

Dear

## **Request for information - ATISN 17033**

I wrote to you on 20 January regarding your request for information.

### **Your request**

You asked for the following information:

1. For the number of pedestrian fatalities and serious injuries involving a pedestrian during 2019-21:

- how many of the fatal accidents were in rural locations
- how many of the fatal accidents were in urban locations
- how many of the serious injury accidents were in rural locations
- how many of the serious injury accidents were in urban locations

2. I do not accept that data about the causes of road accidents would constitute personal information. For instance, if you were to tell me that 20 of the 141 serious injury accidents recorded in 2021 were caused by drivers under the influence of alcohol or drugs, then I would not be able to link that information with any individual. Likewise for fatal accidents - and likewise for each year. However, if you do think that I could link that type of information to a specific individual, I should be grateful if you could indicate how I would do so. Otherwise, I re-submit my request for information about the causes of road accidents over the last three years which involved a vehicle hitting a person - but only with regard to fatal and serious injury accidents.

3. Were the people questioned in the survey referred to in the Explanatory Memorandum Regulatory Impact Assessment (enclosed with your reply to me dated 31 August 2022) asked if they would support a 20mph speed limit throughout the towns or cities in which they live, or just 'in their area'?

4. With regard to the survey referred to in the Explanatory Memorandum Regulatory Impact Assessment (enclosed with your reply to me dated 31 August 2022), was it explained to the people questioned during the survey (by those carrying out the survey) that the evidence suggesting that 20mph speed limits can improve air quality is weak. [As stated in Dr Adrian Davies' report: The state of the evidence on 20mph speed limits with regards to road safety, active travel and air pollution impacts:

<https://www.gov.wales/sites/default/files/publications/2019-08/the-state-of-the-evidence-on-20mph-speed-limits-with-regards-to-road-safety-active-travel-and-air-pollution-impacts-august-2018.pdf>]

5. Please provide me with any information the Welsh Government has about the policies being implemented by police forces across Wales with regard to prosecuting drivers who exceed the 20mph speed limit. I wish to know whether they are allowing

drivers any leeway (such as not prosecuting until a driver travels at the speed limit, plus 10% plus 2mph - for example, 35mph in an area with a 30mph speed limit) or whether they will be prosecuted for driving at any speed in excess of 20mph.

6. Did the Welsh Government seek the views of persons who drive for a living (such as taxi, lorry and van drivers) before introducing the 20mph speed-limit legislation.

7. Please provide me with any information the Welsh Government has about the reason for the decrease in casualty figures, for fatal and serious injury accidents, between 2019 and 2021.

## **Our Response**

I can confirm we hold some of the information you have requested.

For question one, the data we hold is not segregated by type of location (rural and urban), therefore we do not hold the information as you have requested.

For question two, the information is already available in the public domain and can be accessed using the following link:

[Road accidents \(gov.wales\)](#)

For question three, the information is available at the following link:

[Proposal to reduce speed limit to 20mph on residential streets: summary of responses \[HTML\] | GOV.WALES](#)

For question four, the information is already in the public domain, please refer to the survey. An introduction/background information was not provided. Apart from the questions themselves, the survey stated: "*This survey asks adults in Wales their opinion on a wide variety of interesting topics*".

We do not hold the information for question five. This is police operational information and therefore it is recommended that you contact them directly.

For question six, an independent taskforce made the recommendation to change the default speed limit on restricted roads in Wales and had a cross-section of representatives including the Freight Transport Association and Road Haulage Association. Further information can be found at the following link:

Appendix A [Welsh 20mph Task Force Group \(gov.wales\)](#)

For your final question, the data we hold is already available on our website:

[Road accidents \(gov.wales\)](#).

This request has passed the 40 day deadline for an internal review, however upon review we are content to release the attached information which shows contributory factors recorded by the police for accidents that involved a pedestrian in Wales for 2019–2021. We regularly publish statistical releases on [police recorded road accidents](#) and [reported road casualties](#) which may be of interest.

## **Next steps**

If you are dissatisfied with the Welsh Government's handling of your request, you can ask for an internal review within 40 working days of the date of this response. Requests for an internal review should be addressed to the Welsh Government's Freedom of Information Officer at:

Information Rights Unit,  
Welsh Government,  
Cathays Park,  
Cardiff,  
CF10 3NQ

or Email: [Freedomofinformation@gov.wales](mailto:Freedomofinformation@gov.wales)

Please remember to quote the ATISN reference number above.

You also have the right to complain to the Information Commissioner. The Information Commissioner can be contacted at: Information Commissioner's Office,  
Wycliffe House,  
Water Lane,  
Wilmslow,  
Cheshire,  
SK9 5AF.

However, please note that the Commissioner will not normally investigate a complaint until it has been through our own internal review process.

Yours sincerely