

Cynulliad Cenedlaethol Cymru	National Assembly for Wales
Y Pwyllgor Menter a Busnes	Enterprise and Business Committee
Ymchwiliad i'r Blaenoriaethau ar gyfer dyfodol Seilwaith y Rheilffyrdd yng Nghymru	Inquiry into the Priorities for the future of Welsh Rail Infrastructure
WRI 27	WRI 27
Cymdeithas Teithwyr Rheilffyrdd Sir Benfro	Pembrokeshire Rail Travellers' Association

PRTA shopping list 11th January 2016

1. Infrastructure projects

- Work has started on the Pembroke Dock Transport interchange – this must be completed (has now been resumed after pause of several months)
- Milford Haven transport interchange has reached an interim stage – the transport plan needs to contain an assurance that it will be completed. We understand that it is in the WIIP but not in the NTP. It should continue through to completion.
- Reduce Whitland to Pembroke Dock and back time to under two hours to improve reliability, improve efficiency and increase capacity – probably by getting rid of the three level crossings at which the train is required to stop, but there are other possibilities! Recent road improvements have reduced the road journey time Pembroke Dock to Carmarthen to 40 minutes. We have always said that we don't mind road improvements as long as there are equivalent rail improvements. The Rail journey Pembroke Dock to Carmarthen still takes about an hour and 20 minutes – double the road time.
- Retain Swansea district line in double track form – improve speeds and headways, and build park and ride station near Morrision (see later).
- Ensure that electrification to Swansea from London will improve travel for Pembrokeshire Travellers (eg will NOT require more changes, will NOT reduce services between London and Carmarthen, will NOT reduce services between Milford Haven and Manchester)
- Technology improves apace. Train information systems need to keep up. For example, ticket scanners could permit a central system to know the destinations of everyone on a train. A central system could then reschedule connections in the event of late running. (No more "We are sorry, but due to late running, this Cardiff-bound train will terminate at Newport")

2. Joined up thinking and joined up journeys:

- More long distance trains to different destinations (travelling by motor-car, you never have to switch your self, your family and your luggage from one car to another at a motorway service station!)
- Better interchange train to train at stations where a change is essential (Design stations for interchange, minimise walk between connecting trains, arrange timetables to connect, and manage the trains to connect on the day) Don't allow National Rail Journey planner to recommend changing trains at Newport, when Newport is not designed for interchange and Cardiff is clearly better. Swansea is not a hub – it has only two spokes – it is just a station on the line between Paris and Ireland.
- Easier physical interchange between transport modes at Pembrokeshire Stations (we have produced a separate survey on this). Land at Clunderwen, Manorbier and Saundersfoot stations is reserved in the county strategic plan for parking developments.
- Specifically ensure that through trains from London to Pembrokeshire destinations will be able to continue to run – more specifically, ensure that lines in Pembrokeshire are capable of hosting IEP trains.

3. Recent health service changes in health service reorganisation suggests that more people (patients, visitors and staff) may need to travel from Pembrokeshire to Glangwili and Morrision, and this needs a public transport appraisal and response (better still if all the departments had worked together in the first place).

4. All Pembrokeshire stock should be proper main-line stock – the lines in Pembrokeshire are not branch lines, but limbs of the Trans-European Network

5. Overcrowding on the Milford Haven line needs addressing either via use of three car trains every two hours or by an hourly service.
6. There should be one Fast train from Milford to Cardiff and back each day – target of knocking half an hour off the regular stopping train time.
7. Fishguard Harbour should have a late afternoon service in addition to those it has at present.
8. Sunday must have a decent train service. In the year 2015, it is unacceptable that on Winter Sundays, the earliest we can reach Swansea from Pembrokeshire by train is 13.15, and Cardiff 14.15 – can't have a day out in Cardiff, can't go to Llanelli for a Scarlets midday kickoff.
9. Longer trains on match days would reduce road congestion, but there is no spare stock
10. There should be proper connections between west wales trains and HOW trains at Llanelli (currently , we are directed to go through Llanelli to Swansea, have a coffee and come back an hour or more later on a HOW train). Llanelli is more of a hub than Swansea, but it doesn't have hub connections!
11. Improve bus-rail time connections in Pembrokeshire, for example Milford to Neyland or Johnston to Neyland
12. We seem to be the only Welsh Community Rail partnership without a community rail officer – we would like one again please.
13. We are pleased that Traws Cymru has at last reached Pembrokeshire in the shape of the T5 bus, and look for further developments
14. The recent Swansea district transport strategy proposes a Blackbridge Port road link. Ensure that this is a valid response to a particular transport need – there are various rail links that could be made as alternative solutions to particular needs.

Pembrokeshire Rail Travellers' Association comments on latest Consultation

1. *High level priorities...*An hourly service to/from Milford Haven; improvements to the Pembroke Dock line. See shopping list
2. *How far Welsh Governments's rail infrastructure priorities* They meet the needs of Cardiff and the Valleys but not the rest of Wales. No improvements are planned for West Wales in the foreseeable future.
3. *How the development affects Wales and v v ...*It needn't as long as trains run through at acceptable intervals. As long as there is no artificial rail border where England joins Wales, as long as welsh trains can continue to destinations in England as now, and vice versa
4. *The impact* The big developers could use all the rail budget at our expense, eg HS2 could use up all money leaving none for Wales.
5. *How Welsh government can best engage* With difficulty! MOre effort needs to be put into making this a priority
6. *Whether the periodic review process meets the needs* Not sure what is meant in this one.
7. *The effectiveness of Network Rail's Route* More liaison is needed with the train operators. They seem to be at loggerheads with the rail companies . Need more flexibility so that passengers aren't left watching the train go for the sake of a couple of minute's wait or even seconds when connecting trains are slightly delayed. This is particularly distressing for people who have a two hourly train service and those who have to cross bridges to change platforms. Put the other way round – when you have a clear idea what journeys people want to make, the network design the train service design and the train design and the odus operandi will fall from that. Swansea is not a Rail hub!
8. *The fact that funding ... is not devolved.... devolution ...*
Advantages - Wales would get more funding;
Scotrail seems to work well
Disadvantages - The Wales section is always subordinate but would the funding be concentrated on Cardiff again;
Opportunities - Other parts of Wales may (or may not) benefit;
Risks - It all goes to Cardiff.
Lots of talk, but the action doesn't match it.