

A photograph of a man with a beard carrying a baby in a light blue patterned sling. He is looking down at the baby. Next to him, a young girl with blonde hair, wearing a blue top and a colorful patterned scarf, is looking out the window of a bus. The background shows other passengers and a blurred outdoor scene.

Alison Thomas
Alison.Thomas2@gov.wales

Laura Norman
Laura.Norman@tfw.wales

Llwybr Newydd

The Wales Transport Strategy 2021



Uywolrath Cymru
Welsh Government

OUR VISION

An accessible, sustainable and efficient transport system

OUR 5-YEAR PRIORITIES

- 1 Bring services to people in order to reduce the need to travel
- 2 Allow people and goods to move easily from door to door by accessible, sustainable and efficient transport services and infrastructure.
- 3 Encourage people to make the change to more sustainable transport



OUR WELL-BEING AMBITIONS



Good for people and communities

A transport system that contributes to a more equal Wales and to a healthier Wales, that everyone has the confidence to use.

Good for the environment

A transport system that delivers a significant reduction in greenhouse gas emissions, maintains ecosystem resilience and reduces waste.

Good for places and the economy

A transport system that contributes to our wider economic ambitions and helps local communities, supports a more sustainable supply chain, uses the latest innovations and addresses transport affordability.

Good for culture and the Welsh language

A transport system that supports the Welsh language, enables more people to use sustainable transport to get to arts, sport and cultural activities, and protects and enhances the historic environment.

Llwybr Newydd | Plan on a page

HOLDING OURSELVES AND OUR PARTNERS TO ACCOUNT

Transport Performance Board

A new evaluation framework

Modal shift

Well-being measures

Data on modes and sectors

HOW WE WILL DELIVER

Investing responsibly

Delivery and action plans

Cross-cutting delivery pathways

Working in partnership

Policies and governance

Skills and capacity

MINI-PLANS

Walking and cycling

Bus

Rail

Roads, streets and parking

Third sector

Taxis and PHV

Freight and logistics

Ports and maritime

Aviation

FIVE WAYS OF WORKING

INVOLVEMENT

INTEGRATION

PREVENTION

COLLABORATION

LONG-TERM

Four long-term ambitions

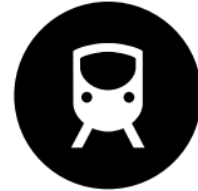


Sustainable transport hierarchy

We will continue to make best use of the existing transport infrastructure by **maintaining and managing** it well.

We will also **adapt it to a changing climate** and upgrade it to **support modal shift**.

Where we need **new transport infrastructure**, we will use the Sustainable Transport Hierarchy.



Walking and Cycling

Public Transport

Ultra-Low
Emissions Vehicles

Other Private
Motor Vehicles

It will be very challenging to find the money for major investment AND meet our targets without demand management.

Targets!

Year	Baseline (2019)	2025	2030	2040
WALES TRANSPORT STRATEGY				
Sustainable Transport Mode Share	32%			45%
NET ZERO WALES				
Sustainable Transport Mode Share	32% (27% active travel and 5% public transport)	35%	39% (33% active travel and 7% public transport)	48% (35% active travel and 13% public transport)
Car Mileage	10,186 Vehicle Km per person		10% reduction per person	
Bus Fleet		TrawsCymru fleet to be zero emission by 2026	worst 50% to be zero emission by 2028	zero emission (2035)
Taxis and Private Hire Vehicles			zero emission (2028)	
Passenger transport emissions	3.8 MtCO ₂ e	22% reduction		
Freight transport efficiency	2.1 MtCO ₂ e	Increase efficiency by 4%		

Wales National Travel Survey

- Will collect data on travel attitudes and behaviour from people living in Wales. It will comprise a survey questionnaire and a travel diary.
- It will inform decision making and improve the transport evidence base.
- National Centre for Social Research (NatCen) is providing support with survey design and development.
- Testing started in Autumn 2023, with full data collection planned to commence in late 2024.



<add1>
<add2>
<add3>
<add4>
<add5>
<Postcode>

Your reference:
P18781 <HHSerial>/<CKL>

Dear Resident,

Your household has been chosen to take part in an online survey about travel and transport in Wales - we hope you can spare the time to help us with this.

This survey is administered by the National Centre for Social Research (NatCen) on behalf of Transport for Wales. This survey will inform transport policy in Wales, so it's important that as many people participate as possible. By taking part, you can make sure that policymakers better understand how people like you experience and use transport in Wales.

Taking part is voluntary. You will be asked questions about yourself, how you choose to travel, and the journeys you have recently decided to make.

How to take part

- 1 Go to the survey on your mobile or computer: mysurvey.natcen.ac.uk/GGS
- 2 Enter your unique access code: <Acc1>
- 3 Complete the survey and receive a £<VouchType> voucher as a thank you

<QRInstr1>

<QRInstr2>

<QRcode>

How long will it take?

The survey will take about 50 minutes of your time. You will then receive a £<VouchType> voucher.

Who should take part?

We would like one person aged 16 or over in your household to take part. If there is more than one person aged 16 or over, our survey will select a random person to take part.

When should I complete it by?

You have until <Date> to take part online. By taking part you can make sure that policymakers better understand how you view and use transport, and consider the opinions and experiences of people like you.

Thank you for your support.

Geoff Ogden
Chief Transport Planning
and Development Officer
Transport for Wales

Roads Review Panel

June 2021 - Pause on road building announced

February 2023 – Final Report and Welsh Government's Response to the Roads Review Panel published



THE FUTURE OF ROAD INVESTMENT IN WALES

Advice from the independent Panel appointed by the Welsh Government



PUBLICATION

Wales Roads Review: initial panel report

This report sets out how the Roads Review Panel will carry out its review and which projects it is considering.

First published: 10 February 2022

Last updated: 10 February 2022

What are the future road building tests?

Future Welsh road building tests

We will continue to consider future road investment for projects that:



Reduce carbon emissions and support a shift to public transport, walking and cycling



Improve safety through small-scale changes



Help us adapt to the impacts of climate change



Provide connections to jobs and areas of economic activity, in a way that maximises the use of public transport, walking and cycling

Further information on the tests can be found at:

<https://www.gov.wales/roads-review-welsh-government-response>



WeITAG (published February 2024)

Welsh Transport Appraisal
Guidance (WeITAG)



Llywodraeth Cymru
Welsh Government



WeITAG 10 key points

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WeITAG supplementary guidance: checklists for review groups and gateway reviews

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WeITAG supplementary guidance: engagement plan

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WeITAG supplementary guidance: model brief for commissioning WeITAG studies

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WeITAG supplementary guidance: project classification

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WeITAG | Stages of a Business Case



Stage 0 case for change – What are the strategic priorities for transport in Wales and in your area and what can you do to address them? Does not include options.



Stage 1 strategic outline case – which options do we have to meet those objectives? Which of those are the best?



Stage 2 outline business case – narrowing down your options to the point where you have an outline business case.



Stage 3 full business case – developing the programme or project proposal to the point where it is good to go, including a detailed business case.



Stage 4 delivery – if the programme or project is funded, WeITAG will help think about how to manage and monitor your project, working with partners.



Stage 5 monitoring and evaluation – all Welsh Government funded projects should provide annual progress reports in addition to regular monitoring. Larger projects may also require a formal evaluation to answer questions such as did it work as intended? Did we do the right thing and how did we contribute to meeting transport targets in Wales?



WeITAG | 5 dimensions of a business case

1. **Strategic fit** – does the project fit with WG priorities set out in the WTS? (or regional transport plans?)
2. **Well-being** – does the project deliver benefits against the four WTS wellbeing ambitions (and so the national well-being goals)?
3. **Affordability** – is the project affordable in the short and long term?
4. **Deliverability** – can the project be effectively procured and delivered?
5. **Management** – is the project deliverable? Acceptable to local communities? And are the risks managed?



WeITAG | Comparison between the full business in TAG and WeITAG

TAG business case	WeITAG business case	Requirements in Wales
Strategic dimension	Strategic fit	Must show how your programme or project fits with Welsh Government priorities for transport set out in the Wales Transport Strategy, Net Zero Wales and other policy documents
Economic dimension	Well-being	Must show how the programme or project contributes to social, environmental, economic and cultural well-being in Wales using integrated well-being appraisal
Financial dimension	Affordability	No major differences
Commercial dimension	Deliverability	No major differences
Management dimension	Management	No major differences
	Five ways of working	Must demonstrate the five ways of working in Wales in accordance with the Well-being of Future Generations (Wales) Act 2015



WeITAG | Integrated Well-being Appraisal

Is the project good for people and communities?	Is the project good for the environment?	Is the project good for places and the economy?	Is the project good for culture and the Welsh language?
Equality – how will it address the physical, social, economic, and other barriers to accessing sustainable transport?	How will it reduce carbon emissions and contribute to modal shift?	How will it benefit places, rural areas and deliver good jobs?	How will it impact on Welsh language?
Health – how will it improve activity levels and improve air quality?	How will it benefit biodiversity and ecosystem resilience?	What sustainable transport innovation will it deliver? How will goods be distributed more sustainably?	How will it improve access to arts, culture and sport by sustainable transport?
How will it improve safety and confidence?	How will it reduce waste?	Impact in affordability and socio-economic disadvantage	How will it benefit heritage and the historic environment?



WelTAG | a proportionate approach

- **WelTAG lite** – a single business case that combines Stages 1-3 into one report.
- **WelTAG standard** – separate reports at Stage 1 (long list of options, stage 2 (short list of options and justification for final option) and Stage 3 (full business case).
- **WelTAG plus** – more complex programmes and projects may need to supplement the integrated well-being appraisal with additional transport modelling and benefit-cost ratios.



WeITAG | key points

The Welsh Government would like WeITAGs to:

- Be focused on achieving WTS outcomes including modal shift.
- Use quantitative and qualitative evidence, even if BCRs are not being prepared.
- Demonstrate outcome-focused thinking.
- Embed well-being into project design.
- Include disincentives for car use as well as incentives for more sustainable travel.
- Use innovative approaches and technology in both developing and implementing transport projects.
- Follow the five ways of working set out in the Well-being of Future Generations (Wales) Act 2015 including involving people.
- Be proportionate to the problem being solved.



What next for transport planning?



Corporate Joint
Committees



Regional Transport
Plans



Regional Transport
Delivery Plans



Regional funding
and decision making



Taking into account North Wales Transport Commission and Place-Based Advisory Group reports



Llywodraeth Cymru
Welsh Government

Diolch!