



North Pembrokeshire Transport Forum Fforwm Trafnidiaeth Gogledd Penfro

January News Briefing, 2020

➤ **ADVANCE NOTIFICATION** ◀
North Pembrokeshire Transport Forum - AGM
Fishguard Bay Hotel - 7.00pm - 11th March
Featuring an Update on Community Rail
From Hugh Evans, Head of Community Rail - Transport for Wales
The meeting is open to members of the public. Refreshments from 6.30pm.

Active Travel – Cycling & Walking

National Assembly

1. Active Travel Cross Party Group

Meeting held on 10th December 2019 - Topics covered included:

- *Cycling carrying capacity and storage areas.* No bikes hung from hooks on trains, as with the GWR system. Fitting non standard bikes on trains. People with folded bikes being refused permission to board buses. Bike storage and walking improvements near stations. Persuade TrawsCymru coach services to carry bikes. Community transport operators should be involved in discussions about providing cycle racks on their mini buses.
- *Cycle based tourism:* Additional capacity and 'hop on hop off' cycle ticketing. Integration with bike hire. Integrate ticketing schemes. Active travel hubs to provide information to walkers and cyclists, as well as commercial storage and maintenance services.

Visit: www.senedd.assembly.wales/documents/s97104/Minutes%20of%2010%20December%202019.pdf for the full report.

2. National Assembly - Economy, Infrastructure & Skills Committee

Budget Scrutiny, 9th January. Evidence on Active Travel from Lee Waters AM (Deputy Minister for Economy and Transport).

Points of interest:

- Transport is a significant contributor to climate change emissions. They are going to need a step change in ambition right across Government, and transport needs to play a part in that.
- With regard to behaviour change, there is funding for cycle training and pedestrian and road safety training, but not enough revenue funding available to do what they would like to do.
- The important thing is to see the active travel agenda as a normal part of transport; a key part of how to get people to move about. It should be part of the transport budget, as well as active travel infrastructure.

For the full report, visit <https://record.assembly.wales/Committee/5946>.

Trains

Community Rail Partnerships

In Goodwick, local tourism providers attended a meeting to look at these matters. In 'Ways to attract more tourists by rail' a *County Echo* report (24th January) noted that the meeting provided an opportunity 'to hear about the plans of Transport for Wales to establish a Community Rail Partnership in South West Wales'. The report also stated that a survey organised by the Fishguard and Goodwick Chamber of Trade and Tourism in 2019 said 'The data shows that over 10 per cent of those completing a substantial questionnaire had come on holiday by train', adding that the Chamber is 'holding a series of events for accommodation providers as the 2020 season is about to start'. For further information contact the Chamber Secretary on chamber@gofishguard.co.uk.

National Assembly - Economy, Infrastructure & Transport Committee

Budget scrutiny 9th January 2020. Evidence from Ken Skates AM (Minister for Economy and Transport), Lee Waters AM (Deputy Minister for Economy and Transport) and Simon Jones (Director Economic Infrastructure).

For the full report Visit <https://record.assembly.wales/Committee/5946>.

Points of particular relevance to North Pembrokeshire and South West Wales:

- Welsh Government's budget in 2021 will still be 2 per cent lower in real terms than it was 10 years ago. We would like to spend even more on the franchise and have far more significant frequency, but there's a real constraint with the resource we have.
- It's been a difficult period over the winter and we've been very clear that performance has to improve. Something in the region of £2.3 million of penalty notices have been issued to KeolisAmey. That's £2.3 million of money that's going to be reinvested in rail services.
- We're using a measure for the first time called 'passenger time lost', focusing on the busiest journeys. Busiest journeys create more of a problem for poor performance than poor performance in the middle of the day when there are far fewer passengers using it.

Further observations with regard to poor performance in the middle of the day:

- The North Pembrokeshire Transport Forum recorded that while the first two trains from Fishguard departed on time, the 09:57 service was cancelled 8 times between the 2nd and 16th of October and 9 times between the 20th of November and 4th December, due to 'more trains than usual needing repairs at the same time'. There was a suspicion that this service had probably been selected for removal because of a feeling that fewer passengers used it!
- In a group discussion at the Transport for Wales Timetable Consultation in Cardiff on 13th November, there was agreement that, with regard to timetable requirements, the '9 to 5 working day' no longer represented a universal model. Timetables now need to take into consideration a much broader range of work patterns. Participants also mentioned the growing need for longer distance travel throughout the day for specialist medical appointments and treatments, along with urgent journeys (often made at short notice) by individuals for a variety of needs or responsibilities.
- Although the Forum has not kept records of this, it continues to receive reports of the negative effects of poor (or the lack of) road replacement services. Regrettably, an increasing number of local travellers, dissatisfied following numerous delayed, disrupted or cancelled services from Fishguard, are reporting that they have gone back to using the stations at Haverfordwest and even Port Talbot.

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
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