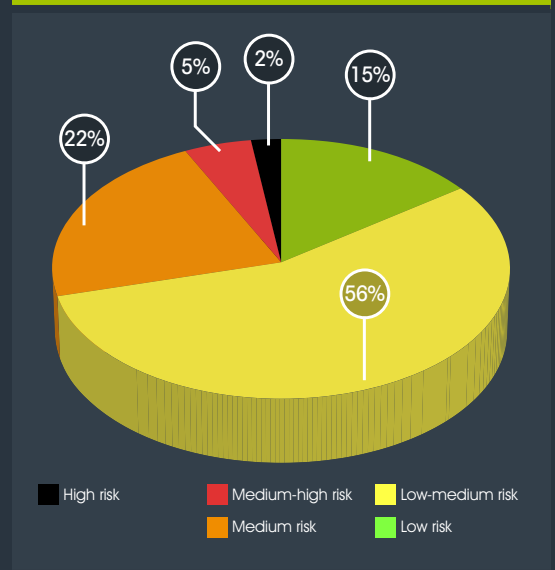


# Risk Rating of Britain's Motorways and A Roads in the East of England

The **East of England** accounts for 9% of the total network length surveyed and 11% of all fatal crashes. Overall, the region lies in 6th safest place of the 10 British regions for average risk. The region embraces parts of London including sections of the M25 and includes Cambridge, Norwich, Great Yarmouth, Luton and Southend. While single carriageways make up 60% of network length, 19% of road length in the region is "mixed carriageway" in which lengths of dual carriageway are interspersed with single carriageway to allow protected overtaking. Although the safety performance of these mixed carriageways is better than the single carriageways, they carry a much higher risk than dual carriageways in the region. 7% of sections are in the higher risk (black and red) categories.

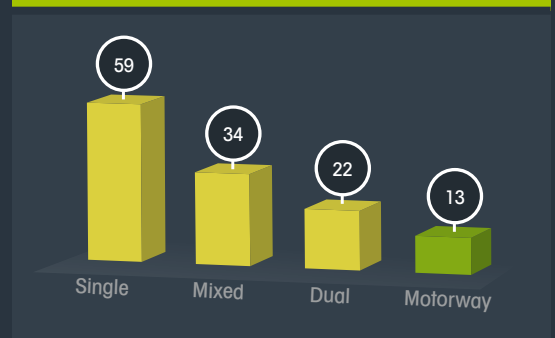


## Distribution of risk on motorways and A roads



Average EuroRAP risk rating	33
Number of fatal and serious collisions	2987
% total fatal & serious collisions on network	13
Length (km)	3664
% of total on network	9
% single carriageway	60
% mixed carriageway	19
% dual carriageway	14
% motorway	6

## 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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