



# North Pembrokeshire Transport Forum Fforwm Trafnidiaeth Gogledd Penfro

## News Briefing – July 2008

### Community Transport

Preseli Rural Transport Association. On 3<sup>rd</sup> July the Association held its Annual General Meeting in Efailwen and launched its new veg oil minibus. The minibus was launched by Nerys Evans AM, and the AGM's keynote speaker was Gwyneth Jones, Acting Director, Age Concern Ceredigion, who welcomed the opportunity to work in partnership with the organisation in providing community transport services in the area. The Association's press release noted that the 15-seater minibus, Green Dragon II, has been converted from diesel to be powered by 100% vegetable oil by Veg Oil Motoring, Pembrokeshire. The new bus has been part funded through the Welsh Assembly Government's Sustainable Development Fund which is administered by the Pembrokeshire Coast National Park Authority. Further information about plans for the minibus services can be found on [www.greendragonbus.co.uk](http://www.greendragonbus.co.uk).

The St Davids and Peninsula Minibus Project. The new minibus, Bws y Bobl, has arrived in Brecon Coachworks where specified conversion work will be carried out. Members of the project committee are making a special trip up to Brecon to inspect the vehicle on 1<sup>st</sup> August.

### Cycling

Proposed Legislative Competence Order for Traffic Free Routes. In response to a Sustrans petition the Assembly's Enterprise and Learning Committee has agreed to take forward a Legislative Competence Order to make provision for a legal framework to develop and maintain a network of traffic-free shared use paths in Wales. The Committee will take further evidence before drafting legislation.

The Sustrans petition noted that the development of paths for pedestrians, cyclists and disabled users has not been considered to be a core function of Highway Authorities. In contrast to roads, the construction of shared-use paths does not lever in any financial assistance for maintenance. While some authorities, such as Pembrokeshire, invest in paths because they recognise the community and tourism benefits, many are unwilling to adopt the maintenance liabilities. The petition aimed to address this problem by putting active forms of transport on an equal footing with motorised transport.

### Ferries

The Havenlink Water Transport Pilot. The three-month project operates from 14<sup>th</sup> June to 31<sup>st</sup> August. The service runs along the Milford Haven Waterway and Lower Cleddau estuary and operates on Fridays, Saturdays and Sundays. Designed to complement the Puffin Shuttle and Coastal Cruiser bus services, it provides the missing link between the Pembrokeshire Coastal Path at Dale and Angle and connects the towns and villages along the Milford Haven waterway. The timetable integrates with all land-based public transport services, allowing passengers to plan their journeys using a combination of water and road based public transport. Havenlink is also ideal for exploring the Pembrokeshire Coast Path National Trail which includes part of the national cycle network, passing through Milford Haven and Neyland.

Greenways Officer Rhian Evans has informed the Forum that the WAG Sustainable Development Fund, administered by the National Park, has funded 'Children Go Free' on the Coastal Buses, and they can now extend this offer to 'Havenlink' and offer half price travel for all passengers accessing Havenlink by sustainable means (walking, cycling, public transport).

### Trains

Fishguard Rail Services. The newly published Draft Regional Transport Plan for South West Wales states that rail provides a vital link to, from and within the region: essential to securing inward

investment and encouraging modal shift for medium and long distance journeys. Five trains per day to Fishguard Harbour are included among the rail priorities and identified improvements to develop a more effective and efficient rail service in the region. Maintenance and development of the South West Wales Community Rail Partnership is also included. Re-opening Goodwick Station is included among the bus/rail interchange projects.

Passenger Focus. The spring results from the latest National Passenger Survey (NPS) have been released. Full results can be found on [www.passengerfocus.org.uk/nps](http://www.passengerfocus.org.uk/nps). Noteworthy results for Arriva Trains and First Great Western, the two services most commonly used by travellers to/from North Pembrokeshire, are:

*Arriva Trains Wales*. The proportion of passengers satisfied with their overall journey was 83%, and the proportion satisfied with punctuality/reliability was 83%. Highest rated areas were train speed (87%), how requests to station staff were handled (85%) and punctuality/reliability (83%). Lowest ratings were for station facilities and services (30%), how well train companies dealt with delays (34%), and train toilet facilities (35%).

*First Great Western*. The proportion of passengers satisfied with their overall journey was 73%, and the proportion satisfied with punctuality/reliability was 67%. Highest rated areas were how requests to station staff were handled (81%), train speed (77%), and ease of being able to get on and off the train (73%). Lowest ratings were for how well train companies dealt with delays (31%), train toilet facilities (36%), and the availability of staff on trains (36%).

## **South West Wales Integrated Transport Consortium (SWWITCH)**

'Progress in Partnership - The Consultation Draft Transport Plan for South West Wales' was published this month. To obtain a copy contact Marcus Judd, SWWITCH Liaison Officer: Tel 01792 637761 or email: [SWWITCHRTP@swansea.gov.uk](mailto:SWWITCHRTP@swansea.gov.uk).

SWWITCH Co-ordinator Sue Miles notes that the formal consultation runs from July to the end of September 2008. She adds that the Plan has evolved over a two year period with extensive stakeholder engagement. This is, however, the first opportunity for all the elements of the plan to be seen together and SWWITCH would like views on the draft and what should be the priority projects for the first five year programme.

A large pool of potential projects arose during consultation in 2007, and more than eighty projects are included in the RTP. Since the end of last year a number of additional projects have emerged, and more will inevitably arise through consultation responses. All of the projects will be assessed and prioritised in the autumn.

Included with the consultation document is a consultation questionnaire for responses, and workshops are planned for early in September. Further details on times and venues will be publicised in due course.

SWWITCH hopes that we will all take the time to consider the draft RTP and feed back our views to help shape the final RTP and ultimately influence future access and transport improvements in the region.

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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 specialist advisor to the Pembrokeshire Community Transport Strategic Partnership and a member of Bus Users UK, the Environmental Network for Pembrokeshire, Pembrokeshire Association of Voluntary Services 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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