



# North Pembroke Transport Forum Fforwm Trafnidiaeth Gogledd Penfro

## News Briefing – July 2014

### Community Transport

*Preseli Rural Transport Association (PRTA) - Green Dragon Bus.* The Green Dragon Bus Annual Review was held at the Picton Centre in Haverfordwest on 22<sup>nd</sup> July. PRTA services now operate throughout Pembrokeshire and into Ceredigion, and the meeting was attended by drivers and enthusiastic users of the 26 dial-a-ride services operated by this independent, not-for-profit company. Other services include minibus hire, minibus driver training, community car hire (including an accessible car) and the Sgwt scooter scheme. New in the last year is the Fishguard Flier Dial-A-Ride service, and in the next year PRTA expects an extra day on the St. David's Dial-A-Ride service, as well as possible new days in Tenby and Haverfordwest.

The fourth week of July was the busiest week yet for the Sgwt scooter scheme, with three scooters going out in a week! Two ladies completed their CBTs (Compulsory Bike Training) on the Wednesday and took their brand new scooters home the same day. Due to employment changes, the first scheme user has re-joined the scheme. There are now scooters as far afield as (mostly rural areas near to) Milford Haven, Whitland and St. Dogmaels, getting people to factory, leisure industry, construction and care sector jobs. Jobs they otherwise would not have been able to take up or maintain through lack of any other means of transport.

Run by a mix of voluntary and paid staff, and providing transport where it's most needed for those with no other choice, PRTA is one of the most innovative and proactive community transport organisations in Wales. The Association also works with Pembrokeshire County Council, the Pembrokeshire Association of Community Transport Organisations (PACTO) and many other bodies to achieve effective operations and ensure that rural community transport is in the minds and plans of decision makers at local, Welsh and UK levels.

### Ferries

An Irish Forum member has suggested a number of promotional activities to promote the Fishguard - Rosslare ferry services, including the following:

- Reactivate through ticketing from stations in Wales and England to the Rosslare - Dublin line stations.
- Customer Information Screens (CIS) at stations served by the daytime boat train to show onward connection to "Wexford" and "Wicklow" alongside the train departure information.
- Provide through bookings to Rosslare Harbour on the First Great Western website and include this in the Travel Connections section: <http://www.firstgreatwestern.co.uk/Your-journey/Travel-connections>.
- At Paddington station show onward connections to "Wexford" and "Wicklow" alongside the 08:45 Paddington-Swansea departure information, as well as at Reading, Swindon etc.
- Aboard the Stena Europe provide an onward public transport announcement each evening prior to arrival into Rosslare: "For passengers making their onward journey by public transport a train departs Rosslare Europort station at 18:35hrs for Dublin, also serving Wexford and Wicklow. A bus departs the bus stop outside the terminal building at 19:00hrs for New Ross and Waterford city".

## **Trains**

*Arriva Trains Wales Price Buster.* From the Arriva Trains Wales website: 'We have cut our fares by up to 30% for local journeys within the Conwy Valley and within West Wales over the summer period. This special promotion applies to local journeys, both single and day return tickets (where applicable) for travel between any two stations in the Conwy Valley or between any two stations West of Carmarthen until 13<sup>th</sup> September. These lines are some of the most scenic in the country! We hope that these fare reductions will encourage more people to use these parts of the network – both locals and tourists- and will spare up some change to enjoy a cup of tea and slice of cake at their chosen destinations! Head to your nearest station, where you can hop on board our trains and purchase from one of our friendly conductors today!'

*Fishguard Trial Rail Services Review.* As part of the review, Edwina Hart AM, Welsh Government Minister for Economy, Science and Transport, asked the Forum and the Fishguard and Goodwick Chamber of Trade and Tourism to carry out surveys of passengers, community members and businesses in order to obtain information about their views about the additional services (funded by the Welsh Government for the past three years). The organisations submitted their report on the survey findings to the Minister on 9<sup>th</sup> July, and they expressed their gratitude to the Welsh Government for funding the trial services and also for providing the funding that enabled them to carry out the surveys.

## **Joint Transport Plan for South West Wales**

Welsh Government guidance allows authorities to work together on joint plans. The guidance makes it clear that Local Transport Plans should be strongly based on the long term strategies of the Regional plans (updated to take account of changes in the last five years) and new five year programmes of projects.

The Carmarthenshire, Neath Port Talbot, Pembrokeshire and Swansea Local Authorities have decided to prepare a Joint Local Transport Plan and on 23<sup>rd</sup> July the Regional Transport Planning Group held an LTP consultation workshop in Carmarthen. The session was well attended by representatives from local authorities, Bus Users Cymru, First Cymru, Hywel Dda and Abertawe Bro Morgannwg Health Boards, Traveline Cymru, Arriva Trains Wales, Network Rail, the North Pembrokeshire Transport Forum, Community Transport Association Cymru, and SUSTRANS.

Following presentations about the Planning Group's plans for updating the strategy section of the evolving LTP, breakout sessions were invited to discuss: (1) Barriers to and opportunities for improved connectivity, and (2) High level interventions to be included in the LTP. The outputs for each exercise are shown in Appendix A and Appendix B.

Issues connected to emerging trends were also raised. It was agreed that there was a need to consider long term issues like: (1) Demographics, (2) Economy, and (3) Technology; all of which could have significant impacts on future demand for travel, appropriate modes, etc. The draft LTP will now be discussed at the South West Wales Regional Transport Forum on 12<sup>th</sup> September.

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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)

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## Appendix A – Feedback from Groups on Barriers to Access and Opportunities for Improved Access

Barriers to good access	Opportunities to improve access
<ul style="list-style-type: none"> <li>• Electrification of railway line could drain resources from other transport pots</li> <li>• Integration of modes still poor, especially ticketing</li> <li>• Technology which may help – still not available in all areas, especially rural. Costs may be incurred on operators or users which are not acceptable</li> <li>• Modal Integration – users still have no confidence that they can take bikes on trains or buses for multi modal journeys</li> <li>• Centralisation of Health – people having to travel further to access health care, Health boundaries do not match LA boundaries. There is a lack of integration between transport and health</li> <li>• Old attitudes to road building – lack of cycle access as part of ongoing development</li> <li>• Continued economic uncertainties – how to plan and uncertainties about viability of commercial operations</li> <li>• Better land use/transport planning to avoid past mistakes</li> <li>• Swansea City Centre – challenging to get to or from by car, the Bay campus could induce more traffic</li> <li>• Rising fuel costs – for drivers and transport operators– leading to higher costs</li> <li>• Political uncertainties – nobody is sure what the long term plan is, re-organisations, WG</li> <li>• Nature of the region – diversity, different solutions to access problems</li> <li>• Local government funding squeeze – support for bus services has been reduced in last few years, the regime has changed significantly</li> <li>• Provision of information on public transport is poor</li> <li>• Integration between public transport modes remains patchy</li> <li>• We do not properly understand why people want to travel and have a need to understand non- economic outcomes of transport</li> <li>• Rural walking and cycling connectivity – how to bridge gaps in sparsely populated areas. Perceptions of safety associated with cycling are poor.</li> </ul>	<ul style="list-style-type: none"> <li>• Electrification of the rail line to Swansea – rail service has improved over last 5 years and usage up, need to build on that</li> <li>• Rising costs of motoring – may act as demand restraint – should consider issue of parking charges at NHS sites</li> <li>• Bay campus development, Fabian Way bringing employment and investment</li> <li>• Through ticketing opportunities, smart technology etc</li> <li>• Increasing technological solutions – mobile technology, more reliable and cheaper, alternative fuel technology</li> <li>• Integration of bus/rail/cycle – cycle racks on buses and trains</li> <li>• Centralisation of Health care facilities – CT or innovative transport could enhance/replace bus services</li> <li>• Improved interchanges</li> <li>• Active Travel Act – Commitments on LAs which could change modal choice, positive impact on health, reducing sedentary lifestyles and encouraging walking and cycling for shorter journeys</li> <li>• Proper integration of policies with Economic Development to provide good access to employment/training</li> <li>• Planning to consider the emerging trends which impact on transport</li> <li>• Connections into/out of the region – cross boundary, to match travel aspirations and not administrative boundaries</li> <li>• Emphasis in LTP on access to health – contributions from Health to infrastructure, need to ensure that health changes are supported by joint working and integration, Accessibility planning, considerations of alternative modes and structural change to health service appointments</li> <li>• Behavioural changes – personalised travel planning</li> <li>• Need to understand and measure non-economic outcomes of transport investment and ensure more even spread of funding across modes</li> </ul>

## Appendix B – Feedback from Groups on High Level Interventions to help achieve Objectives/Strategy

### Proposals from Break out groups

- More area based regulation to encourage centralised control over public transport e.g. Franchising/quality bus contracts or partnerships. Alternative view that this would be a barrier to investment by operators and could lead to fewer new vehicles or innovation
- Multi modal/multi operator ticketing to allow really integrated travel – Plus bus works, but is voluntary and limited cover
- Consider more carefully which mode best suits which demand
- Awareness raising/promotion is only as good as the product, we must get a good product first. But also good information and promotion across all modes is needed
- There is a clear need for a five year plan with consistent levels of funding (this was top of Bus Advisory Group recommendations), There needs to be more financial stability for services to avoid changes of direction
- Targeted developments will be needed to support regeneration, any new build should accommodate bus and cycling needs too
- Bus funding should be targeted at strategic bus corridors and more innovative forms of transport should link into those. It must be about better use of scarce resources. Links to community transport/social enterprise should be considered to plug gaps in access
- The Long Term Planning Process for rail needs to tie into the City Region LTP to ensure opportunities for the future are not lost
- Freight/ports – needs a national strategy to determine best way to use new technology. Some restrictions on times/places for freight movements may be necessary
- Improved links to Cardiff airport should be considered
- There must be joint working with the commercial sector throughout the City Region
- Ensure electrification opportunities are not lost in terms of links to other modes and connectivity to urban centres, airport etc.
- Ensure rolling stock strategy is considered for rail
- Improving links to main demands in the region - employment, business and tourism
- Need to tap into new mobile technology for future ticketing, PCs, tablets, mobiles
- Manage peak demand for transport services – public transport e.g. Concessionary travel in off peak period only