

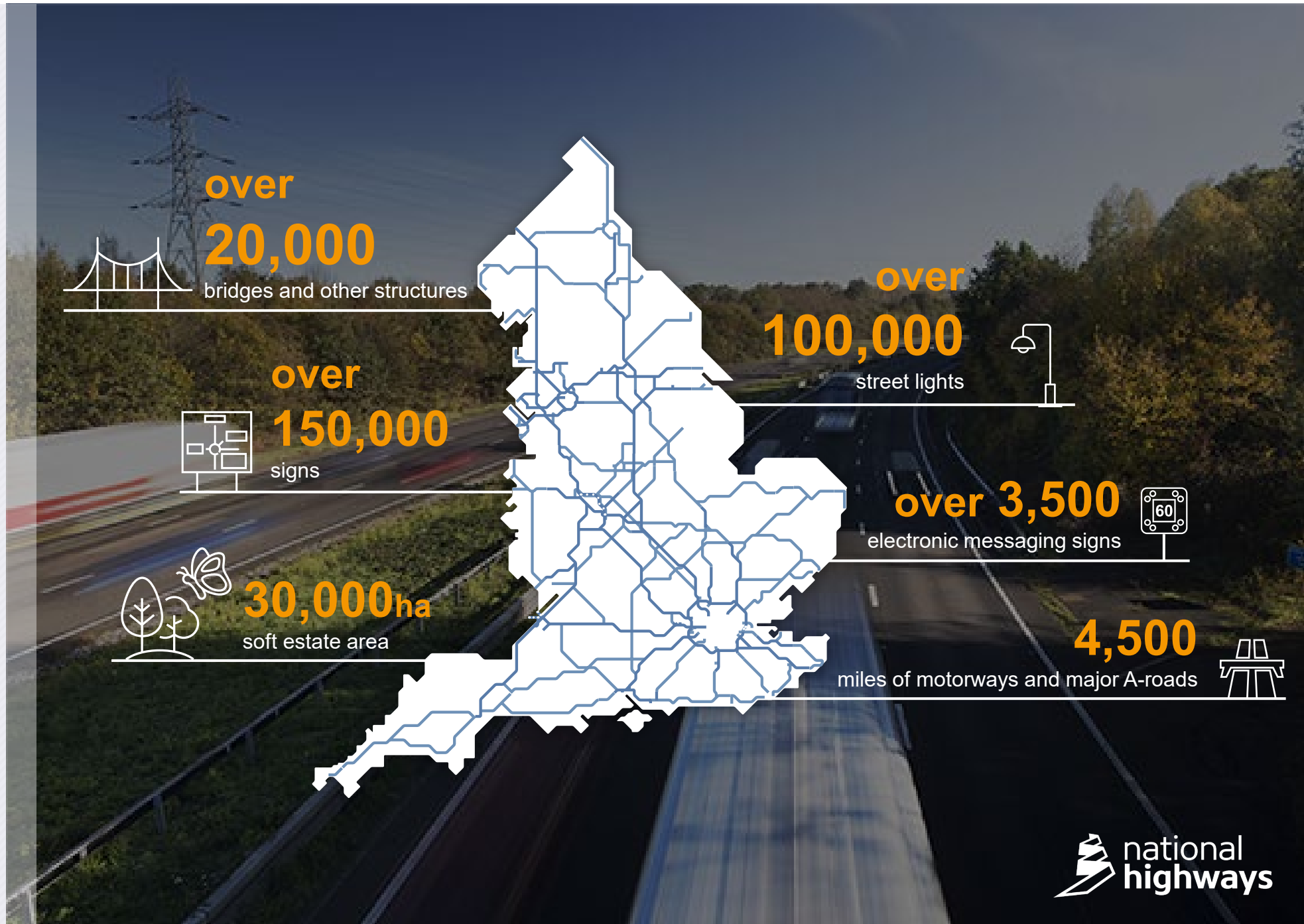
# Data For Policy

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**Analysts & Insights**  
**Road Safety Division**

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## Our road network

We manage and improve over 4,500 miles of motorways and major roads in England known as the strategic road network.





# People rely on our roads

To connect people and to drive the economy

**95**



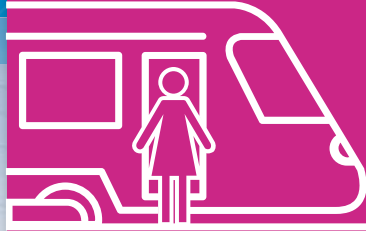
billion miles  
travelled on the  
SRN every year



Carrying

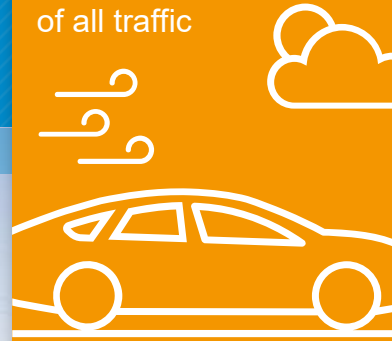
**3x**

more people than  
the UK rail network



**34%**

of all traffic



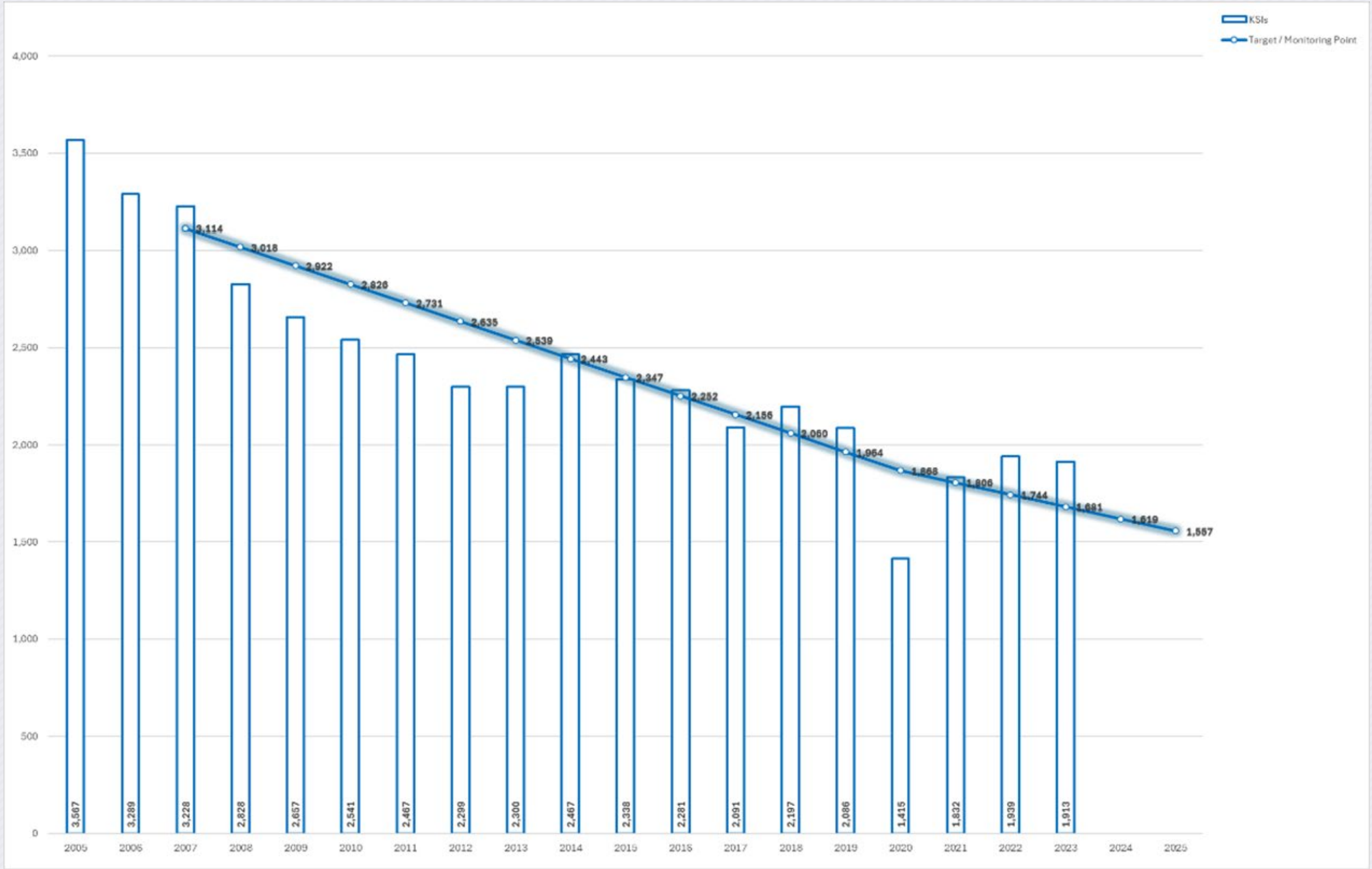
and

**68%**

of all freight

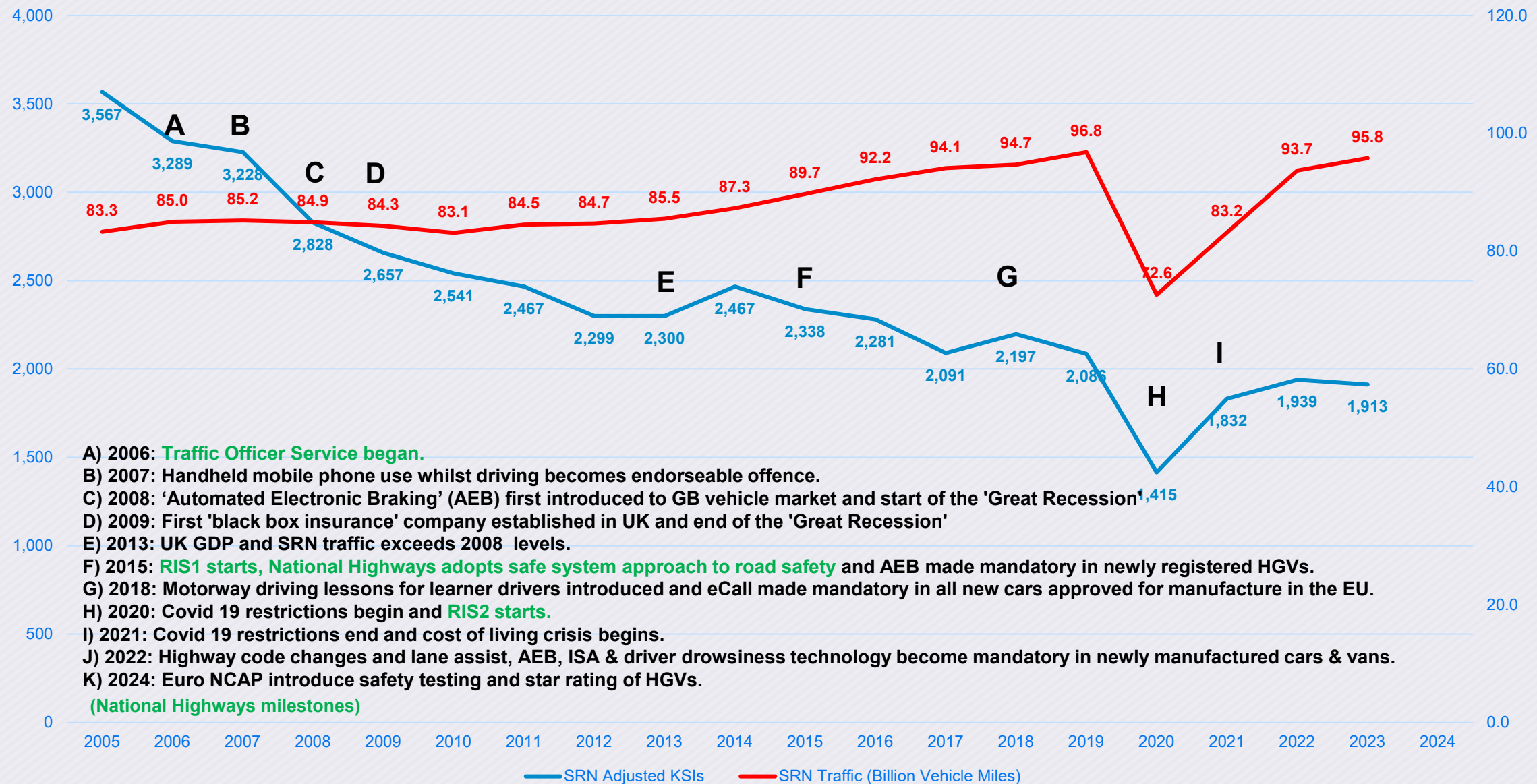


# Killed and seriously injured (KSI) - The SRN Challenge

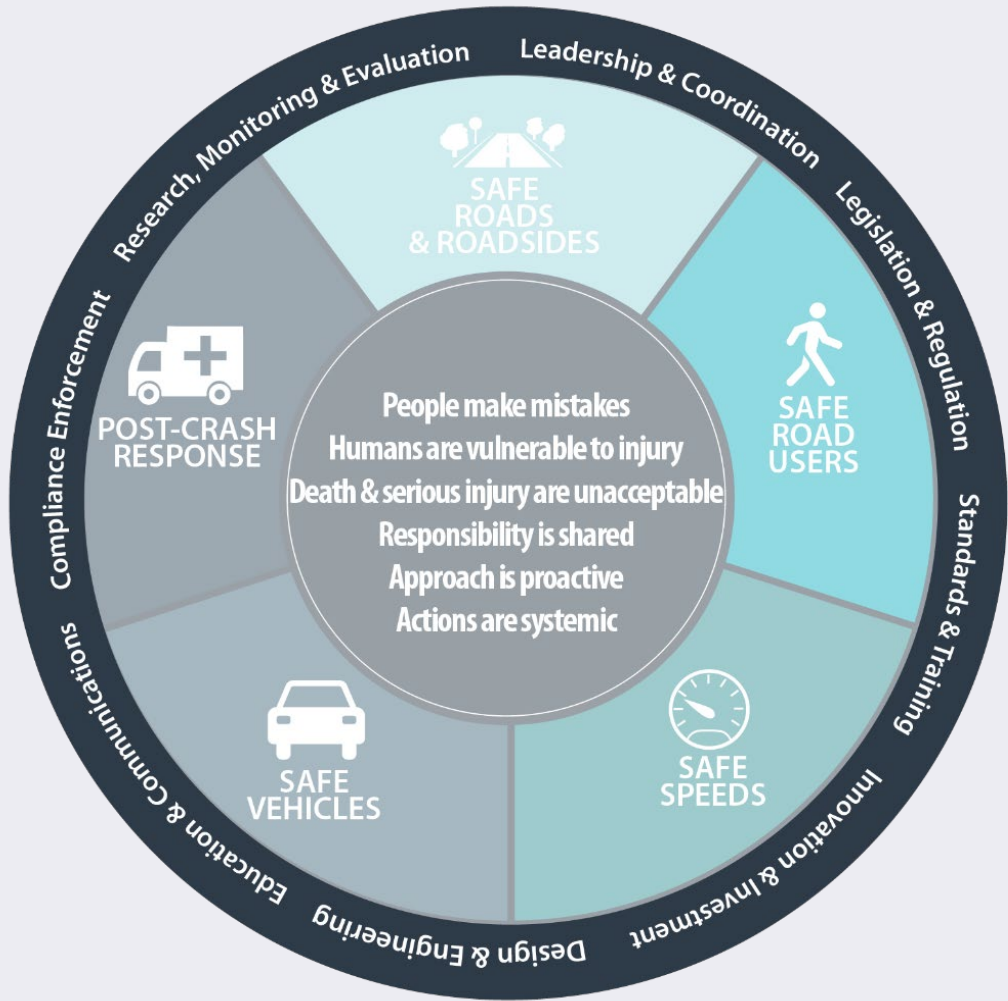




# SRN KSI Figures & Road Safety Policy Milestones & Events (since 2005)



# The Safe System approach

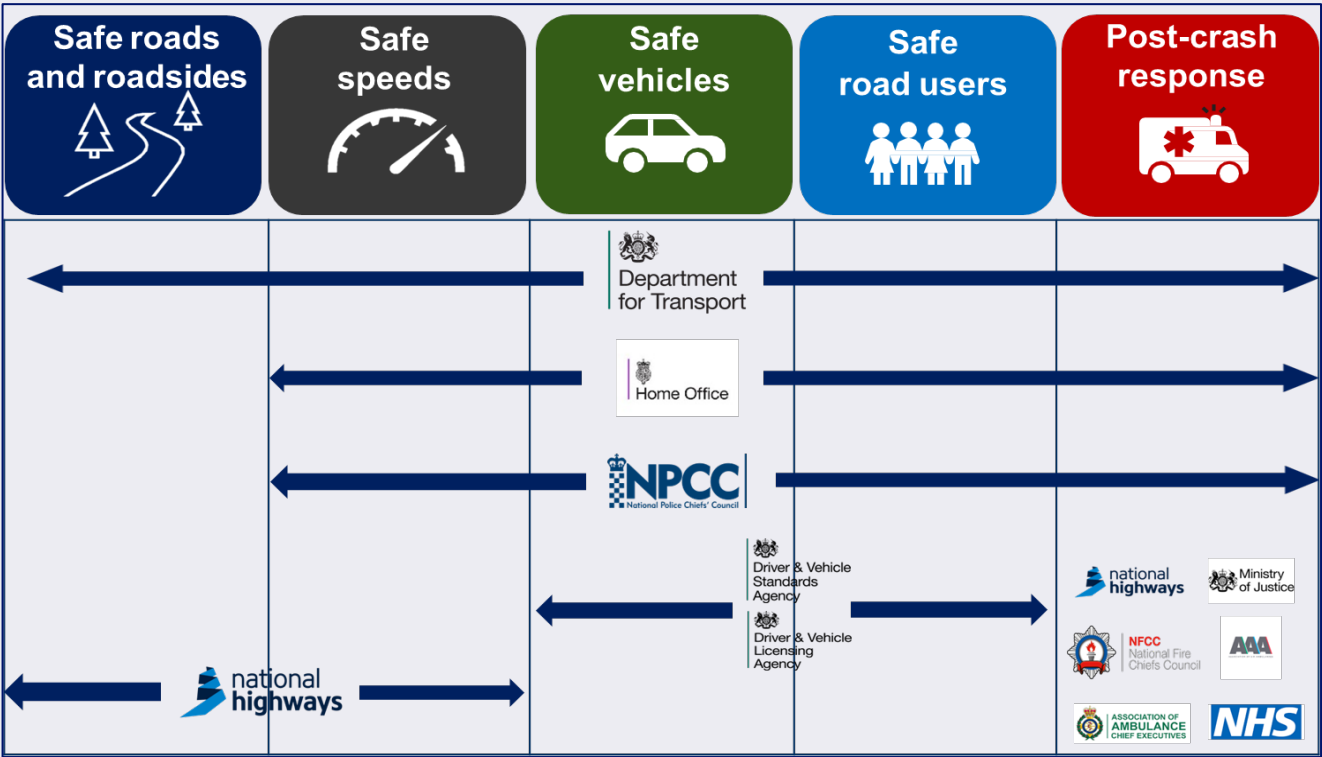


In 2015, we adopted the latest road safety good practice, the **Safe System approach**. This approach to road safety management is based on the principle that **our life and health should not be compromised by our need to travel**.

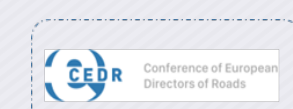
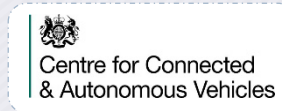
The Safe System **considers how roads, vehicles, people, speeds, and post-collision care come together in the way we manage and improve safety**.

As a highway authority we are responsible for the infrastructure elements, with some part to play across all other aspects of the system.

We acknowledge within the Safe System approach, that we have a **shared responsibility with other organisations and partners to prevent deaths and serious injuries on our roads**.



# Indicative road safety stakeholders



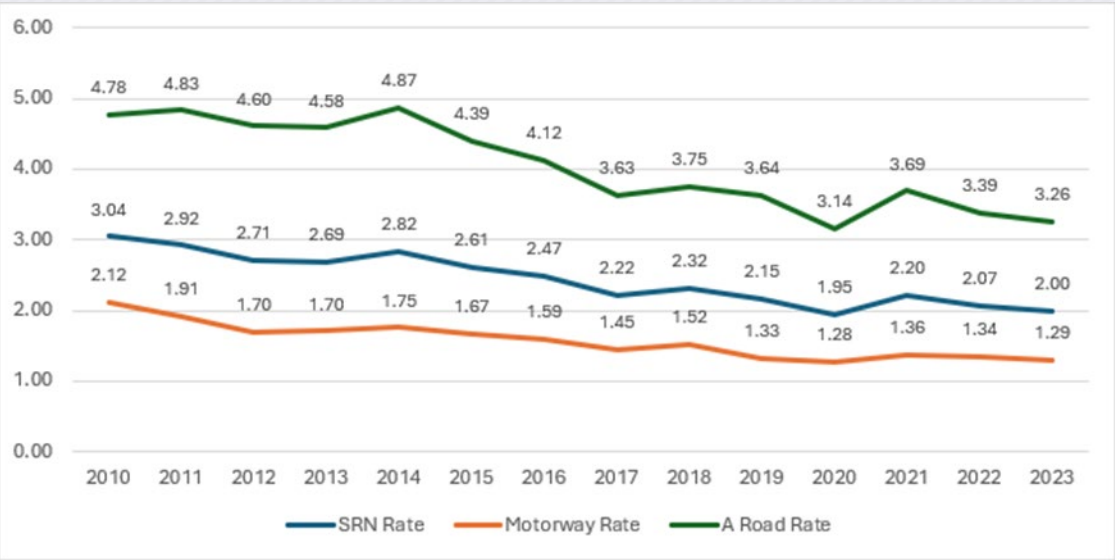


# Comparison between different road types on the SRN

Motorways are the safest roads on the SRN with a KSI rate of 1.29 KSIs per hundred million vehicle miles (HMVM).

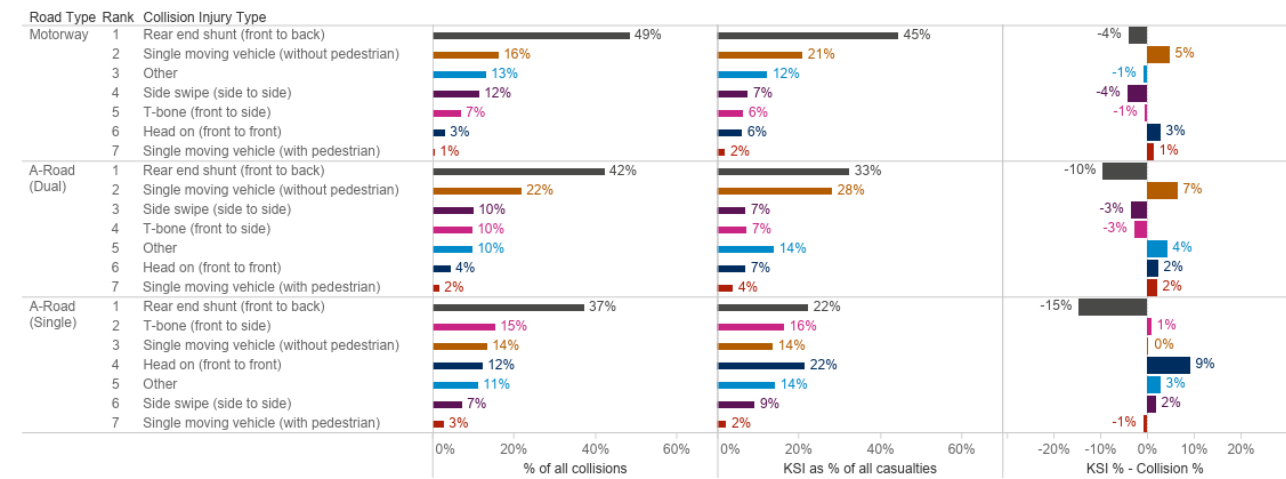
A-roads on the SRN had a rate of 3.26 KSIs per HMVM meaning a person travelling on a A-road in 2023 was two and a half times more likely to be killed or seriously injured than on an equivalent journey on a motorway.

KSIs	2022	2023	Difference
Motorways	803	793	-10 (-1.2%)
APTR dual carriageway	794	728	- 66 (-8%)
APTR single carriageway	342	391	+49 (+14%)



## Collision Type Analysis

Comparing percentage collisions with percentage KSI in 2022



- Head on collisions are the fourth most common type of collision on single carriageway A-roads, representing 12% of collisions.
- These result in the second most number of deaths and serious injuries on this type of road at 22%.



# Prioritising our A-roads

The KSI rate per HMVM of traffic on our single carriageway A-roads is 2.5 times that of our dual carriageway A-roads and have lower iRAP star ratings.

We used both STATS19 and iRAP to undertake an analysis to identify locations on the SRN with the highest casualty reduction potential and worked with our regional teams to identify additional safety schemes which could be delivered on top of the existing safety programme.

The main focus of these additional schemes has been on single carriageway A-roads and the proposed schemes include:

- enhancements to signage
- road markings,
- pedestrian crossings and
- speed management (subject to consultation).



On the A417 between Nettleton to Birdlip Hill, between 2017-2021, five serious collisions were recorded involving a vehicle crossing the road's dashed centre line.

We've replaced the existing dashed line with a continuous double white centre line.

This safety enhancement will help discourage overtaking manoeuvres.



The A47 Acle Straight in Norfolk is a single carriageway all purpose trunk road subject to a national speed limit (60mph). Between 2017 and 2021, 54 collisions were recorded with 138 casualties.

We are introducing a 50 mph limit, average speed cameras and average speed check signage.

# Other ways our data is influencing policy

As of 2022 STATS19 indicated that a minimum of 28% of casualties were travelling for work purposes, with the figure higher for motorways at 31%.

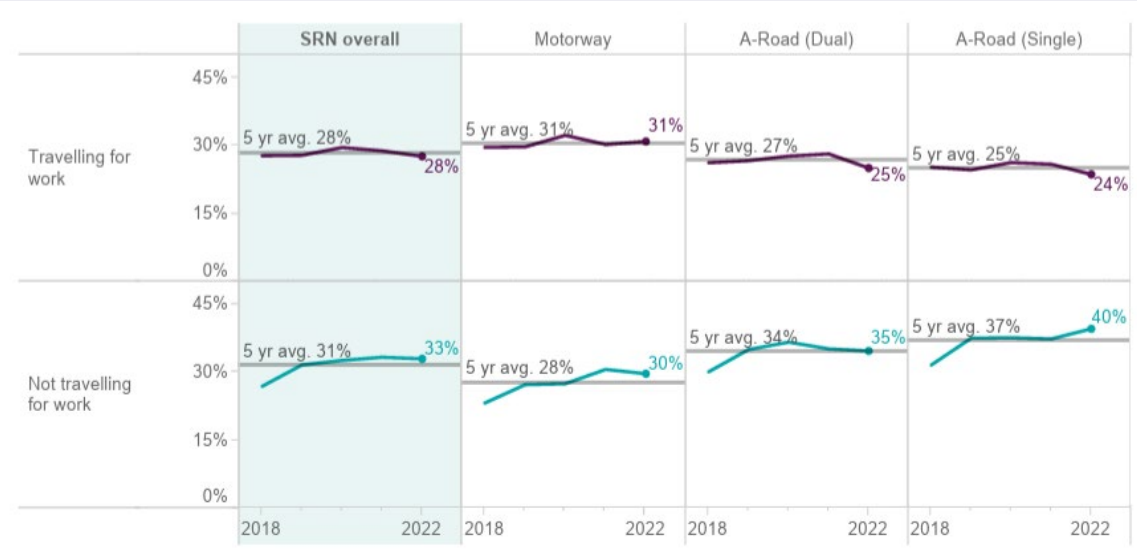
## Driving for Better Business (DfBB)

Our DFBB programme is available for free for any business or employer to help reduce their work-related risk and to improve safety, efficiency, and sustainability.

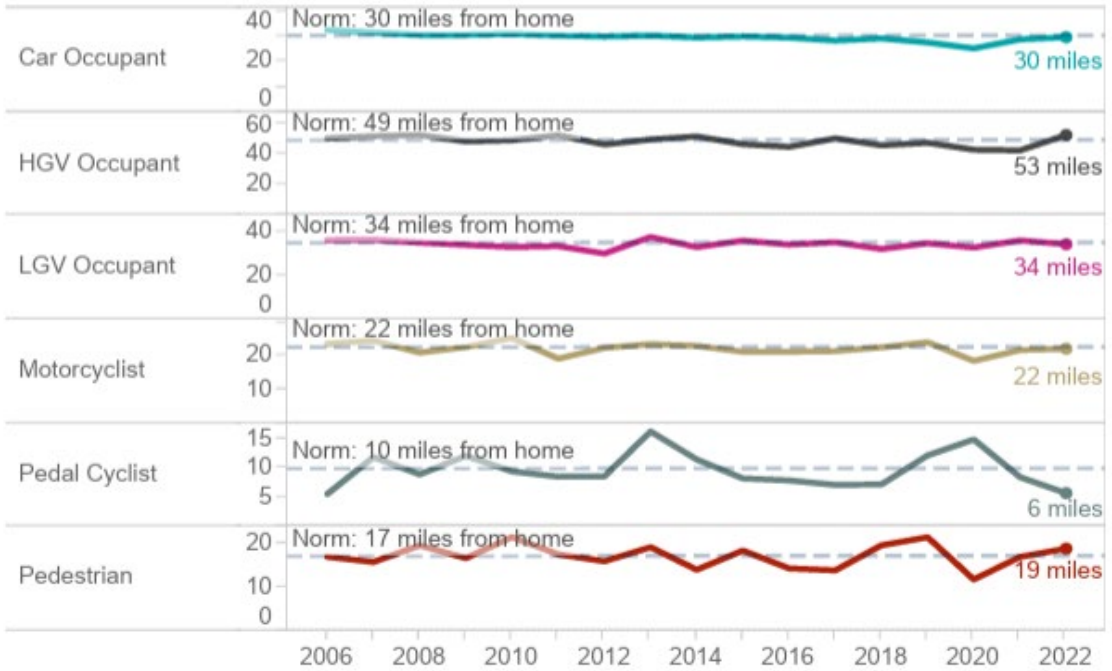
Since the programme was set up it has influenced over five million drivers and has delivered significant safety benefits by reducing the number of collisions.

## Commercial Vehicle Incident Prevention programme (CVIP)

This programme is responsible for identifying the key causes of incidents involving commercial vehicles, such as HGVs, and advising on appropriate interventions to help reduce such incidents.



All casualties by Casualty Type





# Other ways our data is influencing policy

## National Highways Campaigns

The National Highways T.R.I.P. road safety campaign

T – Top

R – Rest

I – Inspect

P - Prepare

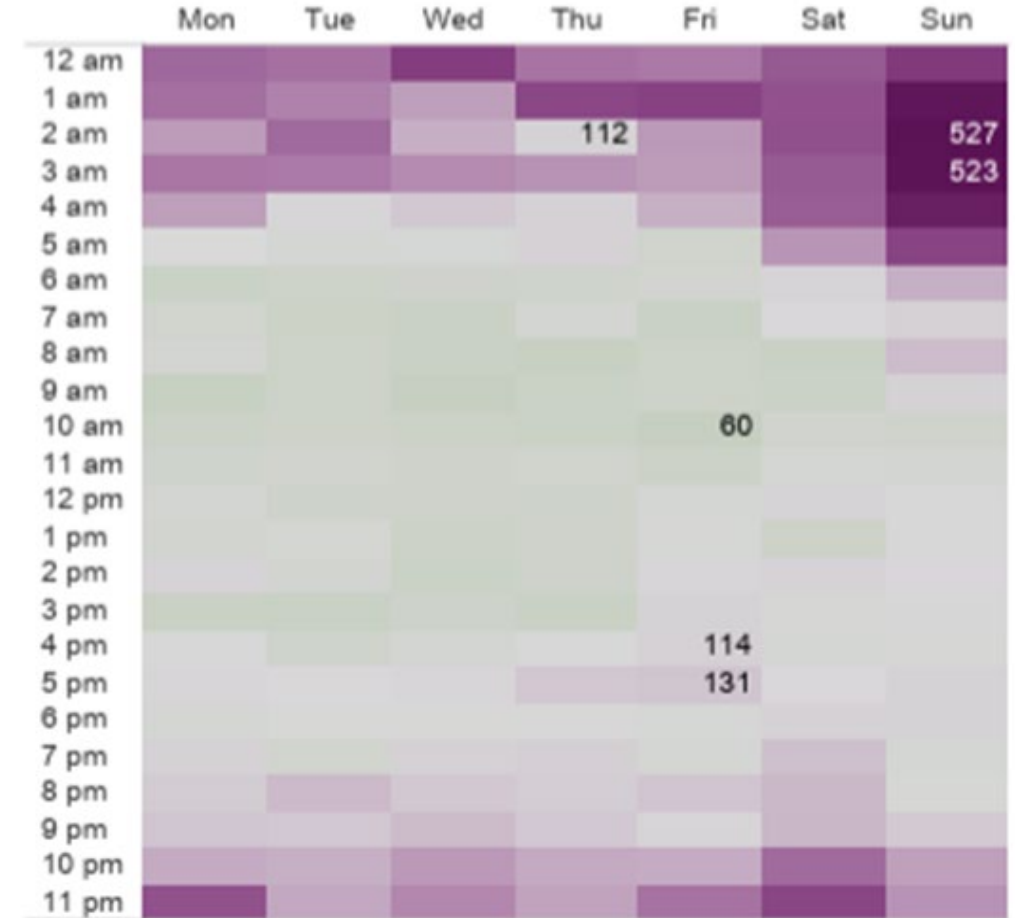


## What are the risks of not taking regular breaks?

- Falling asleep at the wheel
- Your ability to detect threats decreases, and your reaction time increases.
- Negative effects on your mood and behaviour behind the wheel.

The risk of being in a serious or fatal collision for each is more than 5 times greater between 2am and 4am on a Sunday morning than travelling in traditional peak hours.

## FSC in proportion to traffic share (index base: 100)



# Other ways our data is influencing policy

## Age is a factor in collision casualty outcomes

- From the age of 45 the likelihood of a collision resulting in a casualty being killed or seriously injured increases,
- Those over the age of 75 most likely to die or be seriously injured if they are involved in a road traffic collision.

## The Office for National Statistics forecasts:

- The number of people in the UK is expected to increase from 67 million in 2020 to 69 million in 2030, with a
- 2.3 million increase in those aged 66 or older.

## The National Travel survey estimates:

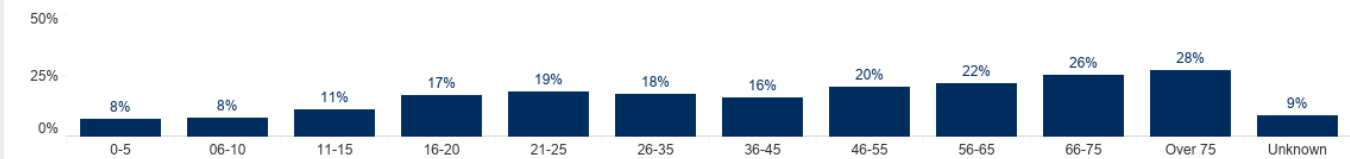
- 84% of adults aged 60 to 69, and 73% of adults aged 70 and over hold a driving licence.
- Both these figures have increased since 2012, from 80% and 59% respectively.

### Deaths and serious injuries on the Strategic Road Network (SRN) by age groups

KSIs by age group 2005-2022



2022 Deaths and serious injuries as a percentage of age group casualties





## Contact information

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