 Essex County Council will encourage the Government to commit to improvements along the rail corridors being examined as part of Multi-Modal Studies.
- RA.12 Essex County Council will lobby for improvements to be made to the transport infrastructure at Stansted Airport in line with any permitted increase in capacity at the airport and the development of Stansted as a major transport interchange.
- RA.13 Essex County Council is participating in the project to enhance short term improvements in capacity on the Braintree line.



## 6 - Site Development

- 6.1 The integration of land-use and transport through the planning process is a major component of a strategy to optimise the use of rail. The broad areas where the respective councils should intervene are:
- (a) Identifying and, where possible, safeguarding sites adjacent to railway lines to allow potential network access. This includes freight distribution, new stations, car parking and interchanges where complementary services would boost the attractiveness of rail use (see 7. Integration of Services). The Replacement Structure Plan equally supports criteria for rail served freight sites, notably for manufacturing and minerals (see 4. Freight Modal Split).
  - (b) Assessing the transportation and environmental impact of new developments. It is desirable to assess the external transport costs of industrial locations to allow more rail oriented options to be examined.
  - (c) Encouraging the synergy between the rail network and housing, retail and other travel generating activity by evaluating the scope for new stations. Apart from impact on running line capacity (see 5. Strategic Network), there is also a risk of increased car movement to new parking sites (see 7. Integration of Services). This issue is being addressed in a study which has also investigated possible freight connections at Boreham (Boreham study, SDG).
- 6.2 The connection between land use and transportation can be most effectively demonstrated through the allocation of sites for new housing. It is clearly important that the County Council uses the opportunities available to oblige developers to fund public transport agreements through "Section 106" agreements and quality partnerships. These can provide greater leverage in the retention and development of rail related sites and future rail usage.
- 6.3 Such development must of course be viewed in the context of the existing capacity within the rail network. Current discussions regarding new sites to the north of Chelmsford clearly show the scale of housing development and transport-related investment required to avoid prejudicing the existing network.

### Policy:

- RP14 Essex County Council seeks to co-operate with stakeholders to determine strategic locations which favour rail usage. This will be undertaken on a regional basis for freight activity and a line of route basis for passenger services and facilities.

The protection of such sites may need to be encouraged through legal agreements. The County Council will encourage the identification of other suitable lineside sites for development, subject to discussion with Railtrack.

Conditions of minimum rail usage will be applied as a precondition of site development where appropriate.



Marlow Town Rail Station

Looking for Care?  
01245 48 00

Bus stop sign with a yellow and blue logo and text.

## 7 - Integration of Services

- 7.1 Direct services between preferred origin and destination points clearly provide the most attractive alternative to car usage. Inter-modal solutions are required where gaps in the rail network and dispersed catchment areas occur within the county. The challenge is to make transfer between rail services and other modes of transport as seamless and fully accessible as possible. This can best be achieved by focussing on the characteristics of a whole journey, rather than merely the rail element. Integration therefore covers a whole range of transport modes and issues.
- 7.2 The approach that is proposed is threefold:
- (a) Corridor based projects looking at end to end speed, connections, fare schemes, quality marketing and monitoring.
  - (b) Development of information services to underpin operational links (see below).
  - (c) The development of attractive interchanges which would help overcome image and security barriers.
- 7.3 The degree of integration with public transport that currently occurs is varied. On the London (Fenchurch Street) - Southend line, bus feeders complement an estimated 40% of rail journeys, however on the London (Liverpool Street) – Southend line bus/rail interchange is very poor with a strong reliance on taxis to complete the journey home in the late afternoon and evening. On the London - Colchester route, the proportion of passengers transferring to / from bus at Chelmsford is just above 10%. On the West Anglia route bus / rail usage is also low. The success of integration is fundamentally based on the reliability of each of the elements within the journey. However, the lack of integration is particularly disappointing where rail operations and local bus services are both operated by the same parent company, e.g. First Group.
- 7.4 Notwithstanding the overall poor interchange that exist the County Council consider that as a priority strategic interchanges should be promoted as major transport hubs. The railway stations Essex County Council consider of strategic importance are:
- Stratford (London Borough Newham)
  - Barking (London Borough of Barking)
  - Shenfield
  - Pitsea
  - Colchester
  - Chelmsford
  - Stansted Airport

7.5 Public transport operators need to make service patterns and interchanges attractive to overcome both real and perceived disadvantages. Incentives are not always in place to encourage operators to create inter-modal networks. However opportunities do exist to develop innovative solutions, such as at Chelmsford bus/rail station, and the development of a dedicated bus link from Canvey Island to Pitsea station. Smaller scale schemes can also be implemented, such as at Braintree. More flexible public transport systems also require consideration, such as increased and more efficient use of taxis and taxibuses. The DengieLink Bus is a good example of an innovative solution to integrating transport services in a rural area.



7.6 There should ideally be onward public transport connections at every station in Essex. The County Council can play a role in improving co-ordination through Quality Partnerships and RPPs. In the future there should new scope for integrated bus/rail franchises. Through ticketing, in particular, requires more legislative powers.

### 7.7 User Friendly Information Systems

Reliable and timely information is a vital part of each passenger journey, especially when a change of mode is involved. Public transport has to compete on equal terms with the perceived "certainty" of the car. Much of the work in developing rail performance might be undermined if attention is not given to user friendly information services. In many cases it will only take one occasion where a member of the public is left stranded by the unreliability of public transport to prevent that person from using the bus or train again. Clear and accurate information is also of great importance to tourists and visitors, who are likely to be unfamiliar with their surroundings.

7.8 The train operators have rolling programmes to improve customer information. Consumer expectations in other fields will increasingly drive the demand for rail related communication. Future criteria will be:

- (a) Simplicity and customised packaging, since users are less prepared to cope with mass information;
- (b) Dispersal through mobile and telematic technology including the Internet, libraries, tourist information and enterprise centres, so that appropriate information can be transmitted to homes and offices, and not just stations and bus stops.
- (c) Greater use of local media, especially radio, to provide up-to-the-minute information regarding services.
- (d) Consideration of blind and partially sighted people. The availability of Braille and large script on timetables and other travel-related information.



- 7.9 Joint services provided by two or more operators, notably rail and bus, present a specific challenge to avoid disjointed information. Rival and incompatible systems present particular difficulties given the number of partners involved. A co-ordinated effort needs to be made to ensure that more information is provided by all transport operators at interchanges, particularly regarding the availability of onward journeys.
- 7.10 Essex County Council has provided a local journey planner at two key locations within the County (Colchester bus station and Chelmsford public library). These journey planners provide detailed public transport information on specific journeys as requested by the user. Further journey planners are likely to be installed, including a facility on the Essex website. There is scope for partnership with the private sector as co-users in developing telematic networks.
- 7.11 An underlying feature of customer friendly information services is the involvement of users in development and monitoring. Whilst a number of forums already exist in Essex, a new specific “focus group” or a programme of “mystery travellers” might help provide valuable feedback.

### 7.12 Car/Rail Interface

The current low level of public transport interchange can also be explained in terms of the marked preference for car journeys to gain access to rail services, especially on commuter routes. It is recognised that for many people there is a lack of realistic alternatives in terms of time or cost. Motorists also enjoy flexibility in making an economic choice about how and where they travel to access the train. Such flexibility is offered through characteristics of level of train service, cost of parking and fare, and the final destination.

- 7.13 Car to rail interface is an important aspect when considering the characteristics of ‘whole journeys’. Access by car to the nearest station in order to undertake journeys by train is relatively easy to define, however not enough is known about the levels of long distance “railheading” which takes place. Car journeys made to stations which are further along the intended route of travel affect the environment and the efficiency of the transport system because they represent unnecessary traffic on the road. Railtrack are considering the creation of a ‘parkway’ station at Marks Tey within the context of upgrading the station for business development purposes and comply with the recommendations of the



Colchester Borough Council Local Plan. A wider understanding is being sought of the choice for Park & Ride for both peak and off-peak journeys. Diversion of road-only journeys to use of an appropriate railhead would be assisted by better roadside signage and routing. If such a station was developed, an increase in the level of train service would be required.

Cycle Store



GLR

NRG

- 7.14 Whilst the journey demands of Essex - London commuters dictate the operators' provision of parking space, there is an increasing need to allow sufficient space for off-peak and local rail users. At some locations there is integration or conflict between station parking and other parking provision (e.g. residential) which needs to be addressed.
- 7.15 The Vehicle Parking Standards, a document recently produced by the Essex Planning Officers Association, states that applications for increased car parking at transport interchanges should be viewed on their individual merits. This will require consideration of the balance between restraining car use and encouraging sustainable means of travel. The objective should be to cater for those who wish to access the station in question from the local catchment area, but not make the availability of car parking so attractive that it encourages existing rail users to switch from stations closer to their point of origin. Car park pricing mechanisms are one way to overcome this phenomenon, although price tariffs are outside the control of the County Council. Consideration of car parking provision at stations will include the involvement of partners in the rail industry.
- 7.16 There are many ways which could assist in offsetting the impact of car feeder trips, such as improving the environment for walking to and within stations, including wheelchair access, encouragement of cycle use for shorter distances, and developing taxi operations.

### 7.17 **Walking and Cycling**

The concept of addressing the needs of the 'whole journey', rather than just the interchange aspects, is particularly pertinent to those walking or cycling to railway stations (see also **9. Access Issues**). Improving the environment both in the vicinity of and within stations contributes to the aim of creating a safe and secure transport system.

- 7.18 The approaches to stations should be identified by clear direction signs and the provision of segregated routes away from vehicular traffic. This should ideally be incorporated into new or enhanced station design. The development of retail facilities provides complimentary benefits, although these need to be considered carefully in order that they do not compromise existing local facilities or create extraneous motorised traffic in their own right

- 7.19 Secure storage facilities for cyclists at stations is one improvement that could be made at relatively little cost but provide welcome benefits to those making short trips to access rail services. Enhanced security measures such as cycle lockers or extended CCTV coverage create a higher level of confidence within the user (see also **8. Safety and Security**). The issue of providing space within rolling stock to allow peak and off-peak carriage of cycles is a strongly argued one. The County Council will continue to work with train operators to ensure that bicycles can be carried on all services without compromising the level of seating which is currently required to cater for the immense numbers of customers travelling to and from London during peak periods (see also **9. Access Issues**).



- 7.20 Walking and cycling issues are developed in further detail within Essex County Council's respective Strategies for both of these modes (see Bibliography for details).

### Policy:

- RP.15 Essex County Council promotes integrated transport and will implement measures to improve urban and inter-urban links. It is accepted that integration of services will involve many competing forms of transport and that quality partnerships and providing reliable information are key to combining them.
- RP.16 Essex County Council wishes to see a measurable change in information quality and integration. The County Council will take the lead, as appropriate, to co-ordinate the provision of information, including the setting of standards, use of joint technology and user groups.
- RP.17 Essex County Council would like to see parking provision at stations complement the demand management policies for other types of parking. In this context it will encourage Park & Ride facilities, provided that it does not give rise to long distance railheading or exclude off peak travellers. Permission for new parking sites will be conditional on assessing the road and rail impact. The County Council also wishes to see adequate levels of secure parking provided for cycles and powered two wheelers at all stations.
- RP.18 Essex County Council will work towards the provision of facilities for carrying bicycles on all services at all times of the day. This will be undertaken through the refranchising process and discussion with the Strategic Rail Authority and train operators.

### Associated Actions:

- RA.14 Essex County Council wishes to develop quality partnerships to facilitate integrated transport. These can be initially based on key lines of route to assess the scope for co-ordination and to measure impact on modal switch. This will link with the intermodal needs of the inter-urban network and with the modal shift objectives in the South Essex/Southend area.
- RA.15 Essex County Council will design its proposed survey of interchange facilities to meet the needs of both bus feeder and inter-urban services.
- RA.16 A process for monitoring improvements in information systems is required, so that various systems are brought together and matched against user expectations. This would involve the setting up of a specific user panel or "mystery traveller" activity to report on perceived quality of information.
- RA.17 Discussion within the County Council and with the Highways Agency is required on the use of integrated signage to help direct motorists to Park & Ride locations. A case study at Marks Tey will help determine the right balance between interchange and Park & Ride, and examine the impact of railheading.



## 8 - Safety and Security

- 8.1 Access to the railway system is governed by safety rules from central government and Railtrack. Within this framework, it is important that the public is not exposed to risk, particularly at level crossings and other access points to the rail running lines.
- 8.2 Essex County Council has actively participated in co-financing security schemes within the refurbishment of stations. A reassuring environment within stations and on trains is essential if rail is to be perceived as being more attractive and reliable. The presence of staff, lighting and CCTV at stations and on trains can help create a safer environment for users, particularly those travelling alone. A system whereby lone travellers can call for assistance from station car parks would be a good example to demonstrate rail operator's commitment to personal safety issues. Where stations are not staffed, clearly displayed information regarding services, ticket arrangements and emergency telephone numbers can provide a level of confidence to the traveller.
- 8.3 Planning criteria can facilitate security by encouraging complementary retail activity within the vicinity of stations and interchanges. Such activity will be promoted within the context of local plans and the replacement structure plan to ensure that it does not compromise and conflict with other nearby retail centres.
- 8.4 A further method of providing security at stations is taking place as part of the Community Rail Partnership. Local groups lease disused station buildings and renovate them for their own purposes. This arrangement offers a 'human presence' at stations which are at present unmanned. Sublease of station buildings has proved to be a success at Mistley and Southminster.



### Policy

- RP19 Essex County Council wishes to ensure safety of access across the railway running lines and in partnership with Railtrack will review the use of crossings periodically. This is in accordance with the aspiration to "create a safe and caring community" (The Essex Approach, ECC)
- RP20 The County Council will continue to assist others in maintaining their responsibilities for the safety of rail users, and will examine scope for RPP funding.

## 9 - Access Issues

- 9.1 Design of stations and rail rolling stock particularly affects people with mobility and sensory impairments and those without access to a car. Essex County Council already provides funding to the train operating companies and Railtrack for infrastructure improvements at stations. This includes access to the main station area from the car park, bus stop or local highway network, and the installation of passenger lifts to enable transfer from one platform to another without having to leave the confines of the station. Station design must naturally take account of legal requirements, regulations and guidance.
- 9.2 The County Council also contributes to social mobility by agreeing concessionary fare schemes with bus operators. Concessions for rail travel are available through the disabled persons railcard, which offers similar discounts to those available with Senior Citizens, Young Persons and Family Railcards and the Network Card.
- 9.2 The Disability Discrimination Act (1995) regulates on all new trains entering service from 1st January 1999 to ensure they are accessible. Section 19 on Goods, facilities and services covers infrastructure at stations.
- 9.4 Providing physical access to trains is an important challenge for operators. The advent of driver-only trains has restricted the number of services which are accessible to mobility impaired people. Facilities should be standardised at least within each Train Operating Company so that there is consistency of service at both departure and arrival stations. Information on facilities should be widely available in advance of travel so that the train operator is able to respond to special needs. Availability of trained staff is of paramount importance in order that they are able to address passenger's difficulties as they arise. Such attention to detail enhances the image and perception of rail travel for those who may otherwise consider travelling by train too inconvenient or impossible (see also 8. Safety and Security).

### Policy:

- RP21 Essex County Council, through the Local Transport Plan and Rail Passenger Partnerships, will continue to encourage the provision of facilities to help pedestrians, cyclists, motorcyclists, people with mobility or sensory impairments, young and elderly passengers secure access to rail services.

### Associated Actions

- RA.18 The County Council will investigate the improvement of routes to and facilities at all stations as part of implementing the LTP strategies for powered two-wheelers, cyclists and pedestrians.

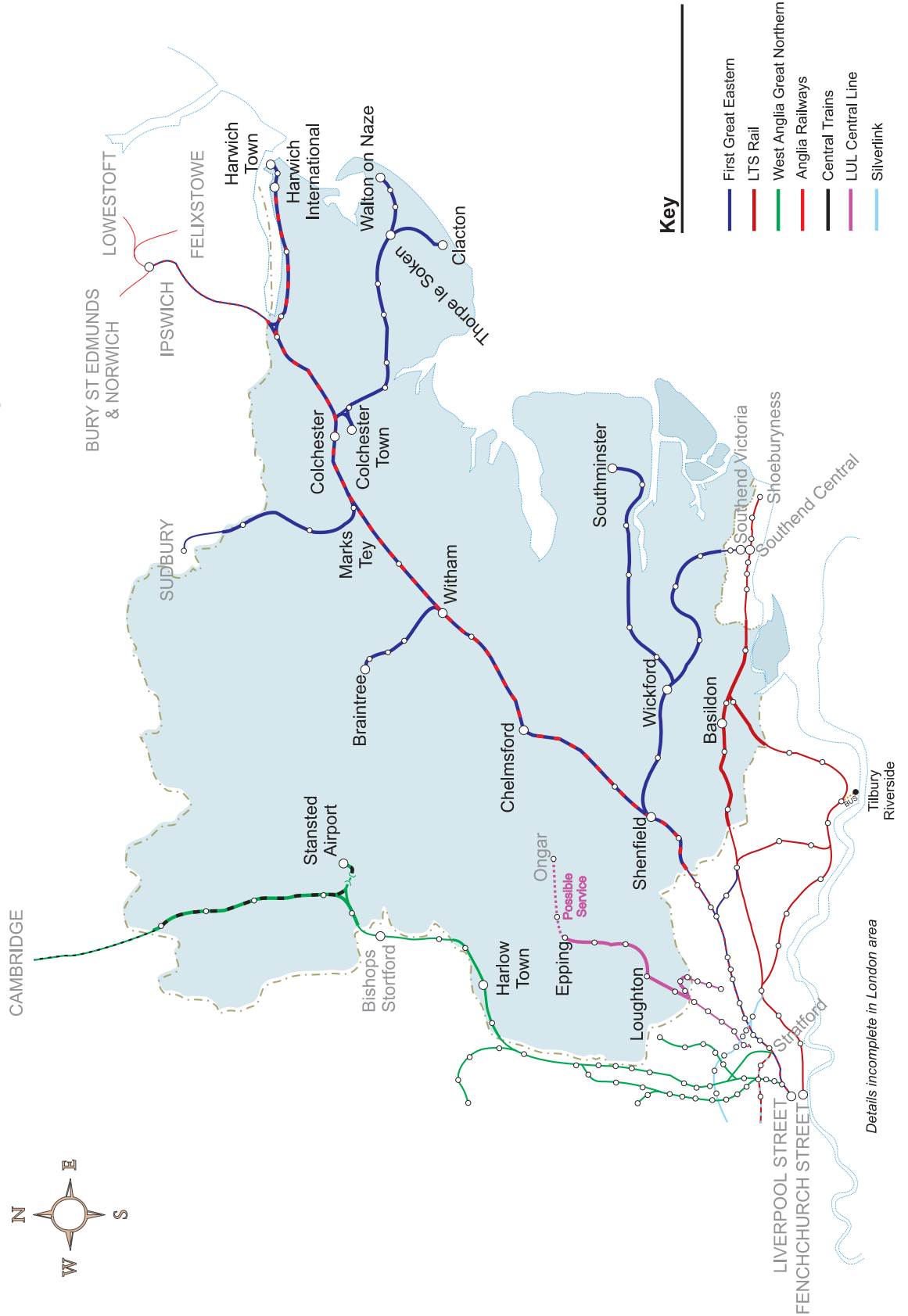
## Abbreviations

<b>CRP</b>	Community Rail Partnership
<b>DTLR</b>	Department of Transport Local Government and the Regions
<b>EWS</b>	English, Welsh & Scottish Railways
<b>FOC</b>	Freight Operating Company
<b>LTP</b>	Local Transport Plan
<b>LUL</b>	London Underground Limited
<b>NMS</b>	Network Management Statement
<b>PDC</b>	Peter Davidson Consultancy
<b>RPP</b>	Rail Passenger Partnership
<b>SDG</b>	Steer Davies Gleave
<b>SRA</b>	Strategic Rail Authority
<b>TfL</b>	Transport for London
<b>TOC</b>	Train Operating Company

## Bibliography

<b>DETR</b>	A New Deal For Transport - Better For Everyone	1998
<b>DETR</b>	Transport 2010 – The Ten Year Plan	2001
<b>DETR</b>	Planning Policy Guidance Note 13 – Transport	2001
<b>DETR</b>	Disability Discrimination Act	1995
<b>Ernst &amp; Young</b>	Location Studies	1996
<b>Essex County Council</b>	The Essex Approach	1998
<b>Essex County Council</b>	Essex Local Transport Plan – The Essex Approach to Transport	2000
<b>Essex County Council</b>	On The Right Lines, A Policy For Rail Transport In Essex— Consultation Draft	2000
<b>Essex County Council</b>	Essex Walking Strategy Consultation Draft	2000
<b>Essex County Council</b>	Essex Cycling Strategy Consultation Draft	2000
<b>Essex County Council</b>	Inter-urban Public Transport Study	2000
<b>Essex County Council</b>	Branch Line Study	2000
<b>Essex County Council</b>	Boreham Freight Interchange Study	2001
<b>Essex County Council</b>	Essex Travel Diary & Attitudes to Transport Survey	2000
<b>Essex County Council and Southend Borough Council</b>	Essex and Southend-on-Sea Joint Replacement Structure Plan	2001
<b>Essex Planning Officers Association</b>	Vehicle Parking Standards - Consultation Draft	2001
<b>Greater London Authority</b>	The Mayor’s Transport Strategy - Draft for Public Consultation	2001
<b>Railtrack</b>	Network Management Statement for Great Britain	2000
<b>Sheffield Hallam University</b>	Rail Freight Growth and the Land Use Planning System	1999/2000
<b>Strategic Rail Authority</b>	The Strategic Agenda	2001

Passenger Rail Network in Essex 2001



**Appendix B: Current Rail Franchise Agreements in Essex**  
(As at March 2001)

Name of Franchise	Key Routes	Operator	Legth of Franchise
Anglia Railways	<ul style="list-style-type: none"> <li>● London – Chelmsford – Colchester – Ipswich – Norwich</li> <li>● Chelmsford – Stratford – Feltham (Heathrow) – Basingstoke</li> </ul>	GB Railways	7 years to April 2004.
c2c (formerly London, Tilbury and Southend Rail)	<ul style="list-style-type: none"> <li>● London – Benfleet – Southend Central – Shoeburyness via Tilbury or Basildon</li> </ul>	Prism Rail	15 years to May 2011
Central	<ul style="list-style-type: none"> <li>● Stansted Airport – Cambridge – The Midlands</li> </ul>	National Express Group	7 years to April 2004. Currently subject to refranchising process
Great Eastern	<ul style="list-style-type: none"> <li>● London – Shenfield</li> <li>● London – Southend Victoria</li> <li>● London – Chelmsford – Colchester – Ipswich, plus branches to Southminster, Braintree, Sudbury, Clacton, Walton and Harwich.</li> </ul>	First Group	7 years to April 2004.
West Anglia Great Northern	<ul style="list-style-type: none"> <li>● London – Stansted Airport</li> <li>● London – Harlow – Bishops Stortford – Cambridge – Kings Lynn</li> </ul>	Prism Rail	7 years to April 2004. Great Northern services to be transferred to Thameslink 2000.

**Appendix C: New Infrastructure Projects in Essex**  
(As at June 2001)

SHORT TERM 2001 - 2003

Location	Description	Status
Cressing	New passing loop to enable enhanced Braintree – Witham ( – London) service	RPP submission. Support from key partners. Not included in Rail Track Network Management Statement as a Local Authority aspiration only.
Epping – Ongar	Recommencement of regular services on former LUL line.	Development options under consideration.
Northeast Chelmsford	New station at Springfield/Boreham	Within Local Transport Plan and Chelmsford Local Plan. Funding to be sought
Essex University	New station between Hythe and Wivenhoe	Feasibility study completed by consultants
Colchester – Clacton	Second platform at Colchester Town to enable service enhancements.	Linked to University and housing developments including Colchester Garrison, and regeneration of Hythe area. Recommendations within Branch Line Study
Stansted Airport (1)	Second Tunnel to West Anglia line	Within Railtrack Network Management Statement
Stansted Airport (2)	High speed link between Stansted Airport and Stratford (preferably with connection into TfL proposals for a new underground line between Hackney and Wimbledon).	Aspirational: to reduce journey time between Stansted Airport and Stratford/London.  TfL proposal included in the Mayor’s Transport Strategy for London
Wickford – Southminster	Possible RPP Bid to focus on enhancing service and facilities at Battlesbridge and South Woodham Ferrers	Recommendations within Branch Line Study. Within Local Transport Plan – funding sought in the Chelmsford Local Plan

MEDIUM TERM 2004 - 2011

Location	Description	Status
Harwich Naval Dockyard	Establishment of freight facility.	Outcome of freight study. Possible freight activity at Harwich Dockyard. Involves on-street operation. Railtrack involvement required
Harwich Bathside Bay	Promotion of rail freight facilities in new port complex	Receipt of detailed proposals awaited from port owner.
North West Essex Rail Study	New link to Great Eastern main line	Feasibility Study within Joint Structure Plan EiP recommendations being undertaken. Support for Study from BAA and Railtrack.
Marks Tey	Upgrade station to Park & Ride facility	Recommendations within Branch Line Study highlight possible effects on Marks Tey – Sudbury branch. Railtrack undertaking a separate feasibility study
Ipswich Tunnel	Gauge enhancement in association with freight movements to and from Harwich.	Not currently included within Railtrack's Freight Routing Strategy for Felixstowe – Nuneaton
Benfleet – Wickford – Chelmsford	New line between Benfleet and Wickford. New link at Shenfield or new direct line from Wickford to Chelmsford	Commitment to Feasibility Study within Joint Structure Plan EiP recommendations
Liverpool Street - Shenfield	Upgrading of track capacity	Included in SRA Strategic Agenda
Shenfield – Colchester	Upgrading of track capacity	Included in SRA Strategic Agenda

**Appendix D: Individual stakeholder aspirations arising from consultation on the Draft Rail Policy:**

Location	Description
Walton Branch	Doubling of line or dynamic loop
London – Shenfield – Colchester	Studies of capacity to assess availability of realistic opportunities
Maldon	Investigate links to existing network either via Witham or Wickford and Shenfield
Southminster Line	Upgrading of line speeds
Shenfield – Colchester	Increased capacity – quadrupling of line
Sudbury branch	Electrification of the branch and remodelling so that the branch faces London
Ipswich Tunnel	Gauge enhancement to enable passage of 9’6” containers
Cut Throat Lane (Witham)	Purchase of land for use as car park in intervening period before construction of Braintree – Colchester link
Witham Station	Provision of a fifth platform



**Appendix E: New Infrastructure Proposals Outside Essex**  
(As at June 2001)

Location	Description	Status
Freight Routing Strategy	Upgrading of routes between Felixstowe and Nuneaton, and Gospel Oak and Barking, to enable freight services to avoid the Great Eastern mainline.	Programmed within Railtrack's Network Management Statement 2000
Crossrail	New east - west route across central London linking into existing services at either end.	East – west links across London being studied by DTLR and SRA. Possible establishment of consortium to be led by Essex County Council.
Thames Crossings	Extension of Docklands Light Railway and / or North London Line across the Thames to Woolwich.	Schemes currently being developed by Transport for London.
East – West rail	Link from Ipswich to Bedford and Oxford. Mixture of new line and upgrading of existing infrastructure.	RPP bid for Oxford – Bedford services.
Sudbury – Haverhill – Cambridge	New line.	Essex County Council to take a view based upon the outcome of the North West Essex Rail Study.
Orbirail	Extension and conversion to 'heavy rail' operation of LUL East London Line to Dalston and onto the North London Line	Schemes currently being developed by Transport for London
Fenchurch Street – Barking	Upgrading of track capacity	None

## Appendix F: Freight Connections

Location	Description	Status
Harlow	Aggregates (Foster Yeoman)	Active
Stansted	Oil	Inactive
Southminster	Nuclear flasks (British Nuclear Fuels)	Active
Chelmsford	Aggregates (Lafarge) - formerly Royal Mail	Active
Marks Tey	Minerals (Tarmac)	Active
Hythe (Colchester)	Coal (Charrington / Coop)	Inactive
Harwich	Car Terminal Carless Siding Container Terminal Powell Duffryn Siding	Active
Harwich Town	Link Span Siding	Inactive
Mistley	Link to Mistley Quayside	Inactive

### Notes

- Southminster is likely to close within the policy period as a consequence of the decommissioning of Bradwell Power Station.
- Hythe (Colchester) is a strategic site and is therefore protected by the Rail Regulator.

## Appendix G: Policy Statements and Associated Actions

### Policy Statements

- RP1** Essex County Council would support a single rail franchise for Essex, subject to the Strategic Rail Authority and the preferred bidder for the new franchise being prepared to accept the existing, and where necessary, expand the passenger service requirement and proposals which enhance and develop the rail network in Essex.
- RP2** Essex County Council will contribute to stimulating change in modal share towards rail in the three markets identified (London flows, inter-urban and South East Essex/Southend urban flows). It recognises that capacity constraints may limit market share increases to off-peak travel only.
- RP3** Essex County Council will continue to be associated with studies to assess socio-economic changes impacting on transport demand, notably to and from the London Conurbation. This greater understanding of travel patterns will support County Council efforts to forecast future emerging demand and address capacity short falls.
- RP4** Essex County Council will encourage the development of a cohesive network of inter-urban services based on the core rail infrastructure, complemented by dedicated express bus/coach links and feeder services. Quality partnerships will be sought with the operators to agree standards, co-ordination and marketing.
- RP5** Essex County Council will encourage train operators to deliver a range of affordable fares for travel in Essex and beyond; day return tickets for peak-time and off peak travel in Essex and network cards for off-peak (leisure) travel in London and the South East area must be retained
- RP6** Essex County Council will continue to support and develop the aims and objectives of the Essex Community Rail Partnership.
- RP7** Essex County Council will seek to safeguard the rail corridor between Epping and Ongar for future use as a local railway operation.
- RP8** Essex County Council wants to see an increase of the relative volume of freight being transported to, from and through Essex by rail. It will co-operate on a regional basis to measure change and identify areas where additional capacity is needed. In particular the freight routing strategy for the region proposed by Railtrack and the possible impact on track capacity which will be caused by the proposed development at Shell Haven.

- RP.9** Essex County Council particularly aims to attract businesses to the county that have minimal adverse impact on the environment. However, where transport activity is inevitable, the County Council will give proactive packaged advice to existing and new enterprises on the availability of suitable sites and the scope for Freight Facilities Grants.
- RP.10** Where inter-modal terminals are feasible, Essex County Council will determine the obligations of the developer to ensure that rail shares are maintained and enhanced.
- RP.11** Essex County Council will support measures to reduce the associated detrimental effects of rail freight operations (e.g. noise and vibration), provided that this takes full account of comparative environmental effects of road transport.
- RP.12** Essex County Council will ensure that an early start is made to planning future passenger and track capacity requirements for peak Essex-London travel and to examine links with various cross London schemes plus the potential developments at Thames Gateway and Stansted Airport. A list of these proposals is contained in Appendix C.
- RP.13** Essex County Council will participate in the evaluation of schemes to expand the rail infrastructure in Essex. Specific proposals include:
- RP.14** Essex County Council seeks to co-operate with stakeholders to determine strategic locations which favour rail usage. This will be undertaken on a regional basis for freight activity and a line of route basis for passenger services and facilities.

The protection of such sites may need to be encouraged through legal agreements. The County Council will encourage the identification of other suitable lineside sites for development, subject to discussion with Railtrack.

Conditions of minimum rail usage will be applied as a precondition of site development where appropriate.

- RP.15** Essex County Council promotes integrated transport and will implement measures to improve urban and inter-urban links. It is accepted that integration of services will involve many competing forms of transport and that quality partnerships and providing reliable information are key to combining them.

- RP.16** Essex County Council wishes to see a measurable change in information quality and integration. The County Council will take the lead as appropriate to co-ordinate the provision of information, including the setting of standards, use of joint technology and user groups.
- RP.17** Essex County Council would like to see parking provision at stations complement the demand management policies for other types of parking. In this context it will encourage Park & Ride facilities, provided that it does not give rise to long distance railheading or exclude off peak travellers. Permission for new parking sites will be conditional on assessing the road and rail impact. The County Council also wishes to see adequate levels of secure parking provided for cycles and powered two wheelers at all stations.
- RP.18** Essex County Council will work towards the provision of facilities for carrying bicycles on all services at all times of the day. This will be undertaken through the refranchising process and discussion with the Strategic Rail Authority and train operators.
- RP.19** Essex County Council wishes to ensure safety of access across the railway running lines and in partnership with Railtrack will review the use of crossings periodically. This is in accordance with the aspiration to “create a safe and caring community” (The Essex Approach, ECC)
- RP.20** The County Council will continue to assist others in maintaining their responsibilities for the safety of rail users, and will examine scope for RPP funding.
- RP.21** Essex County Council, through the Local Transport Plan and Rail Passenger Partnerships, will continue to encourage the provision of facilities to help pedestrians, cyclists, motorcyclists, people with mobility or sensory impairments, young and elderly passengers secure access to rail services.

### **Association Actions**

- RA.1** Essex County Council will take the lead in refining data to measure changes in market share through the Local Transport Plan. This will draw on new and existing studies and provide a basis for agreeing realistic targets, priorities and monitoring processes with the operators.
- RA.2** Essex County Council will pursue discussion with District and Borough Councils, Southend-on-Sea Borough Council and the train operators on proposing realistic targets for rail share in South Essex. The use of contra-flow capacity between Basildon and Southend during peak periods will be encouraged to relieve road congestion on the A13.

- RA.3** Essex County Council will work with operators to promote use of rail travel through developing and supporting both Countywide and locally based promotion schemes with particular emphasis upon the availability of affordable fares at both peak and off-peak periods.
- RA.4** Essex County Council will act upon their study on branch lines to determine how far they can contribute to inter-urban sustainable travel and be linked to the objectives of the Essex Community Rail Partnership.
- RA.5** Essex County Council will investigate the feasibility of new rail infrastructure between south and central Essex, and between central and north-west Essex.
- RA.6** Essex County Council will develop a coherent strategy for sustainable distribution. This strategy will optimise the facility for the movement of freight by rail by establishing a database of road freight statistics to ascertain the scope and priorities for modal shift.
- RA.7** Essex County Council will bid to attract import opportunities to the county through favourable Channel Tunnel routing.
- RA.8** Essex County Council will try to influence local companies to undertake a "green distribution audit" to raise awareness on road nuisance and identify opportunities for modal change.
- RA.9** Drawing on the Essex Rail Freight Forum, Essex County Council aims to explore future developments in distribution, and to support pilot schemes
- RA.10** Essex County Council is considering forming a consortium of key stakeholders to promote and support the development of Crossrail in so far as it effects Essex and the region.
- RA.11** Essex County Council will encourage the Government to commit to improvements along the rail corridors being examined as part of Multi-Modal Studies.
- RA.12** Essex County Council will lobby for improvements to be made to the transport infrastructure at Stansted Airport in line with any permitted increase in capacity at the airport and the development of Stansted as a major transport interchange.
- RA.13** Essex County Council is participating in the project to enhance short term improvements in capacity on the Braintree line.

- RA.14** Essex County Council wishes to develop quality partnerships to facilitate integrated transport. These can be initially based on key lines of route to assess the scope for co-ordination and to measure impact on modal switch. This will link with the intermodal needs of the inter-urban network and with the modal shift objectives in the South Essex/Southend area.
- RA.15** Essex County Council will design its proposed survey of interchange facilities to meet the needs of both bus feeder and inter-urban services.
- RA.16** A process for monitoring improvements in information systems is required, so that various systems are brought together and matched against user expectations. This would involve the setting up of a specific user panel or “mystery traveller” activity to report on perceived quality of information.
- RA.17** Discussion within the County Council and with the Highways Agency is required on the use of integrated signage to help direct motorists to Park & Ride locations. A case study at Marks Tey will help determine the right balance between interchange and Park & Ride, and examine the impact of railheading.
- RA.18** The County Council will investigate the improvement of routes to and facilities at all stations as part of implementing the LTP strategies for powered two-wheelers, cyclists and pedestrians.



Stansted Airport

WAGN

stansted express



## Essex **Railway** Policy

August 2001

If you have any comments please send them to:

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