

## HIGH RISK ROADS WITHOUT MOTORCYCLES

Roads listed in Table 3b are the top ten highest risk (black and red) sections when collisions involving motorcyclists are excluded. These reveal those roads away from 'scenic' routes typical of those in the previous list.

The contribution of the main crash types to the total number of fatal and serious collisions on each section are shown. The high proportion of crashes at junctions and those involving pedestrians and cyclists indicate that these routes run through more built up areas such as villages and the outskirts of towns. Such routes tend to carry high traffic flows, a mix of road users and increased complexity of road features, such as the number and type of junctions. Junction accidents are often high speed and pedestrians and cyclists mix frequently with motorised traffic.

Nine out of the ten roads listed are county A roads. With a greater occurrence of small built-up areas regionally, risk on these routes is 30% higher than on the strategic primary A route network.

Heading this list is the A675 Higher Walton to M65 J3 to the south west of Blackburn. The 7km single carriageway passes through both rural and village environments, with speed limits of 30, 40 and 60mph along its length. It is an important commuter route with access to the M65 and Preston. Crashes involving non-motorcyclists account for 69% of those seen on the route during 2005-2007, representing an increase of 50% in the previous three year data period. The majority of crashes occur at junctions.

**Table 3b. Britain's highest risk roads when collisions involving motorcyclists are removed (2005-2007)**

Road No.	Description	Region/country	km	Road type <sup>1</sup>	No. F&S collisions not involving motorcyclists	% of F&S collisions on section	% change in F&S collisions not involving motorcyclists (2002-04 vs. 2005-07)	EuroRAP Risk Rating <sup>2</sup> (all vehicles)	Contribution to EuroRAP Risk Rating from non-motorcyclists	% of non-motorcycle collisions by collision type <sup>3</sup>				
										Junctions	Head-ons	Run-offs	Peds/cyclists	Other
A675	Higher Walton - M65 J3	NW	7	Single	9	69	50	275.71	190.87	56	22	0	11	11
A530	A525 - Nantwich	NW	13	Single	14	78	56	212.54	165.31	29	0	7	29	36
A675	M65 J3 - Bolton	NW	13	Single	15	88	-6	159.74	140.95	20	40	27	7	7
A126	A13 - Tilbury	E	13	Single	22	69	47	197.70	135.92	32	5	5	36	23
A930	Monifieth - A92	Scot	10	Single	8	89	-20	140.84	125.19	25	0	13	63	0
A5004	Whaley Bridge (A6) - Buxton	EM	12	Single	8	53	33	224.56	119.77	38	13	38	0	13
A255	Margate - Ramsgate	SE	8	Single	11	61	57	186.61	114.04	9	0	0	91	0
A6135	M1 J36 - Ecclesfield	Y&H	8	Mixed	10	83	67	135.01	112.51	30	10	20	30	10
A269	A271 - A259	SE	10	Single	11	100	38	111.67	111.67	55	27	9	9	0
A61	Barnsley - Wakefield	NW	10	Single	17	85	42	111.65	111.65	42	8	17	17	17

Ranked by contribution to total risk from collisions involving non-motorcyclists 2005-07; contribution to total risk from collisions involving non-motorcyclists greater than average in both periods; no significant reduction in the number of F&S collisions involving all vehicle or non-motorcyclists only between 2002-04 & 2005-07; section lengths are greater than 5km; minimum of 6 F&S collisions involving a non-motorcyclist 2002-04, 5 in 2005-07; minimum collision density (non-motorcyclists) of 1/mile in 2005-07; EuroRAP Risk Rating (all vehs) medium-high (red) or high risk (black) in both data periods; <sup>1</sup> Road type accounting for at least 80% of the road section; <sup>2</sup> EuroRAP Risk Rating based on the number of F&S collisions/billion vehicle kms travelled; <sup>3</sup> Percentages may not sum due to rounding.