

5 May 2026

Dear

Request for information - ATISN 26597

Thank you for your request which I received on 20 January 2026. I apologise for the delay in responding to you.

Information requested

You requested the following information regarding the 20mph Policy – Casualty Data, Traffic Volumes, Emissions Modelling, and Evaluation Methods:

1. Any datasets held showing traffic volume or vehicle-miles travelled, broken down by road speed limit category (20mph, 30mph, 40mph and above), for the period 2018 to present.
2. If no such datasets exist, please confirm this formally and state whether the absence of traffic-volume data was identified as a limitation during policy development or evaluation.
3. Any internal analyses, technical reports, briefing papers or evaluations that assess the impact of the 20mph policy using casualty rates (e.g. casualties per vehicle-mile), rather than raw casualty totals.
4. Details of any causal evaluation methods used to assess the policy (for example, difference-in-differences analysis, control area comparisons, or pre-trend matching), including any assumptions or limitations noted.
5. Any emissions or fuel-consumption modelling used to justify the policy on climate or environmental grounds, including:
 - the modelling methodology,
 - assumptions about traffic flow and speed, • and whether the modelling is Wales-specific.
6. Any documents setting out review criteria, rollback thresholds, or conditions under which roads may revert to 30mph, including post-implementation review schedules.

Our response

I can confirm that we hold some of the information you have requested. Transport for Wales (TfW) has also provided us with the some of the information they hold, which you may have already received:

For question one, the Welsh Government does not hold this information.

TfW holds data relating to traffic volumes on the specific roads that have been / are currently being monitored for the 20mph monitoring reports. This is a relatively small sample of roads with data available from 2021 or 2023 (depending on the site) onwards. Data held by TfW is published periodically and is available at [Default 20mph Speed Limit on Restricted Roads | Transport for Wales](#).

Data on traffic volume or vehicle-miles travelled is available broken down by road classification (motorway, A county urban/rural, A trunk urban/rural, minor) and by local authority area. This data can be downloaded from: [Volume of road traffic by road classification and year](#) and [Volume of road traffic by local authority and year including trunk roads \(billion vehicle kilometres\)](#) – this data is based on periodic surveys undertaken by the UK Department for Transport.

For question two, the Welsh Government does not hold traffic-volume data. The evaluation of the 20mph Restricted Roads policy is currently being conducted. The evaluation is exploring the use of traffic-volume datasets held by organisations outside Welsh Government as part of its assessment of the impact of the policy. As of yet, no decision has been made whether the traffic-volume datasets are of sufficient quality to be incorporated into the Welsh Government's evaluation of the policy. Assessment of traffic-volume data will be made by the independent evaluator once it commences Stage 2 of the evaluation in October 2026.

For question three, an assessment of the Phase 1 pilot for the 20mph Restricted Roads policy was conducted by Transport for Wales and is available at:

https://tfw.wales/sites/default/files/2024-02/Phase-1-20mph-final-monitoring-report-summary_2024.pdf

The Transport for Wales monitoring report assessed performance against the following Key Performance Indicators (KPIs):

- Percentage traffic compliance with the 20mph speed limit (KPI 1.1)
- Change in 85th percentile speed (KPI 1.2)
- Change in mean speed (KPI 1.3)
- Vehicle journey times and journey time variation on main through routes (KPI 1.4). This uses the difference between the 5th percentile and 95th percentile journey times as a proxy for journey time reliability.
- Change in attitude to active travel use in built-up areas (KPI 3.1)
- Change in vehicle and pedestrian yielding behaviours (KPI 3.2)
- Change in local air quality based on nitrogen dioxide (NO₂) concentrations (KPI 4.1)

KPIs not assessed in phase 1 were:

- Casualty rates for pedestrians and cyclists (KPIs 2.1, 2.2, 2.3).
- Change in carbon dioxide (CO₂) emissions (KPI 4.2).
- Change in public attitudes to 20mph speed limits (KPI 5.1).

The KPIs that were not assessed by TfW was because of the limited geographical coverage of the phase 1 areas and the short timescales involved since implementation.

The Welsh Government produced an Explanatory Memorandum for the 20mph Restricted Roads policy prior to its implementation which assessed the costs and benefits of the policy.

The Explanatory Memorandum is available at:

<https://senedd.wales/media/fo3ibze5/sub-ld15187-em-e.pdf>

A monitoring framework to assess performance of the 20mph Restricted Roads policy has been developed by Transport for Wales in partnership with Welsh Government. The monitoring framework sets out the Key Performance Indicators that the policy is being assessed against, and is available at:

https://tfw.wales/sites/default/files/2023-09/National-20mph-Monitoring-Framework_Final.pdf

Transport for Wales publishes regular monitoring report updates on its website:

<https://tfw.wales/about-us/transparency/publications/default-20mph-speed-limit>

The evaluation of the 20mph Restricted Roads policy is currently being conducted. The Stage 1 Process Report is scheduled to be published in Quarter 2 2026. A Stage 2 Mid-term evaluation is scheduled to be published in Quarter 2 2027, and the Stage 3 Final Impact Analysis in Quarter 2 2029.

For question four, the specification for the Welsh Government's evaluation of the 20mph Restricted Roads policy is attached to this document. This sets out Welsh Government's requirements for the evaluation.

For your final question, the information is already available in the public domain. Setting 30mph speed limits on restricted roads: guidance for highway authorities, was updated on 24 July 2024 and is available at the following link:

[Setting 30mph speed limits on restricted roads: guidance for highway authorities | GOV.WALES](https://gov.wales/setting-30mph-speed-limits-on-restricted-roads-guidance-for-highway-authorities)

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

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