

Risk Rating of Britain's Motorways and A Roads



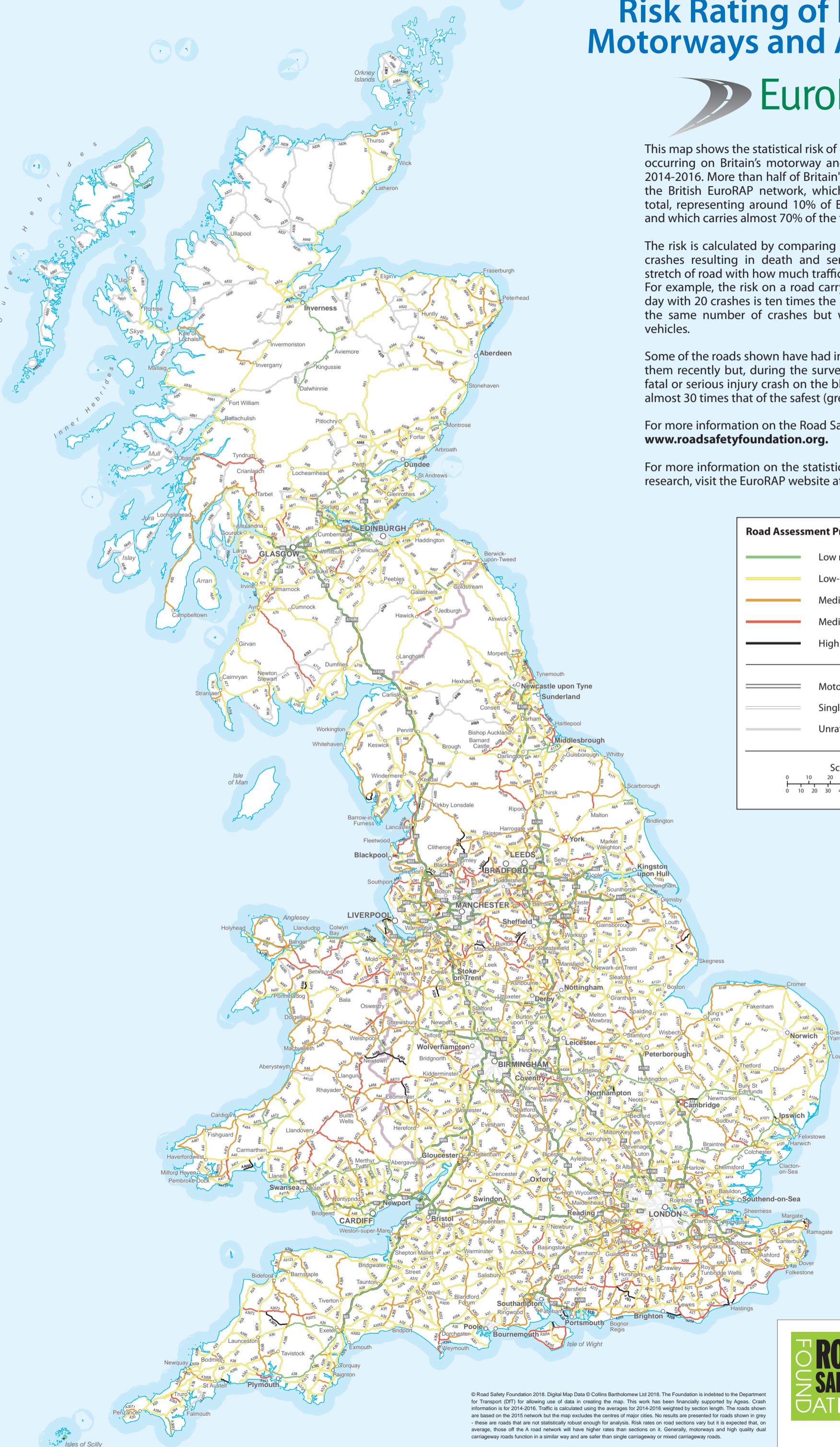
This map shows the statistical risk of death or serious injury occurring on Britain's motorway and A road network for 2014-2016. More than half of Britain's road fatalities are on the British EuroRAP network, which covers 48,500km in total, representing around 10% of Britain's road network, and which carries almost 70% of the traffic.

The risk is calculated by comparing the frequency of road crashes resulting in death and serious injury on every stretch of road with how much traffic each road is carrying. For example, the risk on a road carrying 10,000 vehicles a day with 20 crashes is ten times the risk on a road that has the same number of crashes but which carries 100,000 vehicles.

Some of the roads shown have had improvements made to them recently but, during the survey period, the risk of a fatal or serious injury crash on the black road sections was almost 30 times that of the safest (green) roads.

For more information on the Road Safety Foundation go to www.roadsafetyfoundation.org.

For more information on the statistical background to this research, visit the EuroRAP website at www.eurorap.org.



Road Assessment Programme Risk Rating

- Low risk (safest) roads
- Low-medium risk roads
- Medium risk roads
- Medium-high risk roads
- High risk roads

- Motorway
- Single and dual carriageway
- Unrated roads

Scale

0 10 20 30 40 50 miles
0 10 20 30 40 50 60 70 80 kms

© Road Safety Foundation 2018. Digital Map Data © Collins Bartholomew Ltd 2018. The Foundation is indebted to the Department for Transport (DfT) for allowing use of data in creating the map. This work has been financially supported by Ageas. Crash information is for 2014-2016. Traffic is calculated using the averages for 2014-2016 weighted by section length. The roads shown are based on the 2015 network but the map excludes the centres of major cities. No results are presented for roads shown in grey - these are roads that are not statistically robust enough for analysis. Risk rates on road sections vary but it is expected that, on average, those of the A road network will have higher rates than sections on it. Generally, motorways and high quality dual carriageway roads function in a similar way and are safer than single carriageway or mixed carriageway roads.

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