



Leigh-on-Sea Town Council

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Chairman: Cllr Caroline Parker
Vice Chairman: Cllr Paul Lawrence
Town Clerk: Paul Beckerson

Notice is hereby given that the next meeting of the **Transport and Highways Committee** of the Leigh-on-Sea Town Council will take place on **Thursday 5th September 2013** at Leigh Community Centre, 71-73 Elm Road, Leigh-on-Sea commencing at **7.30pm**.

Mark Wilkins of First Group (Essex Thameside Rail Franchisee) will be attending at **7.00 pm** to take questions regarding the bid for the Shoebury to Fenchurch Street Rail Franchise.

AGENDA

1. CHAIRMAN'S OPENING REMARKS
2. APOLOGIES FOR ABSENCE
3. DECLARATION OF MEMBERS' INTERESTS
4. TO APPROVE THE MINUTES OF THE MEETING OF 19TH JUNE 2013
5. ITEMS FOR DISCUSSION
 - a. Essex Thameside Rail Franchise Report 2251 – Cllr Donald Fraser (Appendix 1)
 - b. Report up-date on 'Welcome to Leigh Sign' A127
 - c. Planting of trees in central Leigh to replace bollards in certain areas
 - d. Bollards – Report up-date 'Paint and Replace where necessary throughout the town'.
 - e. Public Transport Report 2252 – Cllr Donald Fraser (Appendix 2)
6. BUDGET REPORT 2013/14 – Report 2253/TH – 27th August 2013 – (Appendix 3)

Paul Beckerson
Town Clerk
29th August 2013

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

ESSEX THAMESIDE RAIL FRANCHISE

The points are based on my experiences as a regular traveller on the railway, together with comments made to me as the Town Council's Public Transport representative.

NOTE - Both Leigh-on-Sea and Chalkwell stations are within the Town Council area.

STATION STAFF - Sufficient staff should be available to ensure that no station is left unstaffed during normal operating hours. This is particularly relevant at Leigh-on-Sea, where frequent absences of staff during the day result in the two passenger lifts being switched off, causing problems for passengers who are disabled, using prams or travelling with heavy luggage.

TICKET CHECKING The barrier gates at Leigh-on-Sea are frequently left open, even when staff are present. Gates are often left open at Southend Central during the evening peak period and at the Fenchurch Street Tower exit during late evening. Currently, on-train inspections are rare events.

LEIGH-ON-SEA CENTRE PLATFORM 2 - In normal times this is now only used by one Monday to Friday train terminating at 1612. There should be greater usage, with at least the former Monday to Friday up train starting at 0730 being reinstated.

“SEMI -FAST” TRAINS, MONDAY TO SATURDAY OFF-PEAK - The current and previous franchise holders have generally slowed down these trains by adding three (and in two cases four) stops to the journeys. At least one hourly fast train in each direction should be reinstated between Fenchurch Street and Benfleet, calling only at Upminster.

LIVERPOOL STREET STATION USAGE The current franchise holder has completely removed the former limited Monday to Friday journeys serving the eastern end of the line by replacing them with four journeys to Grays and three journeys from Grays. During late Monday to Saturday evening and all day on Sunday, the area around Fenchurch Street is almost completely deserted. The only bus service operated close to Fenchurch Street runs between Aldgate and London Bridge, then onwards to points south of the river. By contrast Liverpool Street has many good transport links, together with shops and other facilities open until late hours. Accordingly, it would be logical to entirely close Fenchurch Street Station on Sunday, using Liverpool Street, as sufficient tracks and platforms are available that day.

During late Monday to Saturday evening Fenchurch Street station is very unwelcome, with closed facilities, filthy toilets and lack of staff. Consideration should be given to closing Fenchurch Street after about 2100 and using Liverpool Street. .

STATION AND ON-TRAIN ANNOUNCEMENTS – There should be a considerable reduction in the barrage of verbal announcements. It is completely unnecessary to advise that smoking is not allowed on the trains and it is ridiculous to announce each “next station” four times.

LIAISON WITH BUS OPERATORS SERVING RAILWAY STATIONS – Due to legislation, bus operators are required to give the Traffic Commissioners at least 56 days' notice before being allowed to change their timetables. Accordingly, the franchise holder should advise relevant bus operators at least two months before timetable changes come into effect

ENGINEERING WORKS – Notices re temporary timetable changes are often displayed at Fenchurch Street several days before such notices appear at Leigh-on-Sea and Chalkwell. Full revised timetables (and NOT just abbreviated versions) should be displayed at all stations at least one week before each event.

STATION DISPLAY SCREENS – These should be modified to allow immediate updating of information in the event of service disruption. At present, at Fenchurch Street, when two trains depart from the same platform, only the first train can be indicated. This causes passengers waiting for the second train to assume that their train has been cancelled.

BARKING AND WEST HAM STATIONS – These stations are both also adequately served by other rail operators. A previous agreement to reduce the number of main line stops at these stations has not been kept. Particularly during peak periods, our trains should call at only one of the two on each journey. It seems to have been forgotten that the bulk of revenue emanates from stations east of Upminster. It is particularly galling for passengers traveling during the evening peak period to have to suffer from selfish passengers travelling only to West Ham or Barking and occupying seats, forcing passengers with more expensive ticket to stand. Even worse is the situation where passengers, who provide no revenue to the main line, to merely travel between West Ham and Barking.

ROLLING STOCK – Additional coaches are required in order to increase the number of 12-car sets operating during peak periods. This will obviate the current problem of some passengers having to stand for more than twenty minutes, in contravention of Department of Transport guidance.

EVENING PEAK SERVICE – Whilst platforms and tracks are used to maximum capacity from 1700 until 1800, the period from 1800 until 1930 requires additional trains in order to avoid the current overcrowding on several trains during this period.

CHALKWELL STATION ACCESS – The single lift on the downside has been out of action for several years and it would be unrealistic to expect a franchise holder to remedy this. Instead pressure should be put upon Network Rail to repair or replace the lift. The former ramp at the east end of the up platform should be reinstated, at least for emergency access use.

DONALD N. FRASER
28th August 2013

PUBLIC TRANSPORT REPORT

1. Local Bus and Train Services

As Essex County Council has ceased production of the timetable book, I have provided a reference copy folder available for inspection at our counter. This contains a copy of each of the local bus and train timetables.

2. Regal Busways Service 3 – Southend to Chelmsford via Leigh Broadway

This service has been revised, with most journeys running five minutes earlier than previously.

Report 2253 – Transport & Highways Budget Report – 27th August 2013

Heading	B/F 2012/13	Income	Expenditure	Spend to Date	Commitment	Balance	% Spent
School Crossing Patrols		0	4,500	0.00		4,500	0.00
Bus Shelter Cleaning/Maintenance		0	3,000	200.20		2,800	6.67
New Bus shelters	2,500	0	1,000	0.00		3,500	
Highways Infrastructure	2,500	0	3,900	0.00		6,400	0.00
Bollards		0	250	0.00		250	0.00
Staff Costs		0	578	224.79		353	38.91
Phone box		0	300	0.00		300	0.00
Total	5,000	0	13,528	424.99		18,103	3.14