



# North Pembrokeshire Transport Forum Fforwm Trafnidiaeth Gogledd Penfro

## News Briefing – December 2015

### Community Transport PIVOT Update

The November News Briefing included a report about PIVOT (the Pembrokeshire Intermediate Voluntary Organisations Team), a service that gets people home from hospital and settled in at home. Due to favourable feedback, case studies and excellent statistics from the Hywel Dda health board and PAVS (the Pembrokeshire Association of Voluntary Services) PIVOT has been asked to pilot in Ceredigion and Carmarthenshire by the Welsh Assembly.

### National Assembly Enterprise & Business Committee Inquiry into Bus & Community Transport Services in Wales

The Inquiry's final session was held on 3<sup>rd</sup> December. Evidence was given by Professor Stuart Cole (Emeritus Professor of Transport, University of South Wales), Stephen Pilliner (Head of Transport, Carmarthenshire County Council), Toby Hughes (Managing Director for Transport Operations, North East Combined Authority, which includes the passenger transport executive called Nexus), Kamal Panchal and Charles Loft (Local Government Association advisors), Stephen Joseph (Chief Executive, Campaign for Better Transport), Jane Lorimer and Chris Roberts (National Director and Head of External affairs, Sustrans Cymru), Edwina Hart AM and Rhodri Griffiths (Minister for Economy, Science and Transport and Deputy Director for Transport Policy, Planning and Partnerships, Welsh Government).

From the North Pembrokeshire Transport Forum's perspective, key points made included:

- Reduced use of public transport over the years due to challenges of: greater car ownership, internet trading, retail development on the periphery of towns, housing estates built on the side of motorways.
- Public transport that meets the needs of passengers affected by: the reduction in revenue funding, short-term funding, the lack of certainty connected to the annual funding round, and limited capital investment. Only with TrawsCymru is five-yearly funding in place.
- Public transport for rural areas affected by: dispersed populations and the need to travel greater distances to pick up passengers, funding reductions of marginal services and services to areas outside cities. Discretionary services like bus services will be at risk.
- The city region concept to promote economic growth: one of the fundamental functions to make city regions work is connectivity. This must mean connectivity to the whole region.
- The National Transport Plan: very little in the Plan about mode shift and the role that bus, rail and active travel have in delivering this objective.

Noteworthy responses from the Minister:

- With regard to gaining further regulatory powers: 'The focus of anything we do, in terms of getting powers, should be to improve services to the general public, give equity in terms of service provision and know that what money we're putting into the system benefits the most that we can... Until we get all of those powers in place, how on earth are we going to get a proper integrated transport system? That must be the endgame: something that improves things for the passenger across the piece... I think, as a devolved nation, we are entitled to run our transport policy. London can run it. They can get on with it under Transport for London and, if it's good enough for London, it's certainly good enough for Wales'.
- To encourage greater bus use: 'Efficient, effective services being run...encourages people to use them...some of the new fleets which companies are investing in, are lovely in terms of the style...That encourages greater public usage...Also, the ease of being able to get your tickets, whether that's weekly or monthly, what you can do online and all that type of thing will help.

Eventually, when we get smart ticketing organised in terms of the network, I think that will encourage more people’.

- I understand the difficulties that community transport organisations can have in what is a very harsh world, financially, at the current time. We’ve been supporting allocations for community transport—I think it’s 5 per cent that local authorities have to look at currently, which must be spent on community transport...I’ve got to give flexibility to local government...Also my colleagues in Rural Communities are looking at the rural development plan, to see what help and assistance they can give to community transport to develop a pan-Wales support package for the sector, which, hopefully, will help in other areas that currently feel marginalised, and don’t have the ability for proper and effective public transport’.

Visit [www.senedd.assembly.wales/mgIssueHistoryHome.aspx?Iid=1307](http://www.senedd.assembly.wales/mgIssueHistoryHome.aspx?Iid=1307) to consult or download the full session transcript.

## **Regional Transport Forum (RTF) for South West Wales**

The most recent quarterly meeting of the RTF was held in Port Talbot on 3rd December. The meeting notes included the following information provided to members in the reports:

Bus Issues. Discussions about funding for OAP concessionary fares are still ongoing. The Young Persons’ concessionary card is now an active scheme, and funding for that in 2016/17 is anticipated as £9.7m. The introduction of a bus quality scheme is progressing, and a workshop with regional operators has been held to discuss this, with the focus on raising standards for customers.

Local Transport Fund 2015/16. From the Pembrokeshire County Council report:

- The Fishguard & Goodwick rail station interchange to improve facilities and access. The car park extension is now complete, with new lighting to be installed early in 2016 and new toilet facilities to be installed early in January 2016. This will help to ensure that the station building is occupied.
- St Davids Glasfryn Road to upgrade a single track road to a 2 lane road. Land issues have slowed progress, and there is now confidence that there will be a start in January.

Swansea Bay City Region Board. An update on the Board meeting that was held in November noted that transport finally appeared to be recognised as a critical part of the Board’s drive to improve the regional economy. This was particularly in the context of a potential City Deal bid which would need to include more on connectivity.

## **Trains - Latest Estimates of Station Usage**

The Office of Rail Regulation (ORR) publishes yearly estimates of the total number of people entering, exiting and changing at each station in Great Britain. These are collated by Steer Davies Gleave on behalf of ORR. The estimates of station usage for 2014-15 have now been published.

During this period usage for Fishguard & Goodwick station was 19,872 (+ 2,812 from 2013-14). Usage for the station at Fishguard Harbour was 26,522 (- 2,882 from 2013-14). The total usage for both stations in 2014-15 was 46,396 (- 70 from 2013-14). Unfortunately information for Fishguard Harbour does not distinguish between local and rail-sail passengers.

For full information visit <http://orr.gov.uk/statistics/published-stats/station-usage-estimates>.

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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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