

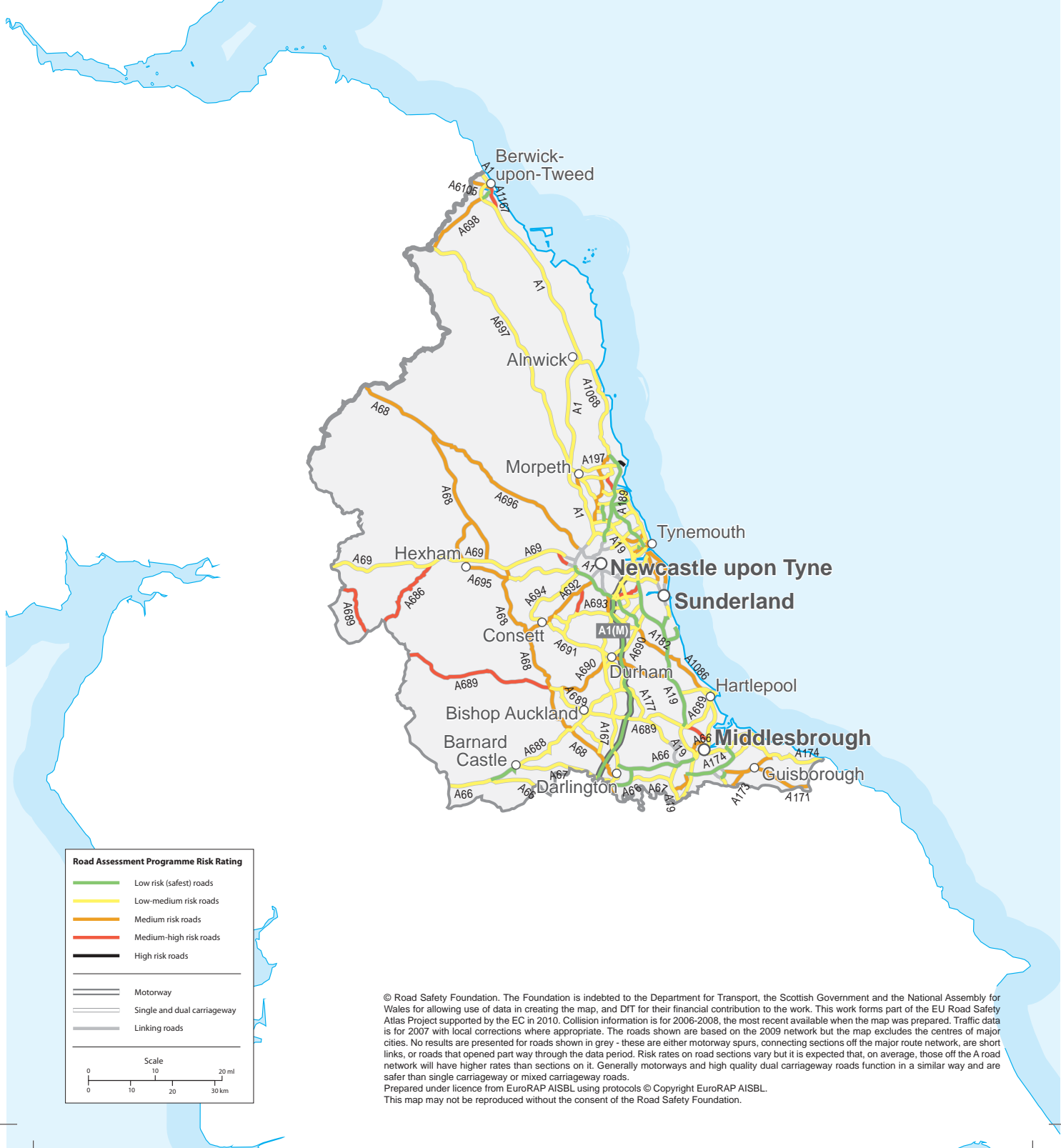
Risk Rating of Britain's Motorways and A Roads North-east Region



This map shows the statistical risk of death or serious injury occurring on Britain's motorways and A roads for 2006-2008 in the NE region. The risk is calculated by comparing the frequency of death and serious injury on every stretch of road with how much traffic each road is carrying. For example, if there are 20 collisions involving death or serious injury on a stretch of road 5 miles long that carries 10,000 vehicles a day, then the risk is 10 times higher than if the road section has the same number of collisions but 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 collision on the black road sections was more than 10 times higher than on the safest (green) roads.

For more information on the statistical background to this research, visit the EuroRAP website at www.eurorap.org.
For more information on the Road Safety Foundation go to www.roadsafetyfoundation.org.



© Road Safety Foundation. The Foundation is indebted to the Department for Transport, the Scottish Government and the National Assembly for Wales for allowing use of data in creating the map, and DfT for their financial contribution to the work. This work forms part of the EU Road Safety Atlas Project supported by the EC in 2010. Collision information is for 2006-2008, the most recent available when the map was prepared. Traffic data is for 2007 with local corrections where appropriate. The roads shown are based on the 2009 network but the map excludes the centres of major cities. No results are presented for roads shown in grey - these are either motorway spurs, connecting sections off the major route network, are short links, or roads that opened part way through the data period. Risk rates on road sections vary but it is expected that, on average, those off 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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