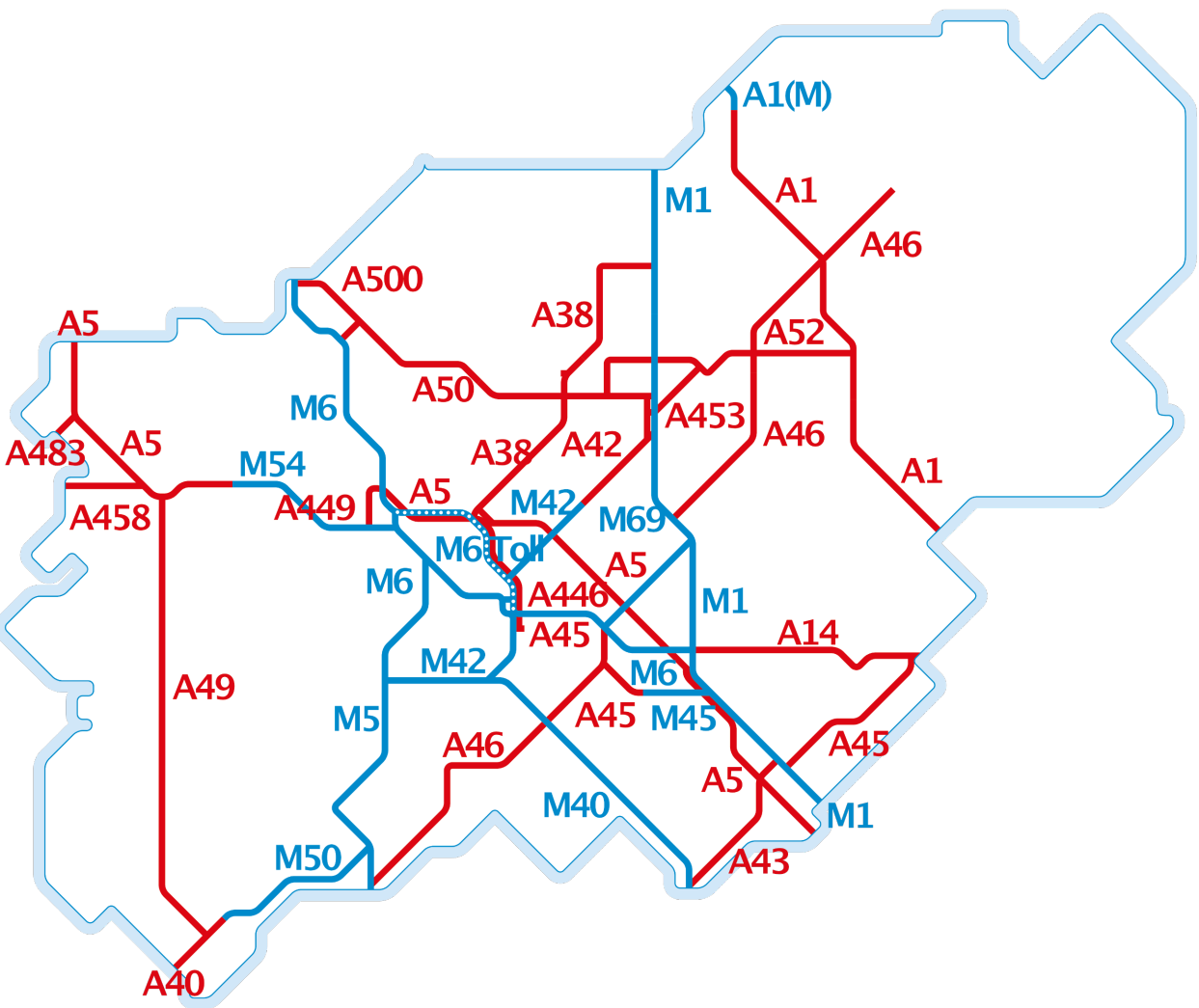# Midlands

The Midlands is the largest of National Highways' regions, comprising 917 route miles. It includes connecting routes in Birmingham, Leicester, and Derby. The majority of roads are maintained by National Highways such as the M6. Whilst roads such as the A50 are operated via DBFO arrangements.
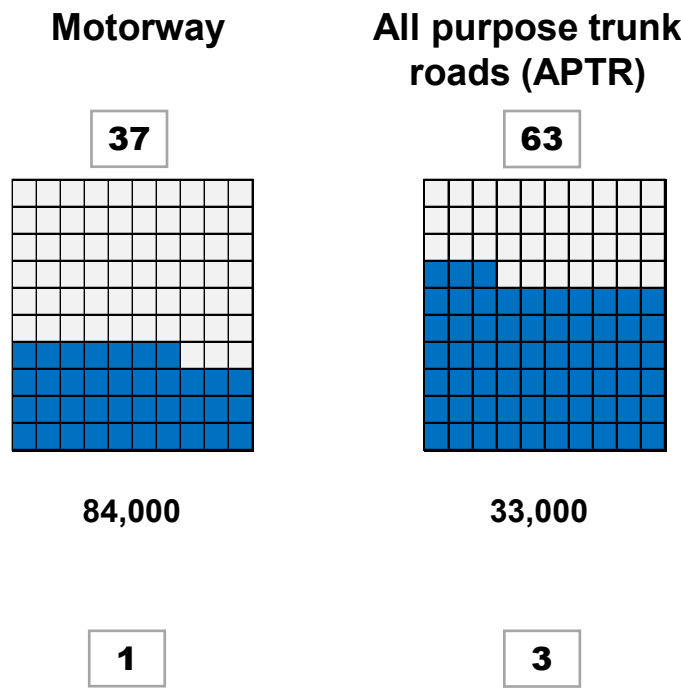
Motorways form 37% of the network with the remaining 63% being all purpose trunk roads (APTR).

The Midlands is one of the most heavily trafficked regions of the SRN. Its motorways accommodated 84,000 vehicles per km annually which was 9% higher than average in 2021.
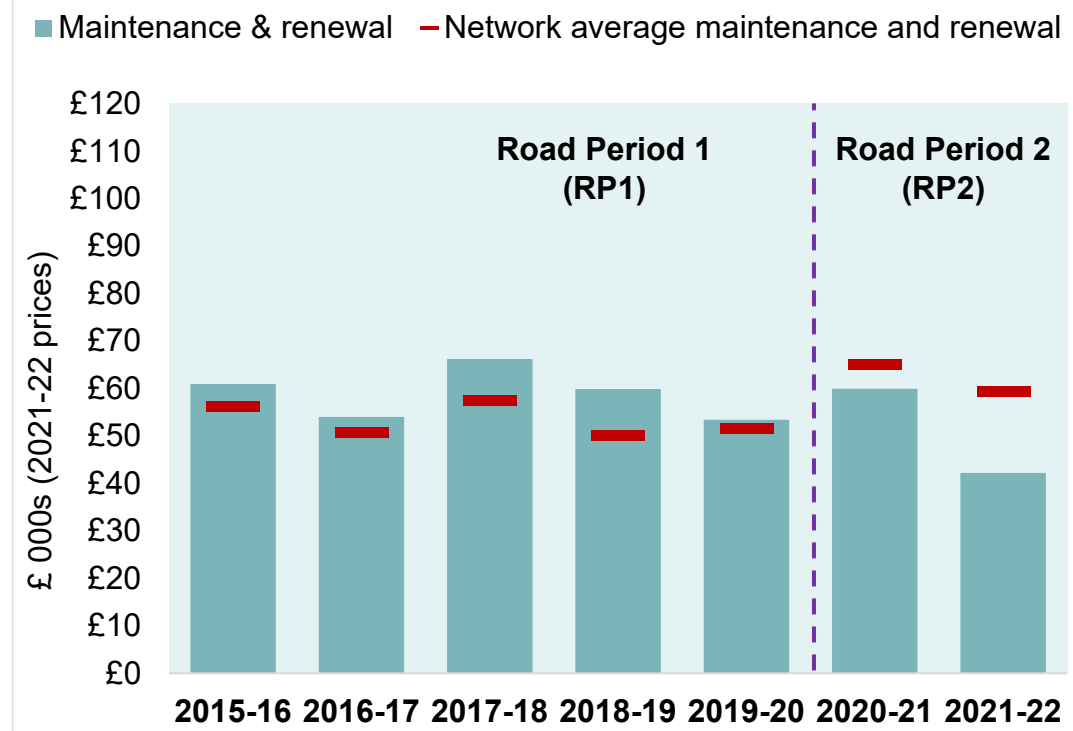
		Regional rank
Population	10.8 million	1
GVA per head	£23,250	5
Lane miles	4,564	1
Structures	6,124	1

Traffic statistics

	Motorway	All purpose trunk roads (APTR)
	37	63
Road length (% of regional network)		
Traffic density (average annual daily traffic)	84,000	33,000
Traffic Density Rank (out of 6 regions)	1	3

Maintenance and renewal spending per lane mile

- Maintenance & renewal
- Network average maintenance and renewal

Road Period 1 (RP1) — 2015-16, 2016-17, 2017-18, 2018-19, 2019-20
Road Period 2 (RP2) — 2020-21, 2021-22

£ 000s (2021-22 prices)
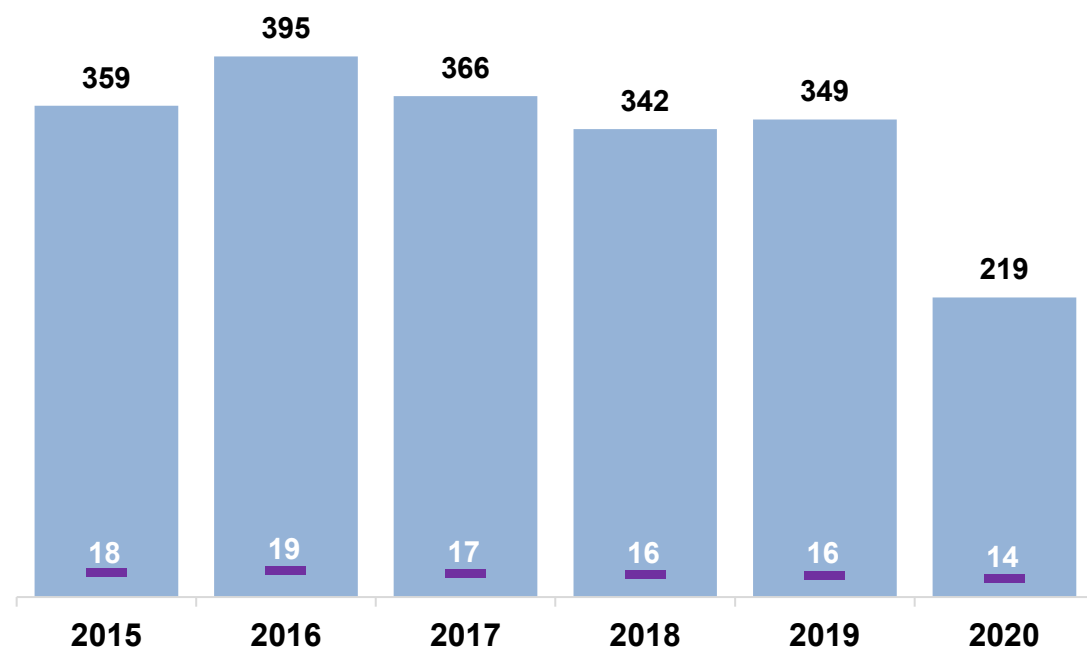
REGIONAL PERFORMANCE

The **Midlands** ranked highest for the speed with which incidents are cleared from the network. It also scored highest for the accuracy and timeliness of roadworks information.

User satisfaction was lower than for any other region. This may be related to the relatively high levels of roadworks and delays.

The number of people killed or seriously injured (KSIs) on the network fell by 37% between 2019 and 2020. The rate of KSIs per billion vehicle miles also fell slightly.

Road safety (people killed or seriously injured, KSIs)

- KSI (Unadjusted for changes in police recording methods)
- KSI rate (per billion vehicle miles)

2015	2016	2017	2018	2019	2020
359	395	366	342	349	219
18	19	17	16	16	14

Key performance indicators (KPI)

Roadworks network impact (millions of lane-metre-days)

- 2020-21
- 2021-22: 9.5

Regional rank **5**

Incident clearance (%)

- 2020-21: 87.3
- 2021-22: 87.7

Regional rank **1**

Average delay (secs per vehicle mile)

- 2020-21: 6.9
- 2021-22: 9.2
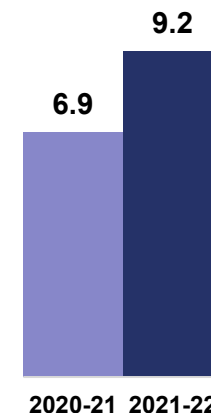
Regional rank **5**

Pavement condition (%)

- 2020-21: 94.4
- 2021-22: 94.3
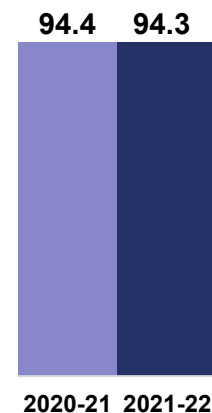
Regional rank **5**

User satisfaction (%)

- 2020-21
- 2021-22: 66.7

Regional rank **6**

Roadworks information timeliness and accuracy (%)

- 2020-21: 66.3
- 2021-22: 73.8
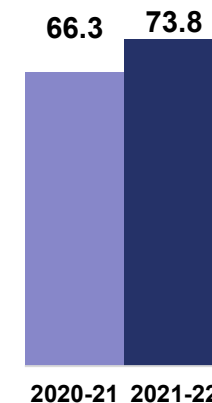
Regional rank **1**

Regional rank

1	6
Best Performing	Worst Performing

Regional ranking covers 2021-22 figures

Delivering better environmental outcomes (2021-22)

Noise

0

The number of households, within Noise Important Areas, benefitting from a reduction in noise levels from the SRN due to National Highways' mitigation measures.

Air Quality

11

The number of SRN links in exceedance of the legal nitrogen dioxide (NO_2) limits as set by the European Union and accepted by the government.

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Regional dashboards: methods and data sources

Regional performance data

- With the exception of 'user satisfaction' regional KPI and PI data is provided by National Highways: National Highways Regional Performance Disaggregation year end 2021 to 2022.

- Regional user satisfaction data is taken from Transport Focus' Strategic Roads User Survey 2021-22 Summary Report.

Safety performance data

- KSI total figures are unadjusted for changes in police recording methods. Data is for calendar years and is also taken from National Highways Regional Performance Disaggregation year end 2021 to 2022.

- KSI rates are calculating by dividing the number of casualties by the level of traffic in billion vehicle kilometres travelled in each region (see 'Traffic data').

Regional stats, road length, spending and traffic

Population

- Regional population estimates for mid-2021 were sourced from the ONS and are rounded to nearest 100,000 in the dashboards.

GVA per head

- Gross value added (GVA) data for 2020 were sourced from ONS; divided by regional population to give GVA per head; and are rounded to the nearest £250 in the dashboards. In this report, GVA (I) which we have used in our previous report has been superseded by GVA (B). The new measure, GVA (B) is a balanced measure of estimates from gross value added income (GVA (I)) and gross value added production (GVA (P)).

- From January 2021, to distinguish the UK classification from its EU predecessor, the UK-managed classification will be referred to as UK International Territorial Levels (ITLs). More information can be found here.

Structures

- The number of structures in each region is sourced from National Highways' Structures Management Information System (SMIS). Categories of structures included are: bridges; large culverts; masts; retaining walls; road tunnels; and signs and/or signal gantries.

Road lengths

- Data were sourced from National Highways' pavement management information system (HAPMS) and represent a snapshot for 31 March 2021.

- Route lengths are the sum of the main carriageway lengths only (e.g. excluding slip roads).

Spending per lane mile

- Maintenance and renewal spending by region was provided by National Highways. Centrally managed funds have been excluded.

- Data for 2021-22 are actuals. Data for previous years have been converted to a 2021-22 price base by applying the Consumer Prices Index (CPI).

- ORR has converted the data into a pounds per lane mile measure by applying lane lengths provided by National Highways. Lane lengths are calculated as the sum of the carriageway section lengths multiplied by the number of permanent running lanes.

Traffic data

- Traffic data are for calendar years and is provided directly by the Department for Transport's Road Traffic Statistics team.

- Regional boundaries do not exactly match the boundaries of National Highways' regions.

- The source data gives vehicle kilometres in 2021 by road and vehicle type. To calculate 'traffic density', we have converted this to annual average daily traffic flow by dividing annual vehicle miles (for all vehicle types) by route length (as defined above) and then by 365 days to give a daily average. DBFO-managed roads are excluded.