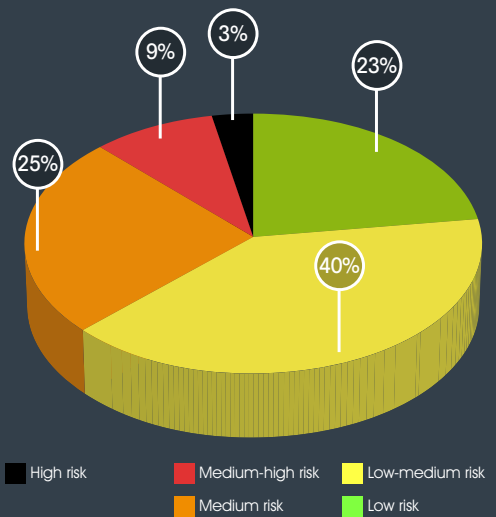


# Risk Rating of Britain's Motorways and A Roads in Scotland

**Scotland** accounts for 25% of the total length surveyed. It has the highest risk motorway and A road network of all British regions with 12% rated in the higher (black and red) risk categories. Overall, 1 in 9 of all British fatal crashes occurred in Scotland. 88% of the network surveyed was single carriageway. Despite the concentration living in cities, 75% of road deaths are outside built-up areas. Beyond the central belt, population is sparse and traffic volumes much lighter than the British average, with roads carrying longer distance and recreational traffic. The distribution of accident types reflects Scotland's distinct road network – with proportions of head-ons and vehicles running off the road amongst the highest of British regions, and collisions at junctions the lowest.

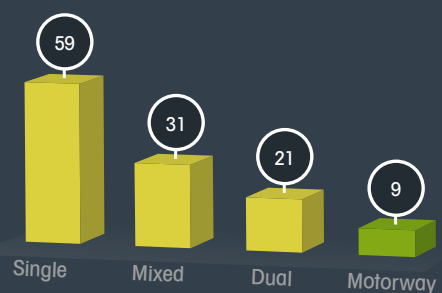


Distribution of risk on motorways and A roads



Average EuroRAP risk rating	38
Number of fatal and serious collisions	2818
% total fatal & serious collisions on network	12
Length (km)	9953
% of total on network	25
% single carriageway	88
% mixed carriageway	5
% dual carriageway	3
% motorway	4

Average risk rating (F&S/bvkm) by carriageway type



© 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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