

PRESS RELEASE

SUBJECT: Road Collision Information 20mph

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ARE WELSH ROADS SAFER NOW COMPARED TO WHAT THEY WERE BEFORE THE RESTRICTED ROADS LEGISLATION WAS IMPLEMENTED?

United Voices – Senedd Lobby Group was set up in 2023 to monitor and protest against the impact of the 20mph legislation and hold the Welsh Government to account.

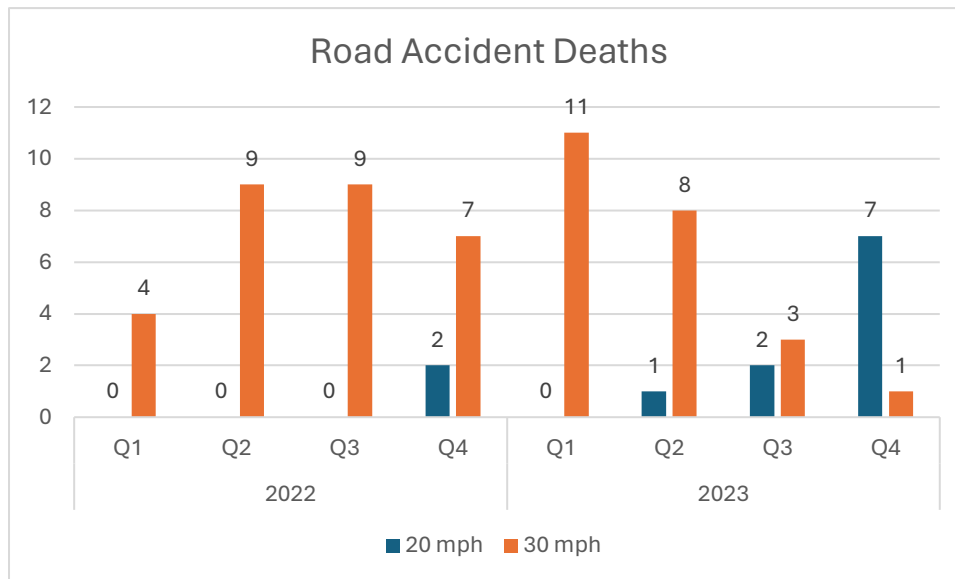
The statistics that have recently been released by the Welsh Government give the first opportunity to compare, like on like, the before and after impact of the legislation.

On 12th June 2024, BBC News reported that road casualty figures, issued by the Welsh government the previous week, showed a 12% drop in people killed and seriously injured at 20mph and 30mph for the last three months of 2023, compared with the same period in 2022.

Whilst the report is true with the data combined, in isolation there has been an increase in the numbers of people who have either been killed or seriously injured on 20mph roads for the same period. The reduction in the numbers at 30mph may be due to the fact that there are now less roads restricted to 30mph resulting in less accidents. It could therefore be argued that the problem overall has remained the same, but it could also be argued that it has moved the problem from the 30mph roads to the 20mph roads. The question is does this make 20mph roads less safe?

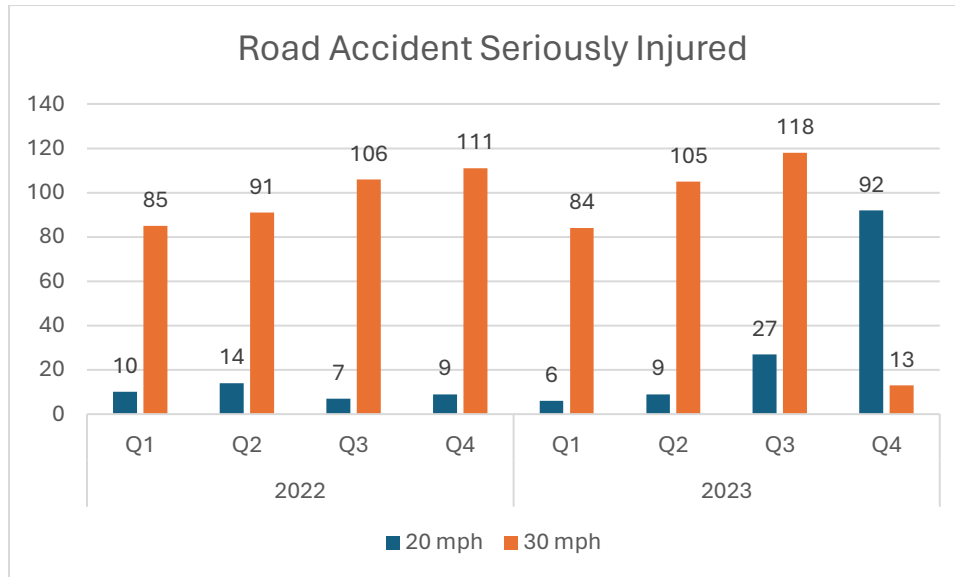
Furthermore, while it appears that one category of road users may have seen some benefit to the implementation, looking at the data as a whole it brings into question whether other categories of road users are now paying a hefty price?

Given the data available, the Welsh Government now need to urgently review the aims of the policy and ensure that benefits they claimed would be seen by the reduction of speed have not inadvertently caused more dangerous roads elsewhere. Questions need to be answered as to whether the overall promised reduction in road casualties plus the promised savings to the NHS have materialised, given the increase in death and serious injury to other categories of road users.



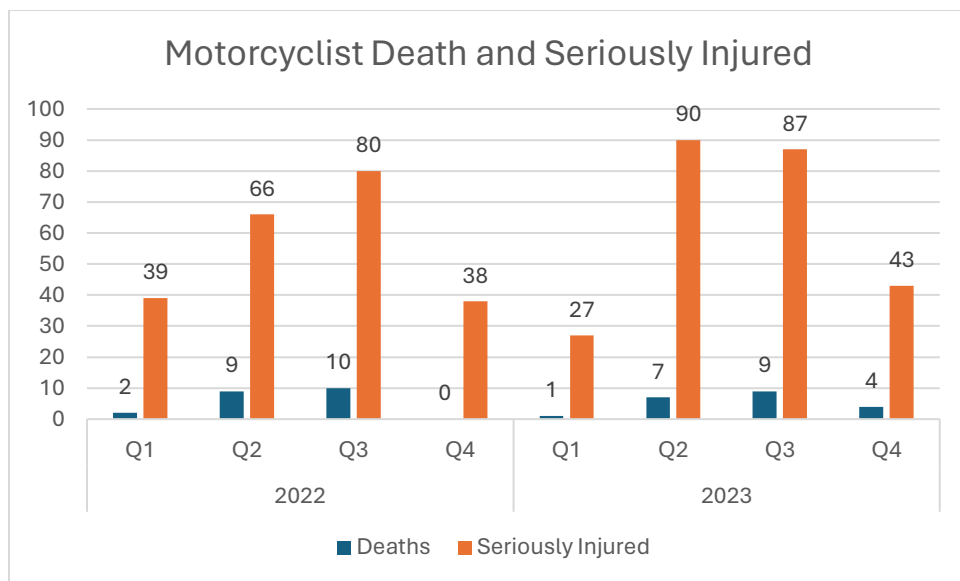
Source: Welsh Government

The above graph illustrates the comparison between 2022 and 2023 on a quarterly basis of deaths as a result of road accidents at speeds of 20 mph and 30 mph. The graph shows that there were 2 deaths in Q4 2022 at 20 mph, whilst this increased to 7 deaths in Q4 2023, an increase of 250%.



Source: Welsh Government

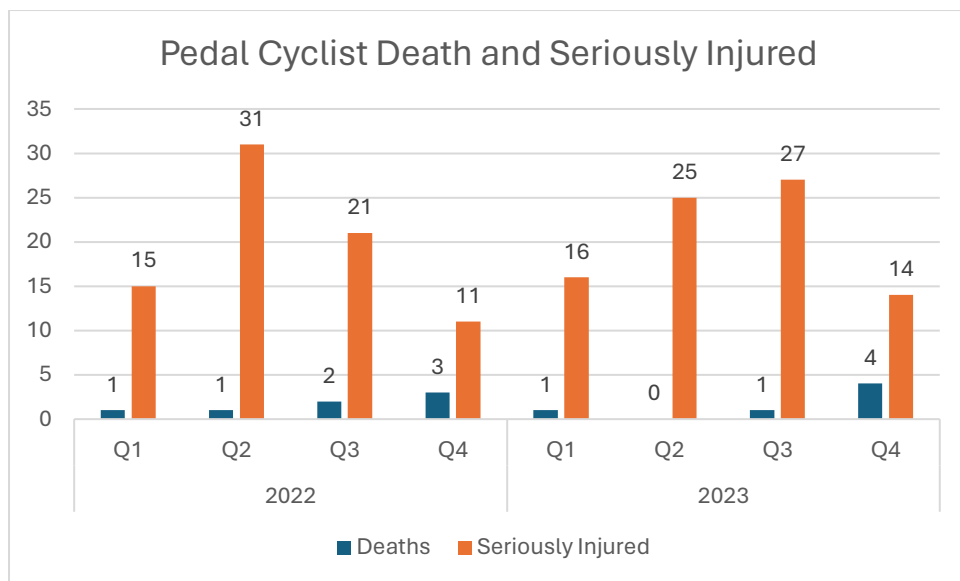
The above graph illustrates the comparison between 2022 and 2023 on a quarterly basis of Seriously Injured people as a result of road accidents at speeds of 20 mph and 30 mph. The change in the default speed limit from 30 mph to 20 mph became a legal requirement on 17th September 2023. The graph shows that there were 9 people seriously injured in Q4 2022 at 20 mph, whilst this increased to 92 seriously injured people in Q4 2023, an increase of 922%.



Source: Welsh Government

The above graph illustrates the comparison between 2022 and 2023 on a quarterly basis of deaths and seriously injured motorcyclists. Since the introduction of the default speed limit changes in September 2023, the number of motorcyclists who have died as a result of a road accident has increased from 0 in Q4 2022 to 4 in Q4 2023, an increase of 400%.

The graph also shows in the same period, an increase in riders who have suffered serious injury due to a road accident from 38 in Q4 2022 to 43 in Q4 2023, an increase of 13%.



Source: Welsh Government

The above graph illustrates the comparison between 2022 and 2023 on a quarterly basis of deaths and seriously injured pedal cyclists. Since the introduction of the default speed limit changes in September 2023, the number of cyclists who have died as a result of a road accident has increase from 3 in Q4 2022 to 4 in Q4 2023, an increase of 33%.

The graph also shows in the same period, an increase in riders who have suffered serious injury due to a road accident from 11 in Q4 2022 to 14 in Q2023, an increase of 27%.

	2022					2023					Q4 23 v Q4 22	%	+/- 23 v 22	%	
	Q1	Q2	Q3	Q4	TOTAL	Q1	Q2	Q3	Q4	TOTAL					
TOTAL DEATHS & S.I. ALL ROADS															
KILLED (ALL ROADS)	22	27	24	22	95	16	25	29	28	98	6	27.3%	3	3%	
SERIOUSLY INJURED (ALL ROADS)	192	237	273	219	921	178	295	335	245	1053	26	11.9%	132	14%	
TOTAL	214	264	297	241	1016	194	320	364	273	1151	32	13.3%	135	13%	

DEATHS & S.I. ALL ROADS BY CATEGORY															
CAR/TAXI/MINIBUS (KILLED)	12	12	9	9	42	8	7	11	14	40	5	56%	-2	-4.8%	
CAR/TAXI/MINIBUS (S.I)	95	90	114	112	411	78	116	146	130	470	18	16%	59	14.4%	
PEDESTRIAN (KILLED)	7	3	1	9	20	4	6	4	4	18	-5	-56%	-2	-10.0%	
PEDESTRIAN (S.I)	33	37	39	49	158	42	27	50	37	156	-12	-24%	-2	-1.3%	
MOTOR CYCLIST (KILLED)	2	9	10	0	21	1	7	9	4	21	4	400%	0	0.0%	
MOTOR CYCLIST (S.I)	39	66	80	38	223	27	90	87	43	247	5	13%	24	10.8%	
PEDAL CYCLIST (KILLED)	1	1	2	3	7	1		1	4	6	1	33%	-1	-14.3%	
PEDAL CYCLIST (S.I))	15	31	21	11	78	16	25	27	14	82	3	27%	4	5.1%	
OTHER (KILLED)	0	2	2	1	5	2	5	4	2	13	1	100%	8	160.0%	
OTHER (S.I)	10	13	19	9	51	15	12	24	21	72	12	133%	21	41.2%	
TOTAL (KILLED)	22	27	24	22	95	16	25	29	28	98	6	27%	3	3.2%	
TOTAL (S.I)	192	237	273	219	921	178	270	334	245	1027	26	12%	106	11.5%	
GRAND TOTAL	214	264	297	241	1016	194	295	363	273	1125	32	13%	109	10.7%	

DEATHS & S.I. BY SPEED LIMIT															
20MPH (KILLED)	0	0	0	2	2		1	2	7	10	5	250%	8	400%	
20MPH (S.I.)	10	14	7	9	40	6	9	27	92	134	83	922%	94	235%	
30MPH (KILLED)	4	9	9	7	29	11	8	3	1	23	-6	-86%	-6	-21%	
30MPH (S.I.)	85	91	106	111	393	84	105	118	13	320	-98	-88%	-73	-19%	
40MPH (KILLED)	4	5	1	1	11				6	6	5	500%	-5	-45%	
40 MPH (S.I.)	10	31	18	26	85	14	18	33	27	92	1	4%	7	8%	

50MPH (KILLED)	1	1	2	1	5	3	2	2	3	10		2	200%		5	100%
50MPH (S.I.)	8	23	23	7	61	9	14	23	11	57		4	57%		-4	-7%
60MPH (KILLED)	6	9	11	8	34	2	13	13	9	37		1	13%		3	9%
60MPH (S.I.)	68	73	100	57	298	56	107	117	84	364		27	47%		66	22%
70MPH (KILLED)	7	3	1	3	14		1	9	2	12		-1	-33%		-2	-14%
70MPH (S.I.)	11	5	19	9	44	9	17	17	18	61		9	100%		17	39%
TOTAL DEATHS	22	27	24	22	95	16	25	29	28	98		6	27%		3	3%
TOTAL S.I.'s	192	237	273	219	921	178	270	335	245	1028		26	12%		107	12%
GRAND TOTAL	214	264	297	241	1016	194	295	364	273	1126		32	13%		110	11%

AREA %'S FOR TOTAL DEATHS & S.I.'S										
GWENT	14	15	21	14	16%	50	20	24	14	27%
NORTH WALES	45	48	21	27	35%	13	40	31	29	28.25%
SOUTH WALES	27	11	25	27	23%	31	28	21	43	30.75%
DYFED POWYS	26	33	32	26	26%	6	12	24	14	14%