



# North Pembrokeshire Transport Forum Fforwm Trafnidiaeth Gogledd Penfro

## News Briefing – July 2017

### **Cycling & Walking - Active Travel Integrated Network Map Consultation**

The Integrated Network Map (INM) is a requirement of the Active Travel Wales Act 2013. The Act places a duty on Local Authorities to map, plan, improve and promote opportunities for active travel. This is an aspirational 15 year plan for introducing and improving walking and cycling routes within the 10 active travel settlements in Pembrokeshire designated by the Welsh Government (WG). The plan is dependent on a number of factors including land ownership agreements, cost/benefit analysis and the availability of funding. The routes shown may be subject to alignment change as they are indicative at this stage.

Pembrokeshire County Council (PCC) is beginning a final consultation on its draft Active Travel Integrated Network Map (INM). The routes have been initially assessed to ensure the proposed improvements will meet the standards set by WG to be classed as active travel routes. Audits will be carried out over the summer months to score and prioritise work.

Draft maps can be found at [www.pembrokeshire.gov.uk/](http://www.pembrokeshire.gov.uk/). Click on Have your Say in the Your Council box, then on Active Travel Integrated Network Map Consultation in the list of Current Consultations. Also included is a table alongside each map listing general issues (e.g. maintenance, traffic management) that have been brought to the Council's attention which, although they may not be included in the INM, will be investigated. For a copy of this publication in large print, Braille, Audiotape or an alternative language, please contact Pembrokeshire County Council on (01437) 764551.

After viewing the maps please provide your comments via the online survey on the consultation website or download a hard copy. Email completed surveys to [surveys@pembrokeshire.gov.uk](mailto:surveys@pembrokeshire.gov.uk) or post to: Active Travel, Marketing, 2D County Hall, Haverfordwest, Pembrokeshire, SA61 1TP. The comments will help the Council to finalise the INM before submitting it to WG for consideration.

*Consultation Events.* Events will be held where you will be able to view the proposals and have your say.

- North of the County: Pembrokeshire Archives, Haverfordwest SA612PE. Tel 01437 775456. Wednesday 6th September 10.00am-2.00pm.
- South of the County: Pembroke Dock Library, Water Street, Pembroke Dock SA72 6DW. Tel 01437 775825. Friday 15th September 10.00am-2.00pm.

All consultation responses will be reviewed and, where appropriate, amendments will be made to the INM. The final Active Travel INM will be submitted to Welsh Government for approval in November 2017.

### **Fishguard Harbour Cruise Ship Visits**

A programme of cruise ship visits to Fishguard Harbour commenced in 2015. The number of cruise ships has grown from 5 in 2015 to 29 in 2017, bringing passengers from America, Canada, Australia and Europe to visit attractions in Fishguard and Goodwick, as well as in other areas in Pembrokeshire. Ships such as the Variety Voyager, the Corinthian, the National Geographic's Explorer and Orion, and the MS Hanseatic carry between 70 and 184 passengers, while the Seabourn Quest and the AidaVia carry 450 and 1266 passengers respectively.

Passengers are welcomed ashore by the Mayor and other elected representatives from Fishguard and Goodwick Town Council and Pembrokeshire County Council, as well as by the Fishguard Friendly Faces team. Information about the area is handed out to passengers before they set out on their day's activities. Local coaches and smaller shuttle buses are provided for journeys to the town as well as to areas further afield. The AidaVita even brings bicycles (plus guides) ashore for those passengers who wish to enjoy the area's cycle paths and routes! This year, in a new welcome feature suggested by the Corinthian, visitors off the ship have been hosted by local families for lunch.

### **National Assembly External Affairs & Additional Legislation Committee Inquiry into the implications of Brexit for Welsh Ports**

The Committee's inquiry report was published this month. The Chair's forward notes that the nature of the UK's future relationship with the European Union could fundamentally change how our ports operate. Without careful scenario planning, speedy implementation of appropriate technological solutions, and continued infrastructure investment, the progress that Welsh ports have made over the last decades could be severely undermined.

Concerns centre on three key areas:

- Firstly, there are risks that a soft border between Northern Ireland and the Republic of Ireland will disadvantage Welsh ports and lead to a displacement of traffic from Welsh ports to ports in England and Scotland via Northern Ireland.
- Secondly, new customs arrangements – particularly if we leave the European Customs Union – will pose a set of technological and logistical challenges to how our ports operate.
- Third, we heard concerns that many Welsh ports lack the appropriate infrastructure and physical capacity to accommodate new border controls and customs checks.

*Some of the Report's Conclusions*

- We agree that a solution that retains the benefits of the Common Travel Area should be sought.
- Customs delays at ports could have an unwelcome impact on Welsh Ro-Ro ports, particularly Holyhead and Fishguard, which have developed and grown since the completion of the Single Market in 1993.
- We are concerned that a suitable technological solution to the problem of processing customs checks will not be ready and in place at the point of the UK's anticipated departure from the EU in March 2019. The impact of checks and delays at Welsh ports would have implications for wider supply chains which are currently configured to accommodate "just-in-time" logistics.
- We foresee a risk that physical constraint and capacity issues at Welsh ports cannot be overcome through technology alone, and a failure to adequately plan for Brexit will likely have knock-on effects on our infrastructure, particularly in terms of congestion on our roads.
- Transitional arrangements will be necessary to ensure that our ports do not grind to a halt at the point of departure from the European Union.
- There is merit in exploring the potential for Wales to call for Free Port designation for one or more of its ports after the UK leaves the EU. There are Free Ports currently in operation within the EU.

*Some of the Key Recommendations*

- That Welsh Government (WG) continues to press the UK Government on the need to ensure that Welsh ports are not unfairly disadvantaged as a result of any potential differentiated border arrangements between Northern Ireland and the Republic of Ireland and between Great Britain and the island of Ireland.
- That WG seeks to mitigate the risk to Welsh businesses of a lack of preparedness by working with HM Revenue and Customs to explore with Welsh businesses the scale of the challenge and provide any support required to ensure they benefit from Authorised Economic Operator/Trusted Trader schemes.
- That WG sets out how it intends to address the lack of physical capacity to accommodate new borders and customs checks at Welsh ports, and to develop a highways management contingency plan to manage potential congestion resulting from delays in ports.
- That WG, in partnership with the sector, draws up detailed contingency plans for Welsh ports for the various scenarios that the UK could face at the end of the Article 50 notice period.
- That WG undertakes further work to determine whether or not a port, or ports in Wales, could benefit from Free Port designation.

To view / download the report visit [www.assembly.wales/SeneddEAAL](http://www.assembly.wales/SeneddEAAL).

## **Trains - The next Wales and Borders Rail Franchise**

*National Assembly Economy, Infrastructure and Skills Committee.* The Committee's inquiry report 'On the Right Track? The Rail Franchise and South Wales Metro' contains ten priorities for the new Wales and Borders Franchise. The report and the Welsh Government's response will be debated in Plenary on 27<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'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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