



Leigh-on-Sea Town Council

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Chairman: Cllr. Pat Holden
Vice Chairman: Cllr. Carole Mulroney
Town Clerk: Paul Beckerson



MINUTES OF THE MEETING OF THE TRANSPORT AND HIGHWAYS COMMITTEE HELD AT 8.00PM ON WEDNESDAY 18th APRIL 2012 AT THE COUNCIL OFFICES, 67 ELM ROAD, LEIGH-ON-SEA

Present: Cllrs Caroline Parker (Chairman), Margaret Cotgrove, Geoff Crawford, Jerry Holden, Pat Holden and John Wren.

In Attendance: Cllr Paul Lawrence, Paul Beckerson (Town Clerk) (**From Minute 46a**) and Vanda Moyse (Office Administrator).

The meeting opened at 8.05pm

42. CHAIRMAN'S OPENING REMARKS

The Chairman welcomed members to the meeting. The Chairman thanked Cllr Donald Fraser for his paper on the Essex Thameside Franchise, Cllr Geoff Crawford for his help with the bus shelter survey and Cllr John Wren for his help with the survey of the bollards.

43. APOLOGIES FOR ABSENCE

Cllr Carole Mulroney

44. MINUTES OF THE MEETING HELD ON THE 15th February 2012

The minutes of 15th February 2012 were approved and signed by the Chairman.

45. DECLARATION OF MEMBERS' INTERESTS

None.

46. ITEMS FOR DISCUSSION

a) Replacement of Panels in existing shelters – Report 2032/TH (Appendix 1 to the Agenda)

Members discussed the prices in the report and whether the spend should be from the 2011/12 Budget or from the 2012/13 budget. It was **RESOLVED** that the order should be placed and the spend should be in the current 2012/13 budget.

b) Essex Thameside Franchise Consultation – Report 2031 (Appendix 2 to the Agenda)

It was **RESOLVED** by all members to forward the responses set out in Appendix 1 prepared by Cllr Donald Fraser as their response to the consultation.

47. BUDGET 2011/12 – Report 2031/TH – 4th April 2012 (Appendix 3 to the Agenda)

Cllr Jerry Holden stated that there was a approximately £10,000 underspend on the budget. Members discussed earmarking reserves through to F&GP for items such as bollards and the seats. It was **AGREED** to make written recommendations to F&GP so the accounts can be closed.

The meeting closed at 8.33pm.

T & H Minutes 18th April 2012 - APPENDIX 1

Essex Thameside Franchise Consultation Manager,
Department of Transport

Copy to: Passenger Focus

Following your request for a response to your document of February 2012, the Town Council considered the matter at a meeting of its Transport & Highways Committee on 18th April, when the following was **agreed**.

Please note that within the area of Leigh-on-Sea Town Council there are two railway stations: Leigh-on-Sea and Chalkwell.

QUESTION 1 – Whilst the vision indicates many improvements, we suggest further changes, as indicated in our replies to later questions.

QUESTION 2 – Rolling stock (see 4.16). 74 trains are insufficient. There should be an increase in order to allow for additional 12 car trains during the peak period, to prevent passengers having to stand for up to 40 minutes. 4.7 refers to platform extensions recently carried out at stations on the Tilbury loop. If such extensions entail the use of trains longer than those in current use at those stations, the provision of extra trains for the Tilbury loop must not be detrimental to those used on the main line. Funding for additional trains should be provided jointly by the Department of Transport and the new franchisee.

QUESTION 3 – Re 4.15 – Punctuality figures have only been shown as good due to c2c having regularly adjusted running times in their favour. References to timetables during the last few years show that many trains have been allowed extra minutes for their journeys. It is noted that some trains are allowed 7 or 8 minutes for the journey between Thorpe Bay and Shoeburyness, compared with the true running time of just under 4 minutes.

QUESTION 4 – No comment.

QUESTION 5 – We wish to see revision of the policy adopted by c2c, which has resulted in many additional stops, without any compensating withdrawal of stops. An example is the addition of Laindon to the so-called semi-fast trains, which now only omit stops at Limehouse, West Horndon and Pitsea. In 1992 there was an hourly off-peak service taking 39 minutes for the journey between Fenchurch Street and Leigh-on-Sea. Today the off-peak service takes 45 minutes. We wish to see the faster service reinstated.

It is completely unnecessary, particularly during peak periods, for trains to call at both Barking and West Ham; i.e. where required a stop should be made at only one of the two stations. In the peak period services could be improved with reinstatement of the services in 1992, with a “skip-stop” service between Pitsea and Thorpe Bay.

Due to public pressure concerning the lack of facilities at Fenchurch Street during late evenings, a fast train (known as the “Theatre Train”) was introduced at 2300 from Liverpool Street to Shoeburyness. Unfortunately, this train was withdrawn by c2c, which now only operates late evening trains from Liverpool Street to the Tilbury loop. We wish to see the 2300 train reinstated.

QUESTION 6 – The current off-peak frequency should be maintained. Any reduction of could result in loss of passengers, with greater car usage.

QUESTION 7 – Greater publicity, with greatly reduced ticket prices for journeys between any stations east of Pitsea would result in increased train use, being much quicker than similar bus journeys.

QUESTION 8 – The bus service should be retained, being used by passengers from Leigh-on-Sea visiting Kentish towns by using the Gravesend ferry service.

QUESTION 9 – The former cheap evening tickets, for use after 1700 should be reintroduced.

QUESTION 10 – Much earlier details re planned engineering works should be displayed at Leigh-on-Sea and Chalkwell stations. Currently, such information is usually not available until 2 or 3 days before the event.

C2C has a very bad record for communication (or complete lack of it) during disruptions. Staff, both on train and at stations should have specific duties to correctly advise passengers at such times. At Fenchurch Street during periods of disruption, the screens often show normal services, as c2c state that they are unable to switch off the screens!

When services run normally information is supplied to an excessive and irritating degree; e.g. it is extremely annoying to have to listen to three separate announcements of “next station” before each station..

QUESTION 11 – Improvements should be made to several stations. In particular, shelters should be provided where 4 car trains stop at unsheltered parts of a station; e.g. Upminster platform 2.

QUESTION 12 – Staff should be retained at all stations during operating hours. During late evening security staff should be provided for each train.

QUESTION 13 – Leigh-on-Sea has lifts serving all three platforms. However, they are often not in use as they are switched off during booking office closures. This often happens during the day (for staff meal breaks, etc. as well in the evenings.

Chalkwell had a lift serving the down platform, but it has been out of use for several years. This should be reinstated or replaced. The up platform has never had a lift, but consideration should be given to provision of one.

QUESTION 14 – At stations outside the London area litter bins should be reinstated. During engineering works the opportunity should be taken to clear trackside rubbish.