



Leigh-on-Sea Town Council

67 Elm Road, Leigh-on-Sea, Essex SS9 1SP - Tel: 01702 716288
council@leighonseatowncouncil.gov.uk www.leighonseatowncouncil.gov.uk

Chairman: Cllr Pat Holden
Vice Chairman: Cllr Carole Mulrone
Town Clerk: Paul Beckerson



Notice is hereby given that the next meeting of the **Leisure, Foreshore & Environment Committee** of the Leigh-on-Sea Town Council will take place on **Thursday 19th January 2012** at Leigh-on-Sea Town Council, 67 Elm Road, Leigh-on-Sea **commencing at 7.00pm.**

PLEASE NOTE EARLIER START TIME TO ALLOW TIME FOR STRAND WHARF DISCUSSION

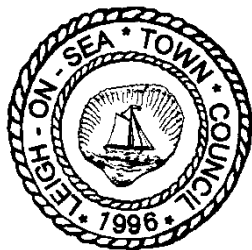
AGENDA

1. CHAIRMAN'S OPENING REMARKS
2. APOLOGIES FOR ABSENCE
3. DECLARATIONS OF MEMBERS' INTERESTS
4. TO APPROVE MINUTES OF THE MEETING OF THE 15th December 2011
5. ITEMS FOR DISCUSSION
 - a) Strand Wharf Project at the request of Cllr Mark Bromfield (Max 20 Minutes)
 - b) Leigh Lights SAG Meeting – 19th December 2011 – Report 1996/LLWP (Appendix 1)
 - c) Strand Wharf WP Meeting – 16th January 2012 – Report to follow
 - d) Southend-on-Sea Shoreline Strategy Plan Consultation – Deadline 8th February 2012 – Access via http://southend.gov.uk/info/200024/consultation_and_engagement a hard copy is available in the office. (Summary Appendix 2)
 - e) Flag for Strand Wharf – update
 - f) Town Guide – For inclusion of the Time Line within the Guide there would be a cost of £800.
 - g) Spring Clean – Confirmation of dates and feedback from SBC – They would need to know date within a week of the clean to arrange cut prior to clean.
6. BUDGETS 2011/12

See – Report 1997/LFE (Appendix 3)

Paul Beckerson
Town Clerk
12th January 2012

Any member who is unable to attend the meeting should send their apologies before the meeting



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Report 1996/LLWP

LEIGH LIGHTS SAFETY ADVISORY GROUP MEETING 19th December 2011

Present: Cllrs Pat Holden and Paul Lawrence, Inspector Brad Dickel (Police), Penny Jones (Carnival) and Lisa Ferne (SBC Events)

In Attendance: Paul Beckerson (Town Clerk)

Apologies: Gary Lowen (Carnival) and Adrian Watling (SBC Highways)

The meeting opened at 11.20am

6. LTC General Feedback – The reopening of the road closure needs to better co-ordinated.
7. Police – assembly of floats – there was a delay of 15 minutes. Lisa (SBC) had radioed in concerns on crowd control needed for clearing route prior to procession starting. Communication is key to running the event. Santa's float arrived late and wanted to travel along the Broadway to reach the procession.
The radios did not work well. LTC should look at independent hire of radios for the next event and ensure there are enough handsets for all staff. Radio protocols should be followed at all times and an information card issued with each radio.
8. Procession started 5 minutes late, but arrived a little early. The lights are switched on by a timer so can not be turned on manually. Police assisted in clearing the crowds.
9. A question was raised regarding whether the procession could be dispersed further down the route? It was relayed that it had stopped at the Grand Hotel. PJ confirmed it had dispersed at the usual place by the church.
10. Rumours that Joey Essex was switching on the lights was being circulated on social networks. Perhaps Facebook, Twitter could be used by police comms team with links to SBC comms team to counter this type of rumour.
11. GL was suggesting via PJ that maybe the switch on could take place further along the route.
12. Traders – The Hot Dog man was very late packing up and delayed the reopening of the roads. Next year perhaps there could be fewer temp traders and encourage local stores to participate in more activities. Some had lost their passes and could not get through the closure points to clear away. Procedure amendment to get security to radio through to control to check it can be allowed through.
13. Crowds – Paul L had concerns about crowds of youths (by Tesco Express) not dispersing quickly when the roads were reopened. Other members of the public had to walk out into the road to get past crowds.

14. CORY – To ensure that Cory is booked to sweep through the road prior to opening the road. They never got back to LTC with a quote or confirmation they could do, so order not placed. Ideal time for sweep around 8 to 8.30pm.
15. Procession - PH enquired if police car could also be at the front of the procession behind the fire engine, in case fire engine has to leave. PH also mentioned concerns over youths trying to get on the back of Santa's sleigh (Need stewards dispersed along procession not just the front). Parents endeavouring to get photographs of their children with the horses also created some problems.
16. Police – PL had an officer with him (Mick) – found this very beneficial – police to pass on thanks.
17. Local Businesses – Good to see so many shops participating this year most of which were good at considering H & S although a few were not. Suggest a letter gets sent round to solicit general feedback on how well event went, but also reminding them of their duty of care to regard H & S issues.
18. Reopening of roads – approximately 2000 youths by the triangle at the end some drinking. Broadway West re-opened to help clear the road of youths with other roads remaining closed. However comm was misunderstood and security staff lifted all the closures at the same time. Advice and plan would be re-written to clarify correct procedure.
19. Police – there was no increase in anti-social behaviour with low crime on the night.

The meeting closed at 12.40pm



Details of the draft Strategy plan

Section	Existing Coastal Defences	Coastal Erosion and Flood Risk	Management Approach Proposed by Draft Strategy*
1A - Two Tree Island	Mixture of earth embankments and revetments. No groynes. Maintained by SBC.	Two Tree Island is a former landfill site, currently protected from coastal flooding and erosion by raised banks around it.	Maintain the existing defences around the island in order to prevent exposure of the former landfill site to erosion. Install erosion protection to provide further protection, if required. The standard of protection against flooding will decrease over time as sea levels rise, but the level of protection against erosion will be maintained.
1 - Two Tree Island West end to Leigh Station	Mixture of embankment and revetments. Mudflats comprise the foreshore. Maintained by the Environment Agency.	Flood risk area includes Hadleigh Marsh, the railway station car park and civic reception centre. The existing flood defence embankment is believed to have a landfill core, which if exposed could cause a pollution risk.	Maintain the existing defences and raise in the future to keep pace with sea level rise in order to maintain the existing minimum standard of protection of 2% (1 in 50) chance of exceedence in a year. The Environment Agency will continue to maintain this defence, but additional sources of funding will be needed for future works to improve the defence.
2 - Leigh Station to Bell Wharf	Quay walls and revetments of varying construction. Mudflats comprise the foreshore. Maintained by Environment Agency and SBC.	Limited flood risk as cliffs located landward of sea defence. Buildings in Old Leigh are at risk at the eastern end of the section. Erosion risk to railway and properties / assets closest to the coast.	At the western end of this section, the proposal is to construct a concrete wall along the edge of the footpath in order to protect the road from coastal flooding. This wall will need to be raised in the future to keep pace with sea level rise in order to maintain the existing minimum standard of protection of 2% (1 in 50) chance of exceedence in a year. At the eastern end, the proposal is to replace the existing sheet piled frontage as it nears the end of its design life with a similar defence. Any new defence may be to a higher crest level in order to protect against rising sea levels, but any raising will need to take into account the uses of this frontage. We and the Environment Agency will continue to maintain this defence, but additional sources of funding will be needed for future works to improve the defence.
3 - Bell Wharf to Chalkwell Beach	Small sand beach with timber groynes and sloping rubble/rock revetment covered with bitumen grout. Some timber groynes present. Maintained by Network Rail.	Flood risk limited to the railway as cliffs located landward of sea defence. Erosion risk to railway and properties / assets closest to the coast.	Maintain the existing defences and construct a new sheet piled flood defence between the railway line and the footpath in order to maintain protection to the railway and beyond as sea levels rise. We will need to work with Network Rail to fund and undertake any improvement and maintenance works.
4 - Chalkwell Beach	Shingle beach backed by stone faced seawall. A cladded sheet-piled floodwall set back from promenade. Some timber groynes present. Maintained by SBC.	Flood risk area extends across the promenade, but not as far as the railway. Erosion risk to floodwall / assets closest to the coast, including an Anglian Water linear storage tank and pumping station.	Maintain the existing coastal defences and replace as their condition deteriorates and they reach the end of their design life. Maintain and replace the existing timber groynes. Beach recharge may be undertaken to maintain the existing beach profile and thereby provide greater protection to the existing defences. Replace and raise the existing set back floodwall in order to maintain a minimum standard of protection of 2% (1 in 50) chance of exceedence in a year against coastal flooding. We will continue to maintain this defence, but additional sources of funding will be needed for any large scale works.
5 - Westcliff Beach to East of Pier	Shingle beach of varying width (non existent in places) with a mixture of stone faced seawall and grouted stone revetment. Timber groynes present. Shoreline is backed by soft cliffs. Maintained by SBC.	Limited flood risk as cliffs located landward of sea defence. Substantial erosion risk to properties / assets closest to the coast, particularly if soft cliffs are allowed to fail.	Maintain the existing coastal defences and replace as their condition deteriorates and they reach the end of their design life. Maintain and replace the existing timber groynes. Beach recharge may be undertaken to maintain the existing beach profile and thereby provide greater protection to the existing defences. We will continue to maintain this defence, but additional sources of funding will be needed for any large scale works.
6 - Jubilee Beach (East of Pier to Lynton Road)	Sand/shingle beach, backed by in-situ concrete seawall and revetment. Some timber groynes, but mostly buried by 2002 recharge scheme. Maintained by SBC.	Protects the Southchurch flood risk area, which extends approximately 2km inland. Erosion risk to properties / assets closest to the coast.	Maintain the existing coastal defences and replace as their condition deteriorates and they reach the end of their design life. Beach recharge is likely to be required to maintain the existing beach. In order to maintain amenity and reduce the amount of wall raising required as sea levels rise, the beach height and width is likely to increase from the existing profile. We will continue to maintain this defence, and anticipate that funding will be available from central government (via the Environment Agency).
7 - Lynton Road to Shoebury Common Beach	Beach with in-situ concrete seawall defences and revetment. Timber groynes present. Maintained by SBC.	Western defences protect the Southchurch flood risk area and eastern defences protect the Shoeburyness flood risk area, both areas extending approximately 2km inland. Erosion risk to properties / assets closest to the coast.	Maintain the existing coastal defences and replace as their condition deteriorates and they reach the end of their design life. Beach recharge may be required to maintain the existing beach and protect the seawall. At the western end, raise the existing seawall as sea levels rise. At the eastern end, construct a new higher defence behind the beach huts and promenade in order to keep pace with sea level rise. We will continue to maintain this defence, but additional sources of funding will be needed for any large scale works at the eastern end.
8 - Old Ranges	Narrow beach backed by revetment. New wave wall on top of existing defence (built as part of development behind). Timber groynes present. SBC will be responsible for maintenance once development is complete. MoD will continue to maintain the beach.	Protects the Shoeburyness flood risk area, which extends approximately 2km inland. Erosion risk to properties / assets closest to the coast.	Maintain the existing coastal defences and replace as their condition deteriorates and they reach the end of their design life. Beach recharge may be required to maintain the existing beach and protect the seawall. Construct a new floodwall behind promenade in order to keep pace with sea level rise, raise the existing seawall as sea levels rise. We will continue to maintain this defence, but additional sources of funding will be needed for any large scale works.
9 - East Beach	Sand/shingle beach backed by a mixture of concrete seawall, rock armour revetment; gabion basket retaining wall and natural sand dunes. Maintained by SBC.	Protects the Great Wakering flood risk area, which extends beyond our jurisdiction. Erosion risk to properties / assets closest to the coast.	Maintain the existing coastal defences and replace as their condition deteriorates and they reach the end of their design life. Beach recharge may be required to maintain the existing beach and protect the seawall. At the western end, raise the existing seawall as sea levels rise. At the eastern end, extend the gabion basket retaining wall and raise it as sea levels rise. We will continue to maintain this defence, but additional sources of funding will be needed for any large scale works.
10 - New Ranges	Narrow beach backed by varying forms of concrete wall / revetment. Embankment is more prevalent towards the northern end of the section. Limited no. of timber groynes present. Maintained by MoD.	Protects the Great Wakering flood risk area, which extends approximately 2km inland and beyond our borough boundary. Flood and erosion risk to MoD properties / assets.	Maintain the existing coastal defences and replace as their condition deteriorates and they reach the end of their design life. Raise the existing seawall as sea levels rise. We will need to work with MoD to ensure that this frontage is maintained.

LFE Budget 2011/12

Heading	B/F 2010/11	Income	Inc. To Date	Expenditure	Spend to Date	Nett to Date	Balance	% Used
Community Transport*		6,124	3,171.50	10,824	6,134.91	2963.41	4,689	0.00
Flower baskets		0		5,000	0.00	0.00	5,000	0.00
First Aid Provision		0	0.00	1,000	875.00	875.00	125	87.50
Farmers Market*		1,800	1,561.00	2,130	1,706.88	145.88	0	0.00
Strand Wharf	74,408	0		0	0.00	0.00	0	0.00
Leigh Lights*	1,400	4,300	4,912.15	22,303	12,239.65	7327.50	11,463	40.70
Skate Park*				4,000	2,829.79	0.00	1,170	70.74
Paddling Pool	1,798	0		0	0.00	0.00	0	0.00
Grants to outside organisations		0		1,750	1,290.00	1290.00	460	73.71
Fishing Festival		800	224.96	2,800	2,522.27	2297.31	-297	90.08
May Day		0	9.48	500	320.00	310.52	189	64.00
Carols on Strand Wharf		0	223.34	500	133.42	-89.92	590	26.68
Easter Event		0	292.42	800	1,155.11	862.69	-63	144.39
Good for Leigh			0.00	500	24.55	24.55	475	4.91
Events Equipment					142.40	142.40	-142	
Community initiatives and recreational facilities				500	740.49	740.49	-240	148.10
Staff costs				6,835	4,265.89	4265.89	2,569	62.41
Totals		13,024	10,394.85	59,442	34,380.36	23,985.51	22,432	57.84
Nett cost				46,418				

* see separate budgets below

13,385 Various

9,843.93

LFE Community Transport Budget 2011/12

Community Transport	B/F 2010/11	Income	Inc. To Date	Expenditure	Spend to Date	Nett to Date	Balance	% Spent
Staff costs				3875	2,597.14		1,277.86	67.02
Ticket sales		6124	3,171.50		0.00		2,952.50	51.79
Trip costs				4752	2,239.00		2,513.00	47.12
Minibus hire				1265	784.00		481.00	61.98
CRB checks				70	0.00		70.00	0.00
Petrol				144	158.93		-14.93	110.37
Refreshments				422	101.67		320.33	24.09
CTA membership				150	254.17		-104.17	169.45
Midas Training				146	0.00		146.00	0.00
Totals		6124	3171.5	10824	6134.91		4,689.09	
Nett cost				4700	Actual	2963.41		63.05

LFE Farmers Market Budget 2011/12

Farmers Market	B/F 2010/11	Income	Inc. To Date	Expenditure	Spend to Date	Nett to Date	Balance	% Used
Stall hire		1800	1,561.00		0.00		142.00	86.72
Hall Hire				1368	1,222.65		200.80	89.38
Leaflet				562	353.00		191.19	62.81
Farmers Market Pay				0	127.08		0.00	
Miscellaneous				0	4.15		-4.15	
Banners				200	0.00		200.00	0.00
Totals		1800	1561	2130	1706.88	145.88		
Nett cost				330				

Skate Park Budget 2011/12

Skate Park	B/F 2010/11			Budget Expenditure	Spend to Date		Balance	% Spent
Rent				50	50.00		0.00	100.00
Cleaning				800	806.87		-6.87	100.86
Electricity				760	216.32		543.68	28.46
Miscellaneous				190	162.88		27.12	85.73
Skate Park Lighting	12,581.50				9,503.50		3,078.00	
Skate Park Pay				2200	1,593.72		606.28	72.44
Skate Park Maintenance					0.00		0.00	
Totals				4000	2,829.79		1,170.21	70.74

LFE Leigh Lights Budget 2011/12

Leigh Lights **	B/F 2009/10	Income	Inc. To Date	Expenditure	Spend to Date	Nett to Date	Balance	% Used
Column testing				800	750.00		50	93.75
Installation and removal				5638	600.00		5,038	10.64
Storage				1500	1,040.00		460	69.33
Replacement bulbs				1035	120.00		915	11.59
Electricity				500	0.00		500	0.00
Traders contributions		3500	3,356.60		0.00		-143	95.90
Switch-on security				2550	2,924.00		-374	114.67
Entertainers				2600	915.00		1,685	35.19
Road closures, licences etc.				1430	8.32		1,422	0.58
Charges to stalls, fairs, collections		800	1,555.55	500	697.53	858	58	107.25
Capital 3rd Phase				4250	4,185.00		65	98.47
Support columns - erect and remove / Storage				1500	999.80		500	66.65
Totals	1400	4300	4,912.15	22303	12,239.65	7,328	11,463	40.70
Nett cost				18003				