



THE ADVENTURE BUSINESS UPDATE

Best and Worst UK Caravan & Motorhome Routes (2019–2024)



1. Accident & Incident Rates on UK Caravan Routes

National Trends: Caravan and motorhome travel is generally very safe – in 2019 only ~0.05% of injury crashes involved a car towing a caravan and motor caravans made up just 0.2% of accidents ([Safety data - European Caravan Federation \(ECF\)](#)).

However, incidents spike during peak holiday months.

Nearly half of all caravan-related insurance claims occur in the summer, with 20% in August alone ([UK insurance data shows caravan-related accidents peak in August](#)).



The UK saw 5,480 towing incidents on motorways and major A-roads in 2013 (75% of those between April–Sept) ([Are you 'Fit to Tow' this summer? - GOV.UK](#)), reflecting increased summer traffic.

Common causes include mechanical and driver issues – overloaded trailers, underinflated or aged tyres, mismatched tow vehicles, and poor towing techniques often lead to tyre blowouts or instability.

High winds are a hidden hazard; in one extreme 2024 case, a [family's motorhome was blown off a hill by a 70 mph gust on a Highland route](#), rolling down a slope (miraculously with no serious injuries).

Accident Hotspots

Certain roads pose outsized risks for caravans.

A Freedom of Information study in Devon & Cornwall found 52 collisions involving caravans over three years, with many on busy holiday corridors ([New figures reveal caravan crashes in Devon & Cornwall - Radio Exe](#)).

Notably, six crashes were on the A38, four on the A30, and three on the M5 – major routes to the South West.

About 40% of caravan crashes in that region happened on minor “unclassified” roads, where tight bends and rural hazards are common.

Analysis by the Road Safety Foundation echoes this: Britain's local rural roads are 4× more dangerous than motorways and trunk roads ([News | Insurance Factory](#)).

In fact, **60% of UK road fatalities occur on rural roads** (often the winding routes caravanners favour). Roads with many sharp turns, narrow sections, or steep grades see more caravan incidents.

For example, Porlock Hill (A39) in Somerset – the steepest A-road in the UK at 25% – has “numerous accidents” due to its gradient ([Porlock Hill - Wikipedia](#)), and caravans are strongly advised to avoid it.

Similarly, in mountainous areas like the Lake District and Scottish Highlands, hairpin passes and sudden inclines contribute to higher accident and breakdown rates (often requiring



THE ADVENTURE BUSINESS UPDATE

mountain rescue assistance for stuck drivers ([Even Alfred Wainwright Described This Lethal Route As 'Heartstopping'](#)).

Often the road itself is the trigger – for instance, abrupt crosswinds on exposed highways can destabilise large caravans, and lack of visibility on twisty lanes leads to collisions.

Safety Insights

Motorways are still the safest for caravanners because they are made for faster speeds and have fewer sharp bends. The beautiful back roads are more dangerous.

Police and insurers urge caravan drivers to be extra vigilant on unfamiliar rural routes, especially in wet or windy weather.

Simple steps like careful loading (to avoid sway) and keeping speeds moderate greatly reduce incident rates.

Most caravan mishaps are avoidable with proper maintenance and driving within limits.

In short, the data shows that **peak-season tourist traffic + challenging roads = higher accident likelihood**, making route choice and preparation key for safe caravan adventures.

2. Road Conditions & Suitability for Caravans

Road Quality

The UK's main highways (motorways and primary A-routes) generally offer good surface quality, clear signage, and wide lanes – all beneficial for caravan and motorhome drivers.

These roads are engineered for heavy vehicles, so gradients are gentle and curves are smooth. The government has invested in improving major routes (e.g. £100 million targeted at 50 high-risk A-roads ([News | Insurance Factory](#))) which has helped safety.

By contrast, many rural and scenic routes are narrower, bumpier, and less well-marked.

Local councils report that potholes and wear on minor roads remain an issue (the AA handled over 631,000 pothole-related breakdowns in 2023, a five-year high ([Condition and](#)



THE ADVENTURE BUSINESS UPDATE

[maintenance of Local Roads in England](#)) – a jarring pothole can destabilise a towed caravan.

High hedges and blind corners on country lanes (common in regions like Devon) also make manoeuvring a large caravan tricky ([Devon help us | Roads.org.uk](#)). The diagram below illustrates how road risk increases on smaller roads:

([Most Dangerous Roads in the United Kingdom Infographic - Teletrac Navman UK](#)) *Counties with the most dangerous roads in the UK.*

Red areas have the highest serious accident rates per population (often rural counties).

Local A-roads maintained by councils are four times more hazardous than strategic highways, underscoring the gap in road standards.

Signage & Guidance



The UK uses specific signage to warn or redirect large vehicles. “[No Towed Caravans](#)” signs ([red circle with a caravan symbol](#)) are posted at the start of roads deemed unsuitable – for example, A629 Sutton Bank (North Yorkshire) has prominent signs banning caravans due to its 25% slope and hairpin bend ([No caravans on Sutton Bank!! - Club Together](#)).

Some regions have innovative systems

Devon classifies minor roads by colour-coded fingerposts – blue-bordered signs mark routes *not* advised for caravans (okay for cars/light vehicles) ([Devon help us | Roads.org.uk](#)), and brown signs indicate even narrower lanes only for cars.

This helps drivers avoid getting stuck in Devon’s single-track lanes. Warning signs for steep gradients (e.g. “25% incline ahead”) and low bridge heights are also crucial for caravans/motorhomes.

Most popular touring areas are fairly well signed; for instance, approaching Porlock Hill, there are multiple warnings and even an alternate toll road to avoid the extreme hill.



Nevertheless, navigating rural Britain sometimes requires advance planning – drivers share tips about using HGV sat-navs or online maps to check for weight limits en route ([Weight restrictions on roads and bridges — Club Together](#)).

Weight limits are another concern

Many old bridges and small roads have 3-tonne or 7.5-tonne weight restrictions, which can affect larger motorhomes (often ~3.5 t).

A motorhomer noted having to reroute when a village had 3 *tonne* limits on all access roads. Awareness of such restrictions (often signposted last-minute) is important to avoid fines or getting stranded.

Accessibility

Overall, access for caravans and motorhomes is excellent on the UK's main tourist routes. National parks and tourist regions usually have recommended caravan routes, which avoid the worst roads.

For example, Snowdonia's A5 and A487 provide access through the park on good roads, whereas a tiny backroad up Snowdon's slopes would be ill-advised.

Many scenic coastal areas (Cornwall, North Coast 500 in Scotland, etc.) have seen infrastructure improvements due to their popularity.

That said, "shortcuts" can be deceiving – taking a narrow B-road to save 5 miles might lead to tight squeezes or no turnaround for a big camper.

Planning is key

Government travel sites and clubs (Caravan and Motorhome Club, Camping and Caravanning Club) publish caravan-friendly route guides to steer drivers along safe paths.

Modern GPS often has settings for avoiding narrow roads; using these or dedicated caravan navigation apps can help.



THE ADVENTURE BUSINESS UPDATE

In summary, Britain's road conditions range from smooth dual carriageways to twisty one-track lanes – caravanners are wise to stick to the former when possible.

Good road quality and clear signage on main routes make them far safer and less stressful, whereas venturing onto that enticing little country lane may test one's driving skills (and suspension)!

3. Scenic Routes and Attractions (Caravan Edition)



One joy of caravanning is access to the UK's most breathtaking landscapes at your own pace.

Here are some of the most picturesque routes, highly rated by caravan and motorhome travellers, along with their key attractions and challenges:

- **North Coast 500, Scotland (516 miles):** A legendary loop around the rugged Highlands, often dubbed "Scotland's Route 66." It boasts dramatic coastal cliffs, lochs, and castle ruins. Highlights include Dunrobin Castle, white-sand beaches at Durness, and the hair-raising Bealach na Bà pass ([Top Caravan & Motorhome Touring Routes in the UK – Thomas Touring](#)).
 - **Accessibility:** Portions are single-track and notorious for tight hairpins – the Bealach na Bà mountain road climbs 626 m with 20% grades and is "not suitable for learner drivers or caravans" (warning signs at each end)



THE ADVENTURE BUSINESS UPDATE

([Applecross Bealach na Ba and Shieldaig - Scotland Info Guide](#)). Many caravanners choose to bypass that section (there is an alternative coastal route) or base camp and explore it by car. Aside from that, the NC500 is doable with careful planning – there are plenty of campsites and wild camping spots, and local authorities encourage touring outside of peak months to ease congestion.

- **Atlantic Highway (A39), South West England (~170 miles):** A stunning drive along the North Devon and Cornwall coast. It winds past **Exmoor National Park**, surfers' havens like **Bude and Newquay**, and landmarks such as **Tintagel Castle** (legendary home of King Arthur).
 - **Accessibility:** The A39 is mostly a good quality A-road. However, at its eastern end in Somerset, it includes Porlock Hill (25% incline) – caravans are *strongly advised* to take the alternate toll road due to the extreme gradient. The main Atlantic Highway section itself has rolling hills but nothing as severe. There are numerous tourist signage along the route and many caravan parks with sea views to stop over. Drivers should be prepared for summer traffic in Cornwall (it can be busy, but the road is wide enough for towing).

- **Lake District Circular, Cumbria (100+ miles):** A flexible scenic tour around England's highest peaks and lakes. A typical loop might include Windermere, Keswick (via A591), Ullswater, and Coniston. The A591 from Kendal to Keswick is a star attraction – it was voted "Britain's best driving road" for its scenery ([Picturesque route from Keswick voted best road in the UK - The Keswick Reminder](#)) – passing lakeshores, forests, and mountain views.
 - **Accessibility:** Many main routes in the Lakes (A591, A592, A595) are manageable for caravans, but avoid tiny passes. Notoriously, Hardknott Pass and Wrynose Pass (connecting Eskdale and Langdale) are extremely steep (30%+) single-track roads; even experienced locals call them "*heartstopping*" and they have claimed many clutches and nerves. Caravans and large motorhomes must avoid Hardknott – it's effectively impassable for trailers. Stick to the designated A-roads to reach villages. The region provides "caravan route" signs steering you on suitable roads. Plan for slower travel due to tourist traffic and enjoy the ample viewpoints.

- **Snowdonia & North Wales (150+ miles):** A journey through Snowdonia National Park's mountains and out to the Llŷn Peninsula. Must-sees include the scenic A5 through Nant Ffrancon Pass (towering crags on either side), the castle towns of Caernarfon and Harlech, and coastal gems like Abersoch.



THE ADVENTURE BUSINESS UPDATE

- **One popular circuit:** Betws-y-Coed → Snowdon region → Caernarfon → Llŷn coast → Porthmadog → back via Blaenau Ffestiniog.
- **Accessibility:** The main roads (A5, A487, A497) are in good shape. Some routes into the mountains (A4086 over Llanberis Pass, etc.) are winding but navigable – just take it slow and watch for cyclists. Many Snowdonia campsites cater for motorhomes (some with incredible mountain views). Do note that slate quarry backroads or old single-tracks in Snowdonia are unsuitable for large vehicles. Pay attention to local signs; for instance, certain minor mountain roads have length or weight limits. North Wales also features the A55 Coastal Expressway (Dublin–Holyhead route) which is a fast, caravan-friendly way to transit east-west with lovely sea views and even tunnels through headlands.
- **Yorkshire Dales & Moors (200+ miles):** Northern England’s pastoral landscapes of stone walls, rolling dales, and heather moors. A caravan tour might link the Yorkshire Dales National Park (Wensleydale, Swaledale) with the North York Moors and coast. Highlights include Aysgarth Falls, quaint market towns like Hawes (famous for cheese), and the dramatic moorland road toward Whitby on the coast.
 - **Accessibility:** Most A-roads here are fine, but one infamous climb is Sutton Bank on the A170 (edge of the Moors). It has a 1-in-4 gradient and a tight bend – so caravans are banned on that stretch with a signed diversion provided. In fact, Sutton Bank sees so many incidents that the road “is closed every three days on average” due to stuck vehicles, hence the strict caravan prohibition ([No caravans on Sutton Bank!! — Club Together](#)). Apart from that, touring Yorkshire by camper is straightforward. The Dales’ passes (e.g. Buttertubs Pass) are steep and narrow – gorgeous views, but consider driving those solo (without the van) if at all. Plenty of tourist routes, like the A684 through Wensleydale or A169 across the Moors, accommodate caravans and offer pull-offs to soak in the vistas.
- **Causeway Coastal Route, Northern Ireland (130 miles):** A spectacular shoreline drive from Belfast or Larne to Derry/Londonderry, hugging the north Antrim Coast. It features the Giant’s Causeway (UNESCO site), the cliffside Carrick-a-Rede rope bridge, and Game of Thrones filming locations like the Dark Hedges
 - **Accessibility:** The Causeway route (mostly along the A2) is very caravan-friendly. The road is winding in parts but well-maintained, with adequate width except for a few minor detours. No major vehicle restrictions – tour buses frequent all the main attractions, indicating roads can handle larger rigs. There are numerous seaside campsites and viewpoints where motorhomes can park easily. Just be mindful of occasional strong coastal winds and follow signage for height on a couple of older arches. Overall, NI’s



THE ADVENTURE BUSINESS UPDATE

coastal route is often cited as a “*must-do*” scenic drive that is accessible to all vehicles.

Scenic Route Safety: While these routes are chosen for their beauty, drivers should remain cognisant of road conditions.

Often the distraction of stunning scenery can be a hazard itself – as one Highlands guide wryly noted, the real challenge is “keeping your eyes on the road and not on the breathtaking scenery” on passes like [Bealach na Bà](#).

Plan plenty of stops at viewpoints to soak it in.

Also, be courteous: on single-track sections, use designated passing places to let faster traffic pass by, and check your mirrors often (long queues behind a slow caravan can lead to risky overtakings by frustrated drivers).

Many scenic roads, like those in national parks, have lower speed limits or advisory speeds – adhering to these not only improves safety but also allows you to enjoy the landscape.

In sum, the UK’s scenic caravan routes offer a feast for the eyes – by choosing appropriate roads and exercising caution on the trickier bits, you can savour “*the journey*” as much as the destination.

4. Local Regulations & Restrictions

Driving a caravan or motorhome in the UK comes with some specific regulations designed to protect both the driver and the road infrastructure. Here are some key restrictions to be aware of:

- **Weight & Size Limits:** Standard driver’s licences now allow towing without an extra test (since late 2021) up to certain weight combinations, but the physical road limits still apply. Many secondary roads have posted weight limits (3 t, 7.5 t, etc.) usually due to weak bridges or narrow structures. Caravans themselves rarely exceed these weights, but larger motorhomes (>3.5 t) can be affected. For example, a motorhome user found every minor road into one village in Wales had a 3 tonne limit, blocking their 3.5 t vehicle. Such limits are signposted at junctions – if you see a round sign with “3T”, heed it and find an alternate route. Height restrictions are less common outside urban areas; however, low railway bridges in Britain (often 11–12 feet of clearance on smaller roads) can trap taller motorhomes. Pay attention to yellow height warning signs; many GPS units allow you to input your vehicle’s height to avoid these obstacles.

© The Adventure Business Update 2025, a brand of Digi-Business Ltd. All Right Reserved.
Information may be reproduced when credited to The Adventure Business Update -

<https://adventurebusinessupdate.com>



THE ADVENTURE BUSINESS UPDATE

- **“No Caravans” Routes:** Certain challenging roads are officially off-limits to towed caravans (and sometimes large motorhomes). These are typically steep, narrow routes where a stuck or jackknifed caravan would cause huge problems. Notable examples:
 - **A170 Sutton Bank (Yorkshire):** As mentioned, caravans are prohibited due to the 25% grade. Large warning signs before Thirsk and Helmsley direct caravan traffic to use alternative roads.
 - **Hardknott and Wrynose Passes (Lake District):** These are unsigned (no official ban), but any local will tell you not to tow a caravan there. National Park advisories strongly discourage caravans – and even large campervans – from attempting these passes, as they have multiple hairpin bends over 30% gradients. Occasionally rental sat-navs mislead tourists onto them, resulting in very perilous situations and road closures.
 - **Bealach na Bà (Applecross, Scotland):** There are **big signs at each end stating “not suitable for caravans or large vehicles”**. Despite this, every summer, a few drivers ignore it and inevitably get stuck blocking the pass. (In 2019, a [lorry had to be rescued after getting stuck on the Bealach](#), closing the road for hours. The local police now actively advise campervan users to take the longer coastal route to Applecross.
 - **Porlock Hill (A39, Exmoor):** While not a legal ban, signs **strongly urge caravans and HGVs to divert** to the toll road due to safety. The presence of two escape lanes on this hill speaks to its danger – it’s one of very few non-motorway roads with such features.
 - **Cheddar Gorge B3135 (Somerset):** This twisty gorge road isn’t outright banned for caravans, but signage at each end cautions large vehicles due to tight bends between limestone cliffs.

Additionally, some urban and tourist areas ban motorhomes or caravans during certain hours (usually to prevent overnight camping or reduce congestion).

For instance, a town might post “No motor caravans 11 pm – 7 am” in a car park or prohibit caravan entry to a city centre.

These local bylaws are usually signposted at the town limits or parking entrances. Always look out for red-circled signs indicating prohibited vehicle classes.

- **Speed Limits:** By law, cars towing caravans are limited to 60 mph on motorways/dual carriageways and 50 mph on single-carriageway roads, even if the posted limit is higher.

© The Adventure Business Update 2025, a brand of Digi-Business Ltd. All Right Reserved.
Information may be reproduced when credited to The Adventure Business Update -

<https://adventurebusinessupdate.com>



THE ADVENTURE BUSINESS UPDATE

- Motorhomes under 3.05 t follow normal car speeds, but those over 3.05 t are also subject to lower limits (often 50 mph on single carriageways). These lower limits are for stability and safety; going faster can not only incur fines but dramatically increases sway risk.
- Enforcement is done via speed cameras and police checks – it's something to be mindful of when transitioning from a car-only trip to towing.
- **Parking & Overnighting:** While not a “route” restriction, note that many tourist towns and beauty spots have restrictions on caravan/motorhome parking.
 - “No overnight camping” signs are common in lay-bys and beachfront car parks to prevent wild camping in inappropriate spots.
 - Some places require a permit for overnight motorhome stays.
 - Always use designated campsites or authorised motorhome stopovers for overnight parking to avoid fines or a knock on the door from local authorities.

Enforcement & Advice

Authorities enforce restrictions with fines, and in extreme cases (like ignoring a weight limit on a weak bridge) you could be liable for damages.

More commonly, you'll get stuck and require a rescue – an embarrassing and costly outcome.

The Department for Transport and local councils provide route planners and advisories for caravaners (e.g., the North York Moors Park website plainly tells tourists “caravans are prohibited on Sutton Bank – use route X instead”).

The key is to *plan ahead*: know your vehicle dimensions and choose routes accordingly. Respecting these rules not only keeps you legal but ensures you and other road users stay safe.

5. Ranking the Top 5 Safest vs Top 5 Most Dangerous Routes

Based on accident data, road engineering, and real-world caravanning experiences over the past five years, we've identified the best and worst routes for caravan and motorhome travel in the UK.

Safety factors include low accident rates, forgiving road design, good surface conditions, and strong safety records.



THE ADVENTURE BUSINESS UPDATE

Danger factors include high accident frequency (especially involving caravans), challenging road geometry (steep, narrow, twisty), poor surface or signage, and frequent closures or restrictions.

Top 5 Safest Routes for Caravans/Motorhomes (2019–2024)

These routes combine **excellent road conditions, low incident rates, and enjoyable scenery** – ideal for worry-free touring.

Route & Region	Why It's Among the Safest	Highlights Along the Way
A591 – Lake District (Cumbria)	Well-maintained, scenic A-road, gentle curves. Voted the UK's best road by motorists . Low accident record compared to twistier Lake District roads.	Stunning lake vistas (Windermere, Thirlmere), mountains, Lake District National Park attractions. <i>Tip:</i> Avoid side detours like Hardknott Pass (not on A591).
A55 – North Wales Expressway	Dual carriageway built to near-motorway standard. Grade-separated junctions, good surfacing, and very few accidents involving caravans. Protected from high winds in parts (tunnels).	Coastal scenery along Colwyn Bay; views of Anglesey and offshore wind farms. Connects to Holyhead ferry (popular for Ireland trips). <i>All vehicles allowed</i> , no special restrictions.
A2 – Causeway Coastal (N. Ireland)	Primary route with good signage and frequent lay-bys. No history of serious caravan incidents reported in recent years. Mostly two-lane highway with manageable bends.	Giant's Causeway UNESCO site, Dunluce Castle ruins, Carrick-a-Rede bridge Many official viewpoints and caravan parks. The road is scenic <i>and</i> built for safe travel.
M5 + A30 – South-West to Cornwall	Vital holiday route engineered for heavy traffic.	Rolling countryside views, Brent Knoll, Exeter

© The Adventure Business Update 2025, a brand of Digi-Business Ltd. All Right Reserved.
Information may be reproduced when credited to The Adventure Business Update -

<https://adventurebusinessupdate.com>



THE ADVENTURE BUSINESS UPDATE

Route & Region	Why It's Among the Safest	Highlights Along the Way
	<p>Motorways are statistically the safest roads (News Insurance Factory) (fewer sharp bends, barriered, etc.). The A30 is mostly dualled and recently improved. Incidents do occur (busy in summer) but per miles traveled, serious accidents are low.</p>	<p>Gateway, Bodmin Moor on A30. Ample services/rest areas. <i>Caravan note:</i> Stick to speed limits (50–60 mph towing). Heavy police presence ensures disciplined driving, enhancing safety.</p>
<p>A149 – Norfolk Coastal Road</p>	<p>Generally flat, good-quality road with lower traffic volumes. Wide enough for two-way caravan traffic and well signposted. Norfolk's terrain means no steep hills or sharp turns – very low accident rates.</p>	<p>Tranquil beaches and nature reserves (Holkham, Blakeney), seaside towns like Cromer. Bird-watching along The Wash. Known as a <i>“hidden gem”</i> route for relaxed caravanning off the beaten track. Lots of campsites, easy navigation.</p>

Why These Are Safe: In summary, the safest routes tend to be **modern highways or well-engineered A-roads with forgiving terrain.**

They have **ample safety features (runoff areas, passing lanes, escape lanes where needed)** and usually a strong maintenance regime (reducing potholes and surprises).

Accident statistics over the last five years show **few serious incidents on these routes, especially involving caravans.**

For instance, local data in Devon/Cornwall recorded only a handful of caravan collisions on the A30 and none of note on the Norfolk A149 ([New figures reveal caravan crashes in Devon & Cornwall - Radio Exe](#)).

Additionally, these routes often have alternative options or clear warnings before any tricky segments (e.g., the M5/A30 corridor offers clear signage and options if there's an issue).



THE ADVENTURE BUSINESS UPDATE

Caravanners report feeling comfortable driving these roads, praising their **clear signage and ample opportunities to pull over** if needed.

Top 5 Most Dangerous Routes (for Caravans/Motorhomes)

These routes are notorious for their **high accident/incident rates or inherently risky conditions** – often **scenic but treacherous**. Extra caution or outright avoidance is advised when towing or driving a large motorhome here.

Route & Location	Hazards & Incident Record (2019–24)	Notes
Hardknott Pass – Eskdale, Cumbria	Britain’s steepest road (33% gradient) with multiple hairpin bends. Frequent vehicle failures; has “claimed lives and terrified thousands” (Even Alfred Wainwright Described This Lethal Route As ‘Heartstopping’). Regular call-outs for stranded drivers. <i>Notoriously unsuitable for caravans</i> (effectively impassable when towing).	Single-track, no guardrails, and steep drop-offs. Often closed in winter. Beautiful but extremely challenging – only the most experienced (and small campervans) should attempt in ideal conditions. Caravans must avoid – use longer routes around the valleys.
Bealach na Bà (Applecross Pass), Highland	Single-track mountain pass climbing 626 m with hairpin turns and 20% grades (Applecross Bealach na Ba and Shildaig - Scotland Info Guide). Signs warn off caravans and large campers (Applecross Bealach na Ba and Shildaig - Scotland Info Guide), yet some attempt and get stuck every year.	UK News



THE ADVENTURE BUSINESS UPDATE

Route & Location	Hazards & Incident Record (2019–24)	Notes
	<p>Many near-misses on tight turns with oncoming traffic. Prone to fog and high winds (one motorhome was literally blown off the road in 2024) ([Family's 'lucky escape' after motorhome 'blown down hill' on NC500 route by Storm Kathleen</p>	
<p>A537 “Cat and Fiddle” – Peak District (Eng)</p>	<p>Infamous winding route between Buxton and Macclesfield. Sharp, blind bends and straying sheep. Ranked as <i>the UK’s most dangerous road</i> in several reports (44 serious crashes in one 4-year span) (Cat and Fiddle Road - Wikipedia) (Cat and Fiddle Road - Wikipedia) – though motorcyclists account for most (they treat it like a racetrack). For caravans, the tight corners and lack of runoff make it perilous. High crosswinds on moorland sections can also destabilize vehicles.</p>	<p>Scenic uplands but extreme caution required. Average speed cameras were installed to curb biker speeds, which has improved safety slightly. Still, any lapse in attention on a bend here can be fatal. If towing, consider alternative routes (e.g., the A54 or A537 via Wildboarclough has slightly gentler curves). In winter, icing adds danger – this road is often among the first closed by snow.</p>
<p>A82 along Loch Lomond – Argyll (Scotland)</p>	<p>A beautiful yet notoriously narrow stretch of the A82 between Tarbet and Crianlarich. Rock face on one side, sheer drop to Loch Lomond on the other. Numerous scrapes and</p>	<p>MotorhomeFun](<a 124="" 870="" 900="" 953"="" data-label="Page-Footer" href="https://www.motorhomefun.co.uk/forum/threads/a82-north-of-tarbet-loch-lomond-concerns.277733/#:~:text=)Caravans can technically use it, but it’s</p> </td> </tr> </tbody> </table> </div> <div data-bbox="> <p>© The Adventure Business Update 2025, a brand of Digi-Business Ltd. All Right Reserved. Information may be reproduced when credited to The Adventure Business Update - https://adventurebusinessupdate.com</p> </p>



THE ADVENTURE BUSINESS UPDATE

Route & Location	Hazards & Incident Record (2019–24)	Notes
	<p>collisions as trucks, buses, and campervans squeeze past each other – locals joke every wing mirror is at risk. Several fatal accidents in past years, often head-ons or vehicles clipping the rock. Limited visibility around bends. ([A82 north of Tarbet (Loch Lomond) concerns?</p>	<p>white-knuckle driving in parts.</p>
<p>Porlock Hill (A39) – Exmoor, Somerset</p>	<p>As discussed, a 1 in 4 gradient with sharp bends – numerous accidents historically (Porlock Hill - Wikipedia) despite escape lanes. The hill <i>regularly overheats brakes</i>; many drivers have had to stop at the top or bottom with smoking brake pads. In the past 5 years, multiple runaway vehicles have hit embankments (the local museum literally archives crash photos) (Porlock Hill - Wikipedia). Caravans and heavy vehicles <i>frequently get into trouble</i> here, hence the advisory route.</p>	<p>While not a long stretch, it's a major hazard on an otherwise lovely touring route. If towing, DO NOT attempt Porlock Hill – take the toll diversion (it's a pleasant woodland drive at 1:14 gradient). Even solo motorhomes should use low gear and engine braking to descend. The rest of the A39 in Exmoor has steep sections too, but Porlock is the real terror. Consider this the classic case of "<i>Scenic but dangerous.</i>"</p>

Why These Are Dangerous: These routes all feature combinations of **extreme road design and environmental challenges:** very steep grades, severe curves, limited width, and often fickle weather.

The **accident rates** on them are among the highest in the UK. For example, the **A537 Cat and Fiddle saw 35–45 serious accidents every five years** before interventions ([Cat and](#)



THE ADVENTURE BUSINESS UPDATE

[Fiddle Road is the British Widow Maker - Dangerous Roads](#)), and the **A82 has a history of fatal crashes and frequent damage to vehicles** (local forums are filled with horror stories of scraped motorhomes) ([A82 north of Tarbet \(Loch Lomond\) concerns? | MotorhomeFun](#)).

In the case of Hardknott and Bealach na Bà, the roads are so demanding that **most rental insurance policies exclude them** – a telling sign.

What makes it worse for caravans is the lack of escape if something goes wrong: on a narrow pass, a jackknifed caravan blocks everyone, and recovery is arduous.

These roads also tend to have **minimal signage or protection** (few guardrails, no center lines), so driver error margins are slim.

Weather amplifies risk – a bit of rain can make a 25% slope impossible to ascend (spinning wheels), and wind can tip a tall camper on an exposed ridge.

In short, these routes are **best left to confident, well-prepared drivers or avoided entirely by those towing**.

They might be marketed as thrilling drives for sports cars or bikes, but for a family caravan holiday, the smart move is to find an alternate path.

If you *must* traverse them, do your homework: check local advisories, ensure your vehicle is in top condition (brakes, cooling, etc.), and maybe walk particularly suspect sections first.

Remember, no scenic view is worth an accident.

6. Additional Insights & Trivia for Caravan Routes

- **“Most Scenic but Dangerous” – The Dual Nature of NC500:** Scotland’s North Coast 500 exemplifies a route that is both **brehtaking and occasionally perilous**.
 - It has been a tourism sensation since 2015, bringing a surge of road-trippers to remote Highland roads.
 - While it offers world-class scenery, locals have dubbed its downside the **“dark side”** of NC500: **congested single-track roads, inexperienced drivers in campervans, and even wrong-side-of-the-road crashes by foreign tourists** ([‘It’s like Disneyland’: Locals bemoan tourist chaos on Scotland’s North Coast 500 driving route](#)) ([‘It’s like Disneyland’: Locals bemoan tourist chaos on Scotland’s North Coast 500 driving route](#)).
 - One Highland councillor quipped that the region felt like it’s turned into **“Disneyland... as [tourists] whizz by in their camper van or sports car”**

© The Adventure Business Update 2025, a brand of Digi-Business Ltd. All Right Reserved.
Information may be reproduced when credited to The Adventure Business Update -

<https://adventurebusinessupdate.com>



THE ADVENTURE BUSINESS UPDATE

([It's like Disneyland': Locals bemoan tourist chaos on Scotland's North Coast 500 driving route](#)).

- The influx has strained emergency services (police spending time helping stuck motorhomes reverse, etc.) ([It's like Disneyland': Locals bemoan tourist chaos on Scotland's North Coast 500 driving route](#)).
 - Despite these issues, NC500's mystique as “*Scotland's ultimate road trip*” endures – just plan it off-season and respect the community.
 - This story makes for a great media angle: **remote beauty vs. over-tourism**, and how a route can be a victim of its own fame.
- **Hidden Gem Routes:** Not all amazing caravan journeys are headline names. The UK has plenty of **lesser-known routes** that offer charm without crowds or danger.
 - For instance, the **Northumberland Coastal Route** (in NE England, following the B1340/B1339) lets you trundle between medieval castles, empty beaches, and quaint fishing villages with ease – it's flat, low-traffic, and gorgeous (a stark contrast to, say, Cornwall in summer).
 - Similarly, the **Scottish Borders Historic Route (A7)** from Carlisle to Edinburgh is a tranquil drive through rolling hills and mills, largely overlooked by tourists who zoom up the M6.
 - Highlighting a “*Secret Caravan Circuit*” could be a media-friendly hook – e.g., “**5 Blissful UK Caravan Routes You've Never Heard Of.**” These often have the best of both worlds: scenic views *and* stress-free driving.
 - **Record-Setters:** Some caravan route trivia to sprinkle in: The UK's **highest road accessible to caravans** is the A93 over the Cairnwell Pass in Scotland (650 m/2130 ft) – it's steep but driveable, taking you to Britain's highest road summit that is A-class.
 - The **steepest street** open to vehicles is in Harlech, Wales (yes, steeper than Hardknott at 37% in one short section), but thankfully it's not on any through-route for touring!
 - For flat contrast, the **old Roman roads** like Ermine Street give miles of arrow-straight driving – a different kind of novelty when towing (just don't fall asleep).
 - And here's one for fun: Britain's **longest lane for passing places** is on the North Coast of Scotland (part of the NC500); locals humorously call it the “*Campervan Slalom*” in peak season as drivers hop between passing bays.
 - **Quirky Roadside Attractions:** Caravan journeys often allow time to stop at odd little attractions. This can be a media-friendly angle: imagine a piece on “*Bizarre discoveries on Britain's caravan routes.*”



THE ADVENTURE BUSINESS UPDATE

- Examples: On the A66 in Cumbria, there's a famous **tea caravan** that has been serving drivers for 50+ years from a lay-by.
- Along the A39 in Cornwall, you can park up to see the **Museum of Witchcraft in Boscastle** – not your everyday stop.
- On many routes you'll find farm shops, vintage roadside diners, or “world's largest X” type of claims (Scotland's Dalwhinnie on the A9 has the **highest elevation whisky distillery**, for instance). These tidbits add colour and human interest to any discussion of road travel.
- **Safety Innovations:** A positive trend: technology and training are catching up to make caravan travel safer.
 - The UK's “**Fit to Tow**” campaign by Highways England (now National Highways) has been active, emphasizing those pre-trip checks that can prevent incidents ([Are you 'Fit to Tow' this summer? - GOV.UK](#)) ([Are you 'Fit to Tow' this summer? - GOV.UK](#)).
 - They reported that many summer caravan accidents could be avoided by simple measures like correct tire pressures and using towing mirrors.
 - In terms of road design, some dangerous spots have gotten fixes – e.g., **average speed cameras on the Cat and Fiddle** (to curb biker antics) and rumble strips on the A682 (another crash-prone rural road) to alert drivers.
 - It's a reminder that while we highlight “worst routes,” efforts are ongoing to improve them.
 - News of accident rates dropping on a once-dangerous road makes for a good “positive update” footnote.

Finally, it's worth noting the **resilience of UK caravanners** – come rain or shine (and there's plenty of both), they adapt. A

humorous example: after a spate of caravan flip-overs in windy 2021 weather, a popular caravanning forum tongue-in-cheek suggested adding “**aerodynamic spoiler kits**” to caravan roofs!

While that was in jest, it underscores that the community is very engaged with safety and experiences on these routes, often sharing real-time updates and advice.

In summary, the UK offers an incredible variety of caravan and motorhome routes – from **ultra-safe scenic motorways to hair-raising mountain passes**.

For a media-friendly take, one might frame it as: “*The UK's Road Trip Paradox: Routes that are heaven for the eyes but hell on wheels, versus those hidden idyllic drives where the only white-knuckle moment is deciding which pub to stop at for lunch.*”

© The Adventure Business Update 2025, a brand of Digi-Business Ltd. All Right Reserved.
Information may be reproduced when credited to The Adventure Business Update -

<https://adventurebusinessupdate.com>



By using the data (accident stats, road quality reports) and colorful anecdotes, we paint a picture that is both informative and engaging for any road-tripper or reader. Safe travels!