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Gweinidog yr Economi a Thrafnidiaeth  
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Welsh Government

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Dear Sophie

Thank you for your letter of 25 July regarding the implementation of the Welsh Transport Appraisal Guidance (WelTAG) 2017.

We were pleased to work with you and your team to lead the way in Wales in embedding the Well-Being of Future Generations Act and the five case model for better business cases, with best practice in transport appraisal. This approach ensures that our transport interventions give us the best value for money in maximising our contribution to the well-being goals.

I agree that the success of the guidance will be in the way that it is applied. The Well-being of Future Generations Act and WelTAG 2017 represent a step change in the way we work and make decisions for the people of Wales now and in the future. We are taking forward the recommendations of the Assembly Economy, Infrastructure and Skills Committee Report (State of the Roads, October 2018). We recently hosted two well attended WelTAG workshops, which we were pleased your team was able to support. These workshops brought WelTAG users together to discuss their experiences and examples of best practice. It is our intention to set up a WelTAG Community of Practice and hold more workshops and training sessions to provide ongoing support to WelTAG users and enable the sharing of learning and best practice.

My officials have identified key themes where WelTAG users require further support and guidance. Supplementary guidance is being drafted on engagement and consultation and also how to apply the Well-being of Future Generations Act at each stage of the process. My officials are currently considering the schemes that will be subject to a WelTAG audit and the nature of the audit. I am happy for my officials to meet with your team to discuss the proposals.

My officials have been working with WeITAG users on several studies to assist with the implementation of WeITAG 2017. Your team has provided input on some of these, which has been welcomed. My officials identified high risk studies where closer scrutiny would be required. These were a study in Chepstow and the air quality improvement plans being undertaken by Caerphilly and Cardiff Councils. My officials invited your team to provide input but unfortunately the offer was declined.

We have embedded the WeITAG process in our local transport grants application process to ensure that the schemes receiving Welsh Government grant funding have demonstrated how they are delivering the well-being goals and objectives and are developed using the five ways of working.

Since the publication of WeITAG 2017 we have started shifting towards a corridor / area based approach to the early stages of WeITAG. For example our emerging Metro Enhancement Framework, which takes a corridor based approach to considering future transport interventions in the south Wales Metro area. I will be providing further detail on this in the autumn.

In recognition that there were ongoing studies and schemes being developed when WeITAG 2017 was published, we issued supplementary guidance on transitional arrangements alongside the main WeITAG 2017 toolkit. The transitional guidelines require that schemes that were already being taken forward through WeITAG 2008 move over to WeITAG 2017 at an appropriate stage in their development. This includes reflecting on whether stages that have already been undertaken need updating to take account of the latest legislation and policy including the Well-being of Future Generations Act.

I recognise the importance of the Wales Transport Strategy in setting the strategic direction for transport in Wales. I am committed to updating the Wales Transport Strategy.

Yours sincerely



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We welcome receiving correspondence in Welsh. Any correspondence received in Welsh will be answered in Welsh and corresponding in Welsh will not lead to a delay in responding.