



North Pembrokeshire Transport Forum Fforwm Trafnidiaeth Gogledd Penfro

News Briefing – February 2017

**North Pembrokeshire Transport Forum - 17th Annual General Meeting
Llwyngwair Manor, Newport - Wednesday 8th March at 7.30pm.**

➤ ‘Transport & Tourism - Challenges & Opportunities’ ◀

**Andrew Campbell, Head of School: Tourism and Hospitality
University of Wales - Trinity St Davids**

The meeting is open to members of the public.

Coffee/tea & refreshments will be provided before the meeting from 7.00pm.

Pembrokeshire Transport Action Group

At a well-attended meeting in Haverfordwest’s Picton Centre on 20th February, participants were asked to identify the key transport issues for disabled people in Pembrokeshire that they wished this new group to address. The meeting ended with a decision to go ahead as a group and to hold further meetings to carry forward its work.

The event was organised by Dewis Centre for Independent Living, with support from Pembrokeshire Access Group, Planed and PACTO (the Pembrokeshire Association of Community Transport Organisations) with the aim of building on discussions that took place at last year’s Let’s Talk Transport meetings.

National Assembly Economy, Infrastructure and Skills Committee Rail Franchise and the Metro Inquiry

Background summary

- Inquiry is to build on work by the Enterprise and Business Committee on the next Wales and Borders Franchise. Welsh Government (WG) aims to award integrated contract for the rail franchise and the Metro infrastructure delivery in 2017.
- Wales and Border Rail Franchise provides majority of current rail services in Wales; operated by Arriva Trains Wales (ATW), with diesel rolling stock leased from rolling stock companies Angel Trains and Porterbrook. Current contract will end in 2018.
- UK and Welsh Governments have reached agreement on the devolution of executive powers to procure the next Wales and Borders Rail Franchise. WG to have powers to procure the franchise within a statutory framework set by Westminster.

Visit <http://senedd.assembly.wales/mqIssueHistoryHome.aspx?IIId=16054> for full details.

An online survey to gather information from rail users was carried out via *SurveyMonkey*, and the (now completed) additional consultation requested evidence from service providers, industry experts, business representatives, academics and consumer groups.

Summary of the North Pembrokeshire Transport Forum consultation submission

Introduction. The submission from the North Pembrokeshire Transport Forum (NPTF) focused on rail services associated with the North Pembrokeshire region. NPTF also acknowledged the importance of the region’s transport connections within the broader South West Wales region. NPTF’s responses are based on the fact that almost all passengers travelling to or from North Pembrokeshire will be making long-distance journeys of over an hour; many of which will include making connections with other transport services.

NPTF welcomes the following actions:

- The WG establishment of Transport for Wales (TfW) as a wholly owned, not-for-profit company, to design and undertake the procurement process for the next Wales and Border Rail Service on its behalf.

- Objectives for Tfw that include: (a) The delivery of the franchise competition and future management of the franchise; (b) The design of rail services that support the Welsh Government's economic and social ambitions; and (c) Advising on investment options in terms of broader transport integration.
- In particular the following priorities: (a) New services and increased capacity on existing congested services; (b) Modern rolling stock, complying with modern standards.
- Tfw arrangements for stakeholder engagement: (a) the four short-listed bidders expected to engage with stakeholders (NPTF has met with three of the bidders); (b) regional stakeholder meetings to be held at the end of March and beginning of April.

Summary of key NPTF comments and recommendations

1. Rolling stock priorities

- All passengers (not just the disabled or elderly) should be able to get a seat on long-journey services. All carriages should provide sufficient space for a considerable amount of luggage, as well as for prams/strollers and bikes.
- There should be a sufficient number of toilets on long trains, including more than one accessible toilet.
- On board catering services should be appropriate for longer journeys. If not provided by an at-seat trolley service, catering services for longer journeys should be easily accessible for disabled and elderly passengers and for those travelling with children; and should include a reasonable choice of food and drink that is suitable for those on special diets.

2. Information provision

- Information about existing, delayed and/or amended services should be accurate and up-to-date and available on all information modes.
- Communication about planned service disruptions should be provided in sufficient time to enable people to make alternative travel plans.
- Whenever required, alternative arrangements should be made available for passengers so that they can continue their journeys. If this is not possible there should be an explanation of the rights passengers have to complain or claim compensation.

3. Service connectivity - Provision of integrated transport services

- The importance of effective service connectivity in both urban and rural areas cannot be overemphasised. Current timetables, as well as many of the seasonal timetable changes, do not always provide seamless journeys for travellers.
- One to three minute connection times are extremely worrying for all types of passengers, and this is compounded when services are running late.
- Missed connections are even more worrying for those who are travelling to or from remote rural stations/bus stops where there are likely to be infrequent services and/or inadequate station facilities; as well as for passengers who are travelling late in the evening.

4. Service frequency – Recommended changes

- Additional Sunday services to/from Fishguard.
- An additional Monday-Saturday mid-afternoon service to/from Fishguard.

5. Station facilities in need of improvement: Fishguard & Goodwick, Clarboston Road and Clunderwen

- Waiting facilities. All only provided in open platform shelters, with very few seats.
- The CIS information screens. There is not enough space on the very small screens at Fishguard & Goodwick, Clarboston Road and Clunderwen to provide real time running information.

Visit <http://www.nptf.co.uk/materials/viewcategory/3-documents.html> to download the complete consultation submission.

.....
 The North Pembrokeshire Transport Forum is an independent voluntary group that works for the provision of an effective integrated transport system in the North Pembrokeshire area, promotes the benefits of public transport and works towards the greater use of public transport systems.

The Forum's work is supported by:

Individual Members (£5 p.a.), Family Members (£8 p.a.) & Corporate Members (£12 p.a.)
 (Corporate members include town and community councils, transport operators, and groups, organisations and associations with a transport interest)

For further information, contact the Secretary, 2 Hill Terrace, Fishguard SA65 9LU
 Tel: (01348) 874217. Email: hattiwoakes@gmail.com Website: www.nptf.co.uk