

IMPROVED ROADS

Improved roads are those where there has been a significant reduction in the number of fatal and serious collisions over time. Only 2% of the roads analysed this year qualified.

The top ten are shown in Table 1. On these alone, the number of fatal and serious collisions has almost halved from 603 to 288, a total saving of over 300 in the last 3 years. Eight of the ten listed are primary A roads.

Consultation with road authorities on those road sections listed show that the majority have been subject to basic measures such as improvements to existing signing, lining and markings. Seven of the 10 road sections have also resurfaced parts of the route, implementing high-friction anti-skid surfacing particularly on bends and at junctions. Changes to the way in which junctions are designed and laid out have also played a role.

The most improved road in this year's analysis is the A40 from Llandovery to Carmarthen, a rural single carriageway primary A road runs parallel to the Brecon Beacons National Park. The road's alignment and gradient varies long its length, with straight, bendy, flat and hilly sections. The only speed restrictions are where the road passes through villages. It has seen an 81% drop in the number of fatal and serious collisions in the last 3 years, an overall saving of 44 lives. A package of measures including resurfacing, junction improvements and village gateway treatments to provide motorists with a reinforced message that they are moving into a more built-up part of the road network has contributed to the reduction in collisions.

Table 1. Britain's most improved roads (2002-2004 vs. 2005-2007)

Road No.	Description	Region/country	km	Road type ¹	No. F&S collisions 2002-04	EuroRAP Risk Rating ² 2002-04	No. F&S collisions 2005-07	EuroRAP Risk Rating ² 2005-07	% decrease in no. F&S collisions	Measures implemented include
A40	Llandovery - Carmarthen	Wales	43	Single	54	93.21	10	32.94	-81	Resurfacing, anti-skid surfacing, drainage improvements, junction improvements, village gateway treatments
A12	M25 J28 (Brentwood) – Chelmsford	E	30	Dual	100	47.16	43	21.21	-57	Resurfacing, removal of nearside lane to 2-lane throughout, introduction of hard shoulders, improvements to slip road, lighting
A3055	Totland – Ryde	SE	49	Single	44	156.26	19	66.03	-57	Reduced speed limits, improved signing and markings at junctions, bend realignment, speed reactive signing, pedestrian crossing facilities, anti-skid surfacing
A1079	Market Weighton - Hull	Y&H	28	Mixed	37	92.20	16	36.47	-57	Fixed and mobile safety cameras, targeted police enforcement, signing and lining
A92	A91 – Stonehaven	Scot	101	Mixed	66	71.26	30	31.56	-55	Resurfacing, anti-skid surfacing, drainage improvements, signing, lining and traffic signal improvements, village gateway treatments, pedestrian crossing facilities
A142	Newmarket – A141	E	38	Single	48	97.13	25	45.96	-48	Speed limit reduction, resurfacing, junction improvements, Fordham bypass, improved signing, road markings and lighting
A590	M6 J36 – Barrow in Furness	NW	52	Mixed	58	53.25	33	30.61	-43	Improvements to junction design including the prohibition of dangerous turning movements, anti-skid surfacing, signing and lining, fixed speed cameras
A12	Ipswich – Lowestoft	E	65	Mixed	61	55.45	35	32.00	-43	Speed limit reduction, fixed speed camera, signing and lining, junction improvements, anti-skid surfacing
M40	J9 (Bicester) – J15 (Warwick)	EM/S E/WM	55	M'way	66	12.71	39	7.64	-41	Junction improvements(J15), signing, lining, resurfacing, lane widening
A6	Derby - Buxton	EM	56	Single	76	112.77	47	72.97	-38	Resurfacing, anti-skid surfacing, signing and lining, pedestrian crossing facilities, speed cameras, motorcycle awareness campaigns

Ranked by percentage reduction in the number of fatal or serious (F&S) collisions between 2002-04 and 2005-07; significant reduction at the 98% level; section lengths are greater than 5km; minimum number of 8 F&S collisions 2002-04; minimum collision density of 1 F&S/mile 2002-04; ¹ Road type accounting for at least 80% of the road section; ² EuroRAP Risk Rating based on the number of fatal or serious collisions per billion vehicle kilometres travelled: green (low risk), yellow (low-medium risk), orange (medium risk), red (medium-high risk), black (high risk); measures implemented based on road authority responses to pre-publication consultation.