

# Risk Rating of Britain's Motorways and A Roads South-West Region

This map shows the statistical risk of death or serious injury occurring on Britain's motorways and A road network for 2010-2012 in the SW region.

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, if there are 20 crashes on a road carrying 10,000 vehicles a day, the risk is 10 times higher than if the road 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 24 times higher than on the safest (green) roads.


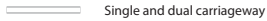
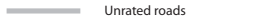
For more information on the Road Safety Foundation go to [www.roadsafetyfoundation.org](http://www.roadsafetyfoundation.org).

For more information on the statistical background to this research, visit the EuroRAP website at [www.eurorap.org](http://www.eurorap.org).

**Road Assessment Programme Risk Rating**

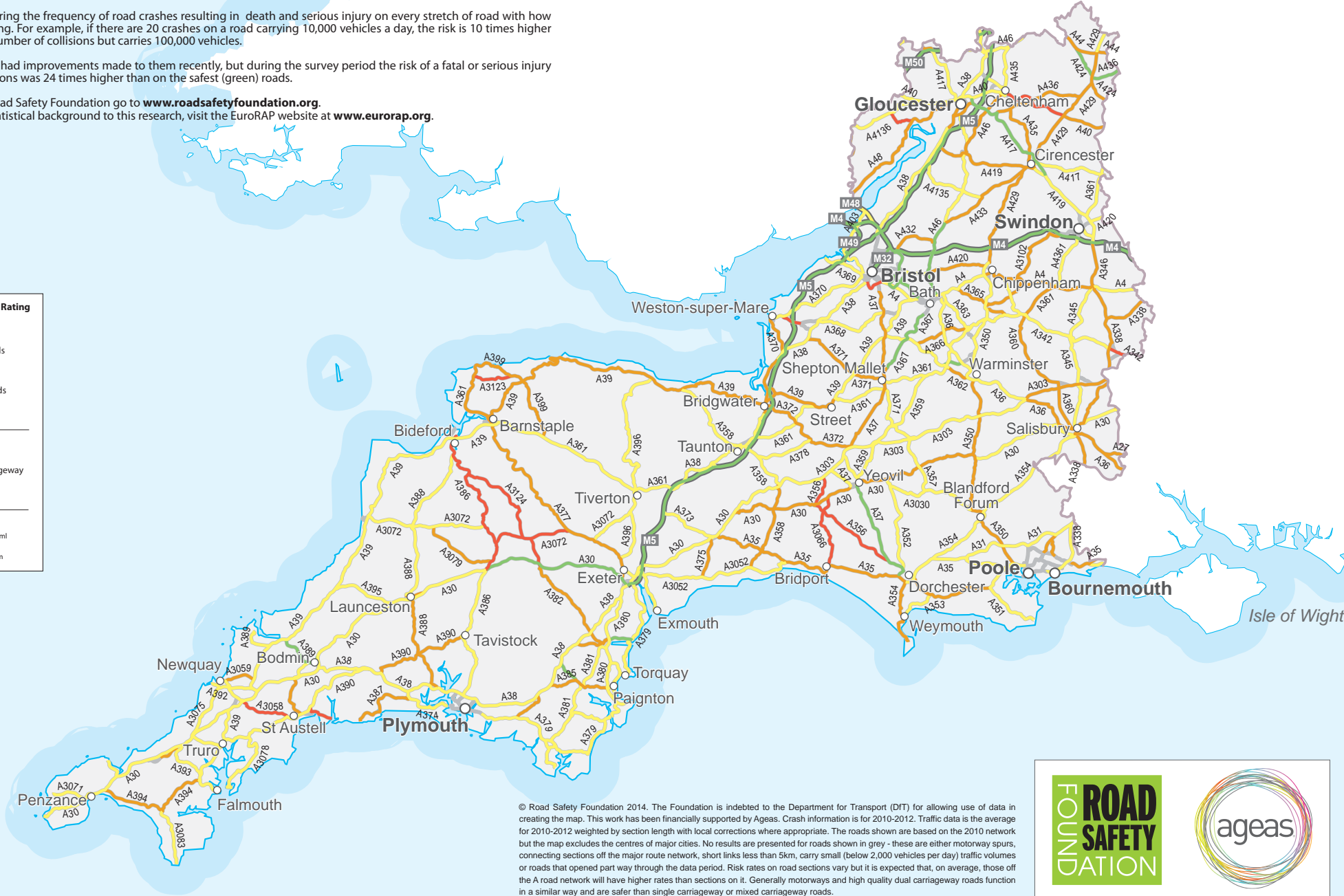
- Low risk (safest) roads
- Low-medium risk roads
- Medium risk roads
- Medium-high risk roads
- High risk roads

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-  Motorway
-  Single and dual carriageway
-  Unrated roads

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Scale  
0 10 20 30 ml  
0 10 20 30 km



© Road Safety Foundation 2014. 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 2010-2012. Traffic data is the average for 2010-2012 weighted by section length with local corrections where appropriate. The roads shown are based on the 2010 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, short links less than 5km, carry small (below 2,000 vehicles per day) traffic volumes 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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