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BRITAIN'S TOP 10 HIGH RISK ROADS IDENTIFIED

The G7's commitment to "Build Back a Better World" should start with a pledge to build back **safer** to tackle deaths and serious injuries on Britain's roads. *Building Back Safer: Making roads fit for 2030* a report launched today by the Road Safety Foundation and Ageas Insurance highlights 10 persistently high risk roads around Britain and calls for funding for 10% of roads likely to offer the greatest returns, with the report highlighting the particular need for a safety and funding vision for the Major Roads Network in England.

In her address to the online launch of the report, Roads Minister Baroness Vere of Norbiton congratulated the Foundation on more than 20 years of crash risk mapping, saying that it had saved countless lives. The DfT has been using road risk mapping data since 2016 and its principles underpin the DfT's Safer Roads Fund.

Persistently higher-risk routes

There are 37 persistently higher risk rural routes, based on 2014-2016 and 2017-2019 periods, representing a total road length of more than 850 kilometres – only around 100 kilometres of which are being treated through the Department for Transport's Safer Roads Fund. More than 1,700 fatal and serious crashes occurred on persistently higher risk rural routes between 2014 and 2019. The value of preventing all reported injury crashes on these roads over this six-year period would have been more than £800 million.

Among the 10 of these highest-risk routes, fatal and serious crashes increased from 225 to 245. Some of these roads, however, have been improved during or since the period analysed. For example, in Lincolnshire, the speed limit on the A1028 just to the south of Ulceby has been reduced and the A683 in Lancashire is currently being improved through the Safer Roads Fund.

For the top 10 persistently higher risk roads, attached table

Investing in Safer Roads

Building Back Safer summarises the levels of investment needed to tackle the 10% of each road network (strategic and local roads in England, Scotland and Wales) with the potential to prevent the greatest number of deaths and serious injuries per £1 spent over a 20-year period. It also shows the 10% of English local authority roads – by region – that would offer the best returns, so investment is spread across England.

Together it is estimated that these investment packages totalling £1.4 billion could prevent well over 11,000 fatal and serious injuries over the next 20 years with an average benefit-cost ratio of 3.7.

Major Road Network

The report also calls for a long-term vision for safety and funding for the England's Major Roads Network (MRN). 128 routes on the MRN, with a total length of just over 1,000km, have been identified as having particularly high potential for casualty reduction. An investment of around £275m on these roads could be expected to prevent more than 2,600 fatal and serious injury casualties over 20 years. The value of preventing these casualties is estimated to be almost £1.2bn, with an average benefit-cost ratio of more than 4 meaning for every £1 spent, society would benefit by £4 in casualty savings.

The Major Road Network:

- is only 10% longer than England's Strategic Road Network
- has 25% more fatal crashes and 75% more fatal and serious crashes
- has a fatal and serious crash density over 50% higher than on the Strategic Road Network in England
- has a fatal and serious crash rate per billion vehicle kilometres almost five times as high as the Strategic Road Network in England.

The report calls for the MRN to be subjected to the same performance management approach as its sister Strategic Road Network including:

- a long-term vision – for example, zero road deaths and serious injuries by 2045
- concrete interim casualty reduction targets set to guide and measure performance towards the long-term vision
- Star Rating performance indicators to measure the in-built safety of the road infrastructure and to help prioritise investment
- development and delivery of proactive, evidence-led route safety remedial measures

Table of six of the persistently highest risk roads on the MRN attached

To see these and other roads in the report, visit the interactive 'Dangerous Roads Map' <https://dangerousroads.ageas.co.uk/> This reveals Britain's riskiest motorways and 'A' roads.

In the foreword to the report, Lord Whitty, Chair of the Road Safety Foundation says:
“Ahead of us is a unique opportunity to re-shape the way we move – to plan for healthier mobility – redefining our neighbourhoods to support safer active travel. Such changes may help us to deliver lower casualty numbers in the future while also helping to achieve health, exercise, net zero carbon and air quality goals.

“This report identifies a high-return investment package of £733 million for local ‘A’ roads in England, with similar portfolios available in Scotland, Wales and on the Strategic Road Network in England.”

Commenting on the findings of the report Ageas CEO Ant Middle said; “While the pandemic may have changed the way that we live and travel in the short term, it has not fundamentally changed the devastating impact of road crashes.

“Let’s not slip back to accepting the traditional causes of loss of life on our roads. Let’s take the opportunity to build a better transport infrastructure with investment focused on resolving the remaining risky roads used by thousands of people every day. Let’s build back safer.”

Notes to editors

Building Back Safer: Making roads fit for 2030 is available here: <https://roadsafetyfoundation.org/building-back-safer-2/> and the interactive map is here: <https://dangerousroads.ageas.co.uk/>

A separate press release focusing on the Major Road Network is available here: <https://roadsafetyfoundation.org/news/>

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About Ageas

Ageas is one of the largest car and home insurers in the UK. They are part of an international group, which is headquartered in Brussels.

Millions of people around the world trust Ageas to protect them. They help motorists, households and businesses across the UK every day with a purpose to understand people and simplify insurance.

As the UK's fifth largest private car insurer, Ageas knows only too well the impact that incidents on the roads can have on their customers, their families and friends, other road users and public services. That is why Ageas has partnered with the Road Safety Foundation since 2012 - helping to make Britain's roads safer for everyone.

To find out more about Ageas Insurance visit ageas.co.uk or see the Dangerous Roads Map at <https://dangerousroads.ageas.co.uk/>

About the Road Safety Foundation (RSF)

The Road Safety Foundation (RSF) is a UK charity, founded in 1986, that aims to help reduce road trauma through employing the Safe System philosophy by:

- Identifying investment packages likely to give high returns and analysing the safety performance of roads over time.
- Providing the approach, tools and training necessary to support road authorities in taking a proactive approach to road risk reduction.
- Undertaking research to progress knowledge and policy.

Over the last 20 years, the charity has maintained a particular focus on safer road infrastructure through the establishment of the European Road Assessment Programme and the development of the International Road Assessment Programme (iRAP) and its protocols for measuring infrastructure safety. The RSF is responsible for supporting the Road Assessment Programme in the United Kingdom, and its work serves as a model of what can be achieved, with key research and innovation being replicated in RAP programmes across the world.

Recently, the charity has:

- Supported DfT's Safer Roads Fund carrying out surveys of the 50 highest risk local 'A' roads in England, training local authorities, and modelling the impact of schemes that together made the £100 million investment portfolio
- Provided support and technical insight to Highways England in their SRN-wide iRAP initiative
- Undertaken an independent review for the Office of Rail and Road into how Highways England prioritises investments to improve safety outcomes on the strategic road network
- Led the Older Drivers Task Force report with government support to develop the national Older Driver Strategy Supporting Safe Driving into Old Age

For more information and our full library visit roadsafetyfoundation.org

Find Road Safety Foundation on social media: The Road Safety Foundation is a UK charity advocating road casualty reduction through simultaneous action on all three components of the safe road system: roads, vehicles and behaviour.

For more information visit [@SafeRoadDesign](http://www.roadsafetyfoundation.org)

Road no.	Road authority/ies (100% unless stated)	Route description	Being addressed through DT's Safer Roads Fund	Road length (km)	Road type	Fatal and adjusted serious crashes (2014-2016)	EuroRAP risk rating (2014-2016)	Fatal and adjusted serious crashes (2017-2019)	EuroRAP risk rating (2017-2019)	Motorcycle involved %	% contribution by crash type 2017-2019					
											Pedestrians / cyclists %	Junctions %	Run-offs %	Head-ons %	Rear end shunts %	Other %
A199	East Lothian	Between the A1 near Dolphingstone Farm and the A1/B6471 west of Haddington	No	11	Single	9	115	17	202	9	72	18	0	9	0	0
A1028	Lincolnshire	Between the A16 and the A158 near Spilsby	No	9	Single	7	189	10	187	13	0	75	13	0	0	13
A683	*Lancashire	Between the A6 in Lancaster and the A65 near Kirkby Lonsdale	Yes	25	Single	20	141	23	162	22	6	33	39	17	0	6
A58	Calderdale (74%) Rochdale (26%)	Between the A646 near Halifax and the A6033 in Littleborough	No	19	Single	13	93	22	161	32	32	16	26	11	0	16
A3057	Hampshire (85%) Southampton (15%)	Between the A303 near Andover and the A33 near Southampton Central railway station	No	37	Single	51	168	52	158	32	37	29	13	8	3	11
A151	Lincolnshire	Between the A15 in Bourne and the A16 near Spalding	No	22	Single	14	97	25	153	17	28	33	22	6	6	6
A82	Transport Scotland (Strategic)	Between the A83 in Tarbet and the A85 near Clifton	No	35	Single	27	188	23	152	67	6	11	11	28	11	33
A3055	Isle of Wight	Between the A3054 near Freshwater and the A3054 in Ryde	No	51	Single	50	177	42	148	21	38	21	24	0	3	14
A671	*Lancashire	Between the A646 near Burnley and Healey Hall Wood	No	18	Single	19	155	19	144	19	25	31	19	0	6	19
A6094	*Midlothian	Between the A7 near Bonnyrigg and the A701 in Leadburn	No	15	Single	15	175	12	142	33	22	33	33	0	0	11

Top 10 persistently higher risk roads

Road no.	Road authority/ies (100% unless stated)	Route description	Being addressed through DfT's Safer Roads Fund	Road length (km)	Road type and primary rurality	Fatal and adjusted serious crashes (2014-2016)	EuroRAP risk rating (2014-2016)	Fatal and adjusted serious crashes (2017-2019)	EuroRAP risk rating (2017-2019)	Motorcycle involved %	% contribution by crash type (2017-2019)					
											Pedestrians / cyclists %	Junctions %	Run-offs %	Head-ons %	Rear end shunts %	Other %
A23	Lambeth	Between the A205 near Streatham Hill and the A235 in Thornton Heath	No	6	Mixed Urban	92	592	68	385	44	53	37	3	0	1	6
A2030	Portsmouth	Between the A3 in Portsmouth and the A288 near Milton	No	5	Mixed Urban	19	199	30	315	14	73	27	0	0	0	0
A23	*Brighton and Hove	Between the A27 near Patcham and the A259 in Brighton and Hove	No	10	Single Urban	49	229	58	281	22	65	35	0	0	0	0
A259	*Brighton and Hove	Between the A293 and Arundel Road	No	8	Mixed Urban	49	247	49	249	42	53	44	0	0	2	0
A205	Richmond upon Thames (58%) Wandsworth (34%) Hounslow (8%)	Between the A3 West Hill and the roundabout with the M4 junction 1 and the A4	No	9	Single Urban	43	214	50	230	42	52	40	0	0	2	6
A270	*Brighton and Hove	Between Lewes Road Cemetery and Stoney Lane	No	12	Mixed Urban	44	198	48	229	31	62	31	0	2	2	2

Table of six of the persistently highest risk roads on the MRN