



North Pembrokeshire Transport Forum Fforwm Trafnidiaeth Gogledd Penfro

News Briefing – August 2016

August Visitors

Throughout the month holiday makers visiting the North Pembrokeshire area took advantage of our rail, bus and ferry services. Large numbers of walkers made use of the coastal shuttle buses to walk on the Pembrokeshire Coast Path, and cyclists, riding on an amazing variety of bikes, were out and about throughout the area. Other cyclists, on some amazingly long journeys, broke their journeys to stay with local accommodation providers before setting off again. During the month four cruise ships berthed at Fishguard Harbour, and their passengers were entertained in Fishguard and Goodwick throughout the day.

Buses - New TrawsCymru Day Ticket

This new ticket provides affordable public transport on any bus in the TrawsCymru long distance, pan Wales network. Tickets are priced at £10 for adults, £7 for children or £25 for a family. The majority of the buses are fitted with coach style features including comfortable seating, free WiFi and luggage space. Call 0300 200 22 33 or visit www.trawscymru.info or for further information on timetables and suggestions for Days Out.

Full Time Traffic Commissioner for Wales Appointment

References to the Traffic Commissioner in Fourth Assembly Inquiries

- *Integrated Public Transport in Wales, May 2013:*
 - Stuart Cole, Emeritus Professor of Transport, University of South Wales: 'I would like to see the Traffic Commissioner's responsibilities transferred to the Minister in Cardiff. I would want to see the regulation of the bus industry transferred to Cardiff...Those are two essential elements that have to be transferred before we can even think about a fully integrated public transport policy'.
 - Inquiry Recommendation 3: Continue to lobby the UK Government for bus regulation and registration powers to be devolved to Wales, including making the Traffic Commissioner for Wales accountable to the Welsh Ministers.
- *Bus and Community Transport Services in Wales, March 2016:*
 - Paragraph 105. The Current Welsh Traffic Commissioner is based in Birmingham and services Wales and the West Midlands. The Committee heard compelling arguments for Wales to have its own traffic commissioner.
 - Recommendation 7. Wales should, as a matter of urgency, have its own dedicated Traffic Commissioner, based in Wales and accountable to Welsh Ministers and the National Assembly for Wales.

Appointment of Wales' First Full Time Commissioner

The appointment of Nick Jones was announced this month, after Economy and Infrastructure Secretary, Ken Skates, confirmed WG funding for the post.

The Economy Secretary said: 'Having a full time Commissioner based in Wales and, in due course, bilingual support staff also based in Wales, means increased and more effective engagement with those who provide and maintain our transport networks here in Wales...I look forward to continuing to work with Nick Jones and others to deliver the efficient, integrated and future proof transport system that Wales needs and expects'.

Margaret Everson, Director of Bus Users Cymru, said: 'Bus Users Cymru very much welcomes the establishment of a full-time Traffic Commissioner for Wales, and looks forward to continuing to work with Nick Jones to monitor bus operators' performance, utilising our three, full-time Bus Compliance Officers'.

For further information visit <http://gov.wales/newsroom/transport/?lang=en>.

National Assembly Economy, Infrastructure & Skills Committee Priorities Consultation Now Closed

The Committee consultation asked stakeholders to give their views on priority areas for the Committee's work in the Fifth Assembly, including any work done by previous Assembly committees that the Committee should review or follow up. Consultation responses are listed at:
<http://senedd.assembly.wales/mgConsultationDisplay.aspx?id=217&RPID=1007607451&cp=yes>.

North Pembrokeshire Transport Forum Consultation Response

In the Forum's view one of the top priority areas should involve reviewing and taking forward the impressive transport work done by the Enterprise and Business Committee in the Fourth Assembly.

That Committee looked at bus, community and rail services, in addition to active travel (walking and cycling), as well as integrated transport. Some of the key inquiry recommendations in the Forum's response (of particular significance to North Pembrokeshire and South West Wales) include:

Integrated Public Transport

- Prioritise walking and cycling links to public transport services and infrastructure.
- Enhance walking and cycling infrastructure and provision for bikes on buses and trains.
- Press all transport operators to work together and with relevant stakeholders to implement best practice in coordinating timetables, connecting services and publishing real time information to provide seamless links between bus, rail and community transport networks.
- Ensure inter-modal integration is a key component of the new Wales and Borders Franchise.
- Work with stakeholders to deliver consistent and high quality community transport provision.
- Provide greater certainty of longer-term funding to community transport operators.

The Wales and Borders Rail Franchise

- Protect and enhance cross-border routes within the current franchise map.
- Launch a major public consultation with all stakeholders in the franchise area and put passenger needs at the heart of the next franchise.
- Increase train reliability and punctuality, and include objectives such as comfort, facilities provided, cleanliness and customer satisfaction.
- Set the need for high standards for stations and a requirement to improve station facilities.
- Set the need for integration with other modes of transport.

Bus & Community Transport Services

- Develop a Community Transport Strategy in consultation with the sector to clarify its role in an integrated network.
- Explore the current approach to eligibility for concessionary fares to ensure that scarce resources are being targeted most effectively to help those in greatest need and consider how any change might impact on the community transport sector.
- Ensure that future funding settlements for concessionary fares provide the greatest possible certainty for both bus and community transport operators.

Active Travel

- The Welsh Government should have a specific budget line dedicated to supporting active travel, and the level of funding for active travel should be reviewed.
- The Welsh Government should make sufficient resources available to local authorities for developing their Integrated Network Maps.

Effective integration and coordination of services is of critical importance. The seamless systems that connect the different transport modes in countries such as the Netherlands and Denmark show that this can be done. The North Pembrokeshire Transport Forum believes that it is now time for Wales to aim for this target - whilst maintaining robust connections - and to put measures in place that will remove the remaining disincentives that stand in the way.

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

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