

ROAD TYPES

RURAL ROADS ARE THE MOST DEADLY

The majority of traffic fatalities occurred on rural roads in most countries.

Inappropriate and relatively high speeds are characteristic for many rural roads. Lack of physical separation of lanes, numerous intersections, poorly maintained roadsides and mixed traffic including vulnerable road users combined with speeding also increase the occurrence of road crashes as well as their severity.

In 2018, road fatalities on rural roads represented between 36% (Portugal) and 73% (New Zealand) of all road deaths (Figure 13). Between 2010 and 2018, for the 22 countries for which data are consistently available, the number of road deaths declined slightly more on rural roads (-26%) than on urban roads (-20%).

Safety on urban roads and streets is a growing issue.

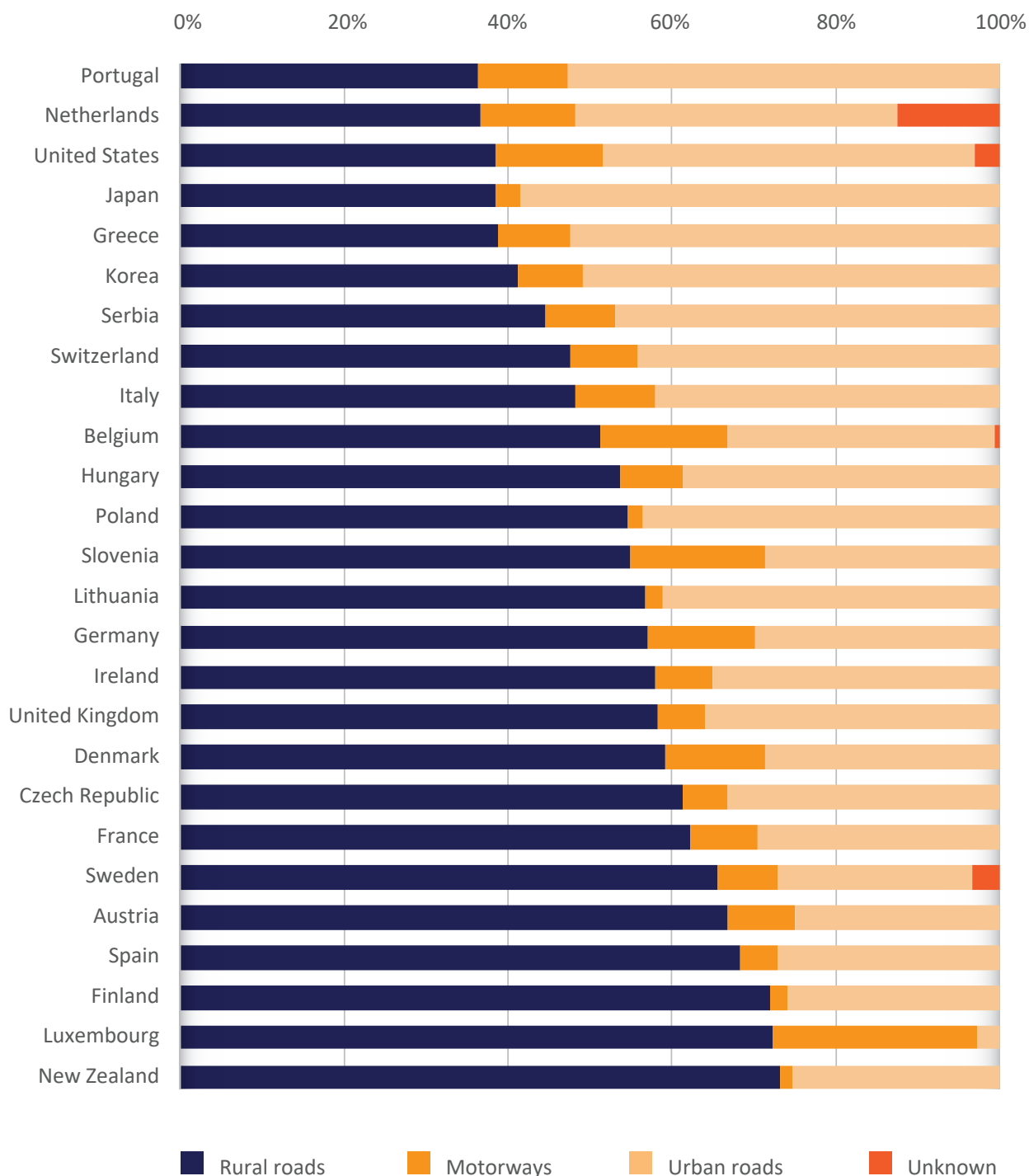
This is the case for vulnerable road users in particular, who represent between 77% and 94% of road fatalities in the six most densely populated cities participating in ITF's Safer City Streets Network. Even though the most severe crashes occur on rural roads, urban roads and streets account for a high share of serious road injuries. With the growing popularity of cycling, the number of serious cycling injuries increased in 11 out of 17 cities between 2010 and 2018, as a new ITF report shows. The rise of new mobility forms also creates new challenges for city authorities and requires adequate responses, for instance with regard to road infrastructure.

Motorways are the safest roads.

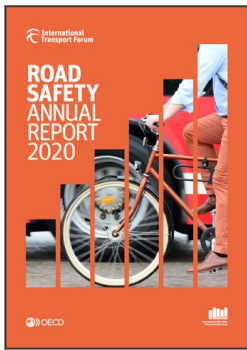
The risk of dying in a motorway crash is two to eight times less per kilometre driven than across the whole road network in the 11 countries for which traffic data and fatality data are available by type of road (Table 5). However, the reduction of road fatalities was lower on motorways than on other road types during the 2010-18 period. In nine countries the number of persons killed on motorways increased, although in most of them this was related to the expansion of the motorway network.



Figure 13. Repartition of road deaths by road type, 2018



Note: Data from Argentina, Australia, Chile, Iceland, Israel, Korea, Netherlands and Norway are not available.



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