

HIGH RISK ROADS WITH MOTORCYCLES

Roads listed in Table 3a are the top ten high (black) or medium-high (red) sections in the latest data period (2005-2007) where at least one-third of collisions resulting in death or serious injury involved a motorcyclist. The majority of those below are also listed as persistently higher risk in Table 2. The engineering, enforcement and education measures suitable for motorcycle crashes may not be the same as those for other road users so it is important to know where motorcycles contribute disproportionately to overall risk.

Motorcyclists are more likely to be killed in road crashes than other road users. They account for just two per cent of road travel but 16% of all road deaths. Bikers are four times more likely to be killed in a road crash than pedal cyclists and 30 times more likely than car occupants.

Nearly three-quarters of all deaths and serious injuries involving a motorcyclist in the latest data occurred on single carriageways, typically in rural settings through, or on the way to national parks and coastal areas. 11% occurred on dual carriageways, and just 6% on motorways.

The A537 Macclesfield to Buxton road is a popular tourist route, attracting leisure motorcyclists, many from outside of the area. Of the 27% fatal and serious collisions between 2005-2007, over two-thirds involved a motorcyclist, nearly three times the average on the motorway and A road network. Cheshire County Council has been one of the first authorities in Europe to introduce motorcycle-friendly crash barriers and will shortly introduce average speed limit cameras along the length. When collisions involving motorcyclists are removed, the A537 becomes one of the lowest risk roads in the country.

Table 3a. Britain's highest risk roads with high numbers of fatal and serious collisions involving motorcyclists (2005-2007)

Road No.	Description	Region/country	km	Road type ¹	No. F&S collisions involving motorcyclists	% of F&S collisions on section	% change in F&S collisions involving motorcyclists (2002-04 vs. 2005-07)	EuroRAP Risk Rating ² (all vehicles)	Contribution to EuroRAP Risk Rating from motorcyclists	% of motorcycle collisions by collision type ³				
										Junctions	Head-ons	Run-offs	Pedestrians/cyclists	Other
A537	Macclesfield - Buxton	NW	12	Single	18	67	20	464.01	309.34	28	11	11	0	50
A686	Penrith - Haydon Bridge	NE/NW	58	Single	23	66	-15	327.42	215.16	17	22	39	0	22
A5012	A515 - A6	EM	15	Single	11	79	38	251.23	197.39	18	27	9	9	36
A621	A619 - Totley	EM	9	Single	9	75	-31	235.60	176.70	44	33	11	0	11
A54	Congleton - Buxton	NW	24	Single	11	55	0	199.74	109.86	18	45	18	0	18
A5004	Whaley Bridge (A6) - Buxton	EM	12	Single	7	47	0	224.56	104.80	0	14	29	0	57
A161	Goole - A18	Y&H	23	Single	6	46	-25	169.65	78.30	50	0	50	0	0
A255	Margate - Ramsgate	SE	8	Single	7	39	0	186.61	72.57	43	14	0	14	29
A40	Llandovery - A479	Wales	53	Single	17	55	55	131.34	72.03	35	24	12	0	29
A683	Lancaster - Kirkby Lonsdale	NW	26	Single	10	48	-17	114.60	54.57	30	10	20	0	40

Ranked by contribution to total risk from collisions involving motorcyclists 2005-07; no significant reduction in the number of F&S collisions involving motorcyclists between 2002-04 and 2005-07; section lengths are greater than 5km; minimum of 6 F&S collisions involving a motorcyclist in both periods; minimum collision density (all vehicles) of 1/mile 2005-07; EuroRAP Risk Rating (all vehicles) medium-high (red) or high risk (black) in 2005-07; % total F&S collisions involving motorcyclists >33% in both periods; ¹Road type accounting for at least 80% of the road section; ²EuroRAP Risk Rating based on the number of F&S collisions/billion vehicle kms travelled;

³Percentages may not sum due to rounding