



North Pembroke Transport Forum Fforwm Trafnidiaeth Gogledd Penfro

News Briefing – March 2014

Bus and Community Transport Survey

The National Assembly Petitions Committee are undertaking an inquiry into petitions concerning the funding of bus services. During the month of March the Committee carried out a survey to gather information about what individuals think about bus and community transport services in Wales, particularly any recent changes to service provision and how these changes may have affected them as passengers. The survey closing date was 31st March.

Cycling - More on Codes of Conduct

Following last month's report on Sustrans' Code of Conduct on shared-use paths, we received the following message from one of our readers:

'I note Sustrans' code of conduct for use of shared cycle paths. I am a regular cyclist on the shared path along Swansea Bay. Sustrans' advice is reasonable. However, pedestrians also need to follow the same principles of being aware of other users by:

- Walking in the designated pedestrian lane and not the cycling lane;
- Keeping a look out for cyclists and not playing loud music on headphones so they cannot hear anyone who approaches;
- Also using lights at night so they can be seen by other path users; and
- Not running in large groups, carrying out timed runs and other fitness routines which block the whole route or mean they cannot remain aware of other pedestrian and cycling users.

Could Sustrans kindly point out these shared behaviours to encourage good use of shared paths?'

Ferries - Fishguard Harbour

On 26th March Ian Davies, Stena Line Route Manager, Irish Sea South, provided the following information about Fishguard Harbour, as part of his participation in the National Assembly Enterprise & Business Committee's evidence session on EU Funding Opportunities:

'The Holyhead and Fishguard ports core business is servicing the passenger and freight ferries that operate between Wales and the Republic of Ireland. The ports operate an open port policy, permitting other ferry operators to use their berths and facilities in addition to Stena Line Ferries. Outside the core ferry business the other marine related activities include cruise ship calls and other miscellaneous types of general cargo such as heavy lifts, rock, etc.

The link span infrastructure at Fishguard, linking the port to the ferry, was built in 1972. It is a single width roadway that will not support modern roro tonnage due to its limiting design parameters. In addition the port layout is bisected by a railway track and public road that hampers efficient port operations.

The current roro ferry at Fishguard is 32 years old and while offering a high standard of passenger comfort is unable to accommodate the needs of commercial freight hauliers with ever higher units and is therefore unable to grow its market volumes.

A redevelopment scheme has been produced for Fishguard Port, in conjunction with a proposed marina development by Conygar Ltd, and outline planning has been approved and could quickly move to full planning application. The development would allow more modern roro ferries to use the port and provide sufficient capacity for a second operator or an additional ferry service. The port currently handles 35% of the current roro freight trade on this corridor and the development would have sufficient capacity for at least 100%. In addition an existing under utilised berth could be improved to accommodate the needs of larger cruise ships with alongside facilities and access at all states of tides.

The development would allow improved connectivity and trade for commerce and tourism between Wales and the Republic of Ireland and secure future employment at the Port. There are other potential infrastructure synergies that could also be developed if the port is improved. For example there is outline planning for a truck stop site near the port'.

Trains - Usage of Fishguard Stations

Each year data is collected for entries, exits and interchanges made at stations throughout England, Scotland and Wales, for the financial year 1st April to 31st March. After an extremely complex and lengthy validation process the estimated results are published by the Office of Rail Regulation (ORR). Regrettably, the most recent data for the Fishguard stations (2012-2013) was only published last month. To access the full report plus the station usage data for this period (as well as the reports and data for previous years) see: <http://orr.gov.uk/statistics/published-stats/station-usage-estimates>. During the period under review, the combined usage estimates for the stations at Fishguard Harbour and Fishguard and Goodwick was 47,592. A spread sheet with full details is provided in an annex to the Briefing.

An examination of previous Fishguard estimates revealed that:

- In the three year period between 2007-8 and 2009-10, average estimated Fishguard usage was 24,446.
- In 2010-11 the significant rise of just over 7,000 was attributed to extra passengers in the wake of the Icelandic volcano.
- In 2011-12 additional rail services to Fishguard were introduced in September; usage estimates rose by 7,996.
- Fishguard and Goodwick station re-opened in May 2012, at the beginning of the most recent review period (2012-13); combined usage of both stations rose by 8,764. Taxi drivers now say that they take the majority of clients to the new station.

Further benefits. Clarboston Road and Clunderwen stations now benefit from hourly Eastbound services between 06:30 to 11:30, as well as from an additional Westbound peak hour service, the 16:40 from Swansea (Monday - Saturday). As with Fishguard, their combined usage totals bounced along in the 20,000's and then jumped up to the 30,000's in 2012. The additional services have also helped grow Whitland numbers at a greater rate: + 2,670 (2012-13), compared with + 1,000 (2011-12) and +532 (2010-11).

A Footnote. Fishguard's usage is all but equal to that of the similar Pembrokeshire port town of Pembroke Dock (47,686) - which has a rather larger population and a regular 2 hourly service.

Transport Changes - South West Wales Integrated Transport Consortium (SWWITCH)

On 17th January this year Edwina Hart AM, Minister for Economy, Science and Transport, informed the SWWITCH Chairman of changes to transport grant funding (currently allocated to Regional Transport Consortia in Wales) that are to commence in April. Briefly, while future funding (the Road Safety Grant, Local Transport Fund and Bus Services Support Grant) will be allocated directly to local authorities, they will be allowed to submit joint applications to the Local Transport Fund. The City Region Boards are to advise on priorities in their areas and this will form part of the assessment of applications. Funding provided for Consortia administrative services will cease, with separate consideration given to the future funding arrangements for Travel Plan Co-ordinators. The Minister concluded 'I understand that these proposals will impact on the role played by Regional Transport Consortia but I hope you will appreciate these changes are being introduced to drive better value for money and bring greater benefits from our future transport investments in Wales'.

On 30th January Richard Workman, Lead Chief Officer for SWWITCH, presented a paper on future arrangements for transport in the City Region to the Swansea Bay City Region Board. This paper set out: (1) The changes to the organisation of strategic transport announced by the Minister; (2) The Minister's expectation that it would be the City Region Board which would determine transport priorities and provide advice on transport issues; (3) The SWWITCH alignment with the City Region agenda; (4) The draft 2014/15 transport programme, based on City Region principles; and (5) An offer of pump priming to provide a senior level transport resource to the Board for a year to facilitate the discussion on options, determination of priorities and the development of a programme for the future. The Board endorsed the report including the draft 2014/15 programme and agreed to the future arrangements proposed. The notice that had been served on the SWWITCH Coordinator was rescinded, and the Co-ordinator will provide advice on strategic transport issues to the City Region from 1st April.

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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 is a member of Bus Users UK Cymru, the Environmental Network for Pembrokeshire and the Pembrokeshire Rail Travellers Association.

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. E-mail: info@nptf.co.uk. Website: www.nptf.co.uk.

Office of Rail Regulation Station Usage Estimates: Fishguard Harbour, Fishguard & Goodwick and environs, April 2007 - March 2013

1. Prior to the Introduction of Additional Rail Services to Fishguard: 2007 - September 2011

Review Period April > March	Stations	Entries and Exits Latest Date - Previous Date	Changes: increase (+) or decrease (-)
2007 - 2008	Fishguard Harbour	24,755 - 29,049	- 4,294
"	Clunderwen & Clarbeston Rd - Combined	21,566 - 18,099	+ 3,656
2008 - 2009	Fishguard Harbour	24,838 - 24,755	+ 83
"	Clunderwen & Clarbeston Rd - Combined	23,764 - 21,566	+ 2,198
2009 - 2010	Fishguard Harbour	23,746 - 24,838	- 1,092
"	Clunderwen & Clarbeston Rd - Combined	25,610 - 23,764	+ 1,846
2010 - 2011	Fishguard Harbour	30,832 - 23,746	+ 7,086 Extra foot passengers in wake of Icelandic volcano
"	Clunderwen & Clarbeston Rd - Combined	28,904 - 25,610	+ 3,294
2011 - 2012	Fishguard Harbour	38,828 - 30,832	+ 7,996 Continuous growth from previous year From 12 th September 2011 <u>5 additional trains per day</u> operated from this station *
"	Clunderwen & Clarbeston Rd - Combined	33,276 - 28,904	+ 4,372

2. After the Introduction of Additional Rail Services to Fishguard: September 2011 - March 2013

Review Period April > March	Stations	Entries and Exits. Latest Date - Previous Date	Changes: increase (+) or decrease (-)
2011 - 2012	Fishguard Harbour	38,828 - 30,832	+ 7,996 Continuous growth from previous year From 12 th September 2011 <u>5 additional trains per day</u> operated from this station *
"	Clunderwen & Clarbeston Rd - Combined	33,276 - 28,904	+ 4,372
2012 - 2013	Fishguard Harbour	35,520 - 38,828	- 3,308 Possibly the reduced number of passengers using this station was due to the opening of Fishguard & Goodwick Station on 14 th May 2012 *
"	Fishguard & Goodwick	12,072 - from 14 th May 2012 *	New station
"	<u>Combined Fishguard stations</u> *	<u>47,592</u> *- 38,828	+ 8,764 *
"	Clunderwen & Clarbeston Rd - Combined	33,342 - 33,276	+ 66

* North Pembrokeshire Transport Forum data.