

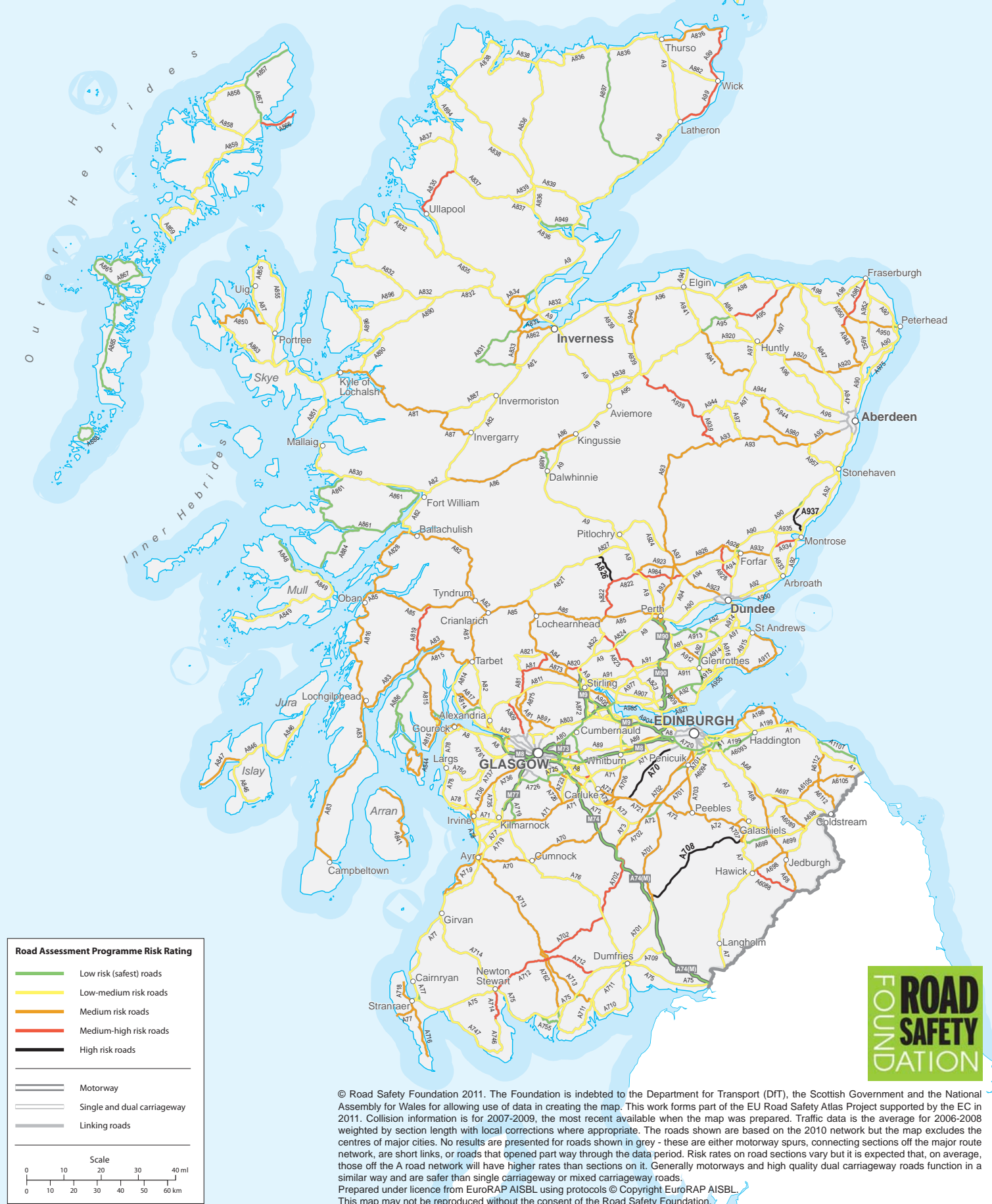
Risk Rating of Britain's Motorways and A Roads Scotland

This map shows the statistical risk of death or serious injury occurring on Britain's motorways and A road network for 2007-2009 in Scotland.

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 collisions 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 more than 30 times higher than on the safest (green) roads.

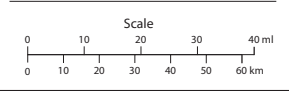
For more information on the Road Safety Foundation go to www.roadsafetyfoundation.org.
For more information on the statistical background to this research, visit the EuroRAP website at www.eurorap.org.



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
- Linking roads



© Road Safety Foundation 2011. The Foundation is indebted to the Department for Transport (DfT), the Scottish Government and the National Assembly for Wales for allowing use of data in creating the map. This work forms part of the EU Road Safety Atlas Project supported by the EC in 2011. Collision information is for 2007-2009, the most recent available when the map was prepared. Traffic data is the average for 2006-2008 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, 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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