



Ein cyf/Our ref ATISN 15387

Llywodraeth Cymru
Welsh Government

18 August 2021

Dear

Request for Information – ATISN 15387

I wrote to you on 5 August regarding your request for information. Thank you for your reply of 13 August.

Information requested

1. What exactly has the Welsh Government done to reduce accidents and injuries for pedestrians over the last 20 years?
2. What exactly has the Welsh Government done to improve road safety?
3. What are the differences in the statistics between North and South Wales?
4. What are the numbers and type of road accidents and deaths regarding pedestrians in Flintshire during the last 10 years (not just one bad year)?
5. How exactly will the active travel be measured and monitored?
6. Why are pedestrians killed and injured if they are on the pavements?
7. Why quote a meaningless statistic like pedestrians are five times more likely to be killed if hit at 30 mph?
8. Has research been carried out to find out why pedestrians are putting themselves in harms way in the road?
9. If you are convinced that cycling and the use of scooters will increase in 20 mph zones (even in the Winter), how will this be measured?
10. Has the current use of scooters and cycles been measured in Buckley? How will comparisons be made?
11. Why do you feel it necessary to override the powers of the Local Authorities?
12. Why do you think the Senedd based in South Wales knows better than a Local Authority as to what is best for their community?
13. What proportion of all casualties occurred in 20 mph zones over a 10 year period (not just in 2018)?
14. What were the circumstances of those injuries/deaths?
15. What exactly do you envisage the specific improvement to the quality of life and impact on the environment likely to be in Buckley?

16. Why do you think an expensive sledge hammer to crack a nut is appropriate to stop a very small proportion of idiot drivers to the detriment of the rest of the community?
17. Do you not think that a programme of road safety to prevent pedestrians walking out in front of cars would be a better way to spend money?
18. Would it not be better to repair the roads to prevent drivers from having to concentrate on dodging deep pot holes instead of watching out for wayward pedestrians?
19. What was the brief for the working party / 20mph Taskforce?
20. What are the results of the cost benefit analysis for the whole process of investigating and implementing a mandatory speed limit of 20mph in residential areas over the whole of Wales?
21. Why ask in the very poorly constructed public survey about how the Welsh language would be impacted by the 20 mph limits?

Our response

The Freedom of Information Act provides a right to ask for recorded information held at the time a request is made. It does not require an authority such as the Welsh Government to provide information, views or opinions where that information is not already recorded. This is confirmed by the Information Commissioner's guidance 'The Guide to Freedom of Information', page 7:

"The Act does not cover information that is in someone's head. If a member of the public asks for information, you only have to provide information you already have in recorded form. You do not have to create new information or find the answer to a question from staff who may happen to know it."

With the above in mind, I can confirm that the Welsh Government only holds on record some of the information you have requested. The information we hold relates to questions 3, 13, 14 and 19. However, all of that information is exempt under Section 21 of the Freedom of Information Act, information otherwise available.

The information for question 3 can be found at [Police recorded road accidents: interactive dashboard | GOV.WALES](#). For question 13, the statistical information we hold on road accidents can be found at [Statistics and research | GOV.WALES](#). For question 14, information on the causes of accidents can be found at [Police recorded road accidents, 2020 \(gov.wales\)](#). The information for question 19 can be found at [Welsh 20mph Taskforce Group | GOV.WALES](#).

Whilst we do not hold any recorded information for the remainder of your questions, I am able to provide you with advice for some of them.

The Welsh Government (WG) is committed to improving safety for all road users and has worked closely with a range of agencies over recent years to reduce road casualties and deaths. These include RoSPA (the Royal Society for the Prevention of Accidents), SUSTRANS and Living Streets. The Road Safety Framework and Active Travel Framework, both of which are supported by the latest Welsh Transport Strategy, are the policies that explain what WG is aiming to do and why. These policies are delivered in a range of ways, including road safety campaigns and schemes delivered by RoSPA and Local Authorities. We provide annual grant funding

to ROSPA to develop road safety campaigns and to local authorities to implement road safety schemes and provide road safety training.

The data on the interactive dashboard for [Police recorded road accidents: interactive dashboard | GOV.WALES](#) can be used to make the analysis you have requested for question 4.

A monitoring and evaluation plan is being developed to measure the impacts and benefits of a 20 mph speed restriction. We also publish annual active travel data on our website. Our statistics demonstrate the safety improvement that a lower national default speed limit on restricted roads brings to pedestrians. Local Authority powers remain unchanged in this regard.

Whilst we do not hold specific information on the improvement to the quality of life and impact on the environment for Buckley, our press release of 17 February 2021 explains the benefits of the 20mph speed restriction to all residents in Wales. It can be seen at [20mph speed limit to become a reality on Welsh roads from this summer | GOV.WALES](#)

We provided £70,720 for road safety education and training to Flintshire Council, part of which was used for child pedestrian training.

In relation to question 20, whilst we do not hold the specific information you have requested, the table below clearly demonstrates the potential cost benefit savings that can be made from preventing road accidents at 20 mph when taking into account that pedestrians are five times more likely to be killed if hit at 30 mph:

Table 1: Average value of prevention¹ of per reported casualty per reported road accident², GB 2018

Accident/casualty type	Cost per casualty	£ (2018 prices)
		Cost per accident
Fatal	1,958,303	2,196,534
Serious	220,058	251,458
Slight	16,964	26,087
Average for all severities	70,791	98,232
Damage only	-	2,344

1 The costs were based on 2018 prices and values

Source: STATS19, Transport Analysis Guidance - WebTAG

2 The number of reported road accidents were based on 2018 data

The figures in this table are National Statistics

Last updated: 26 September 2019

Next update: September 2020

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[Notes & Definitions](#)

For further information on Transport Analysis Guidance - [WebTAG](#), see: <https://www.gov.uk/government/publications/tag-data-book>

For your final question, I can advise that all new WG policy must assess the impact it may have on the Welsh Language.

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: Freedom.ofinformation@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