



North Pembrokeshire Transport Forum Fforwm Trafnidiaeth Gogledd Penfro

News Briefing – December 2014

Office of Rail Regulation Estimates for 2013-14 Station Usage

The Office of Rail Regulation (ORR) has released its 2013-14 estimates of station usage. The ORR website at <http://orr.gov.uk/statistics/published-stats/station-usage-estimates> provides the following information about Pembrokeshire stations:

	2013/14	2012/13
Clarbeston Road	10,356	9,146
Clunderwen	24,572	24,196
Fishguard & Goodwick	17,062	12,072
Fishguard Harbour	29,404	35,520
Haverfordwest	135,772	141,576
Johnston	8,326	7,216
Kilgetty	17,066	17,624
Lamphey	4,986	3,812
Manorbier	7,840	7,582
Milford Haven	61,720	62,812
Narberth	19,558	19,622
Pembroke Dock	45,232	47,686
Pembroke	28,876	29,868
Penally	4,506	5,136
Saundersfoot	7,754	7,730
Tenby	111,562	108,878

The accompanying report warns that when using the data, particularly when comparing with previous years, it is important to be aware of limitations of the data and factors which can affect reporting of entries and exits.

Some examples: Tickets sold at non-railway sales points; Disruption to normal railway operations due to adverse weather; and Alteration of customers' travel patterns caused by significant engineering work. Stations near to tourist attractions may show significant changes in usage as a result of weather, promotions or other factors which affect tourists' journeys.

National Assembly Enterprise & Business Committee

During the Committee's 4th December session on Enterprise Zones, City Regions and Metro, the following points of relevance to North Pembrokeshire and West Wales were made in responses to questions about the Swansea Bay City Region and the next Wales and Borders Rail Franchise.

Swansea Bay City Region. Steven Phillips, Secretary to the Swansea Bay City Region Board:

- We have a strong history in Pembrokeshire, Carmarthenshire, Swansea and Neath Port Talbot of working together. We are working on transport plans; they will hopefully be approved by the four constituent authorities and be submitted to Ministers by the end of January.
- We are conscious of the need to look, where we can, to integrate the transport offer—the electrification of the Paddington to Swansea rail line offers an opportunity to do that. The Welsh Government and Europe have made significant investments already in railway stations. There is a clamour for road improvements. There is a lot to be done, but the connectivity agenda in south-west Wales is really focusing around broadband at the moment, not physical infrastructure.

Wales & Borders Rail Franchise. Minister of Economy, Science and Transport Edwina Hart AM indicated that:

- She intended to go for a not-for-dividend model in the future when the powers are devolved to the Welsh Government (WG). They are likely to establish an arm's-length company.
- They are now involved in specifying the next Welsh franchise and will be involved in any extension of any franchise.
- She is very conscious that the reason why she wants devolved powers is to ensure equity of provision across Wales, adding 'I also have to be very consistent in my views about west Wales, where we need enhanced services'.

See www.senedd.assembly.wales/documents/s35013/4%20December%202014.html?CT=2 for the full transcript of this meeting.

Welsh Government - Draft National Transport Plan Consultation

Introduction: The consultation seeks views on what the Welsh Government (WG) proposes to deliver to improve transport in Wales. Responses to be submitted by 11th March 2015:

- By email: nationaltransportplan@wales.gsi.gov.uk, or
- By post: Transport Policy, Planning and Partnership, Welsh Government, Department for Economy, Science and Transport, Cathays Park, Cardiff CF10 3NQ. Further information at <http://wales.gov.uk/consultations/transport/draft-national-transport-plan/?lang=en>

See <http://wales.gov.uk/consultations/transport/draft-national-transport-plan/?lang=en> for additional information and to download the consultation documents.

Points relevant to North Pembrokeshire and West Wales in Section 3 of the draft plan, Delivering Improvements.

Bus and Community Transport. WG investment priorities for bus and community transport include:

- Providing enhanced connectivity for communities, business and key services, particularly where that connectivity would not otherwise be provided.
- Improving the accessibility and safety of transport hubs and services.
- Removing barriers to efficient service provision by improvements to infrastructure.
- Enabling improved access to information and integration of services, ticketing and timetabling.

Ports. Transport investment priorities for ports include:

- Providing enhanced connectivity for communities, business and key services.
- Ensuring Wales has high quality transport links and is well connected to the rest of the UK and internationally.

Rail Infrastructure and Rail Services. Priorities for WG investment in the rail network include:

- Providing enhanced connectivity for communities, business and key services.
- Ensuring Wales has high quality transport links and is well connected to the rest of the UK and internationally.
- Improving the accessibility and safety of stations and services.

The current Wales and Borders franchise comes to an end in October 2018. The Welsh Government will set out priorities for services in the next Wales and Borders franchise. This will be informed by the views of all stakeholders and will take account of the recommendations made by the National Assembly's Enterprise and Business Committee in December 2013 following its inquiry into the future of the franchise.

Information and Transport Choices. WG priorities for investing in marketing and information are:

- Improving information about sustainable and active travel to key sites such as workplaces, hospitals, schools, shopping and recreation areas.
- Improving accessibility and integration for all.
- Encouraging uptake of sustainable and active travel.

Integrated Transport. The WG has identified the following investment priorities for integrated transport:

- Providing enhanced connectivity for communities, business and key services.
- Improving the accessibility and safety of transport hubs and services.
- Enabling improved access to information and integration of services, ticketing and timetabling.
- Ensuring the efficient and effective operation of the transport network.

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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