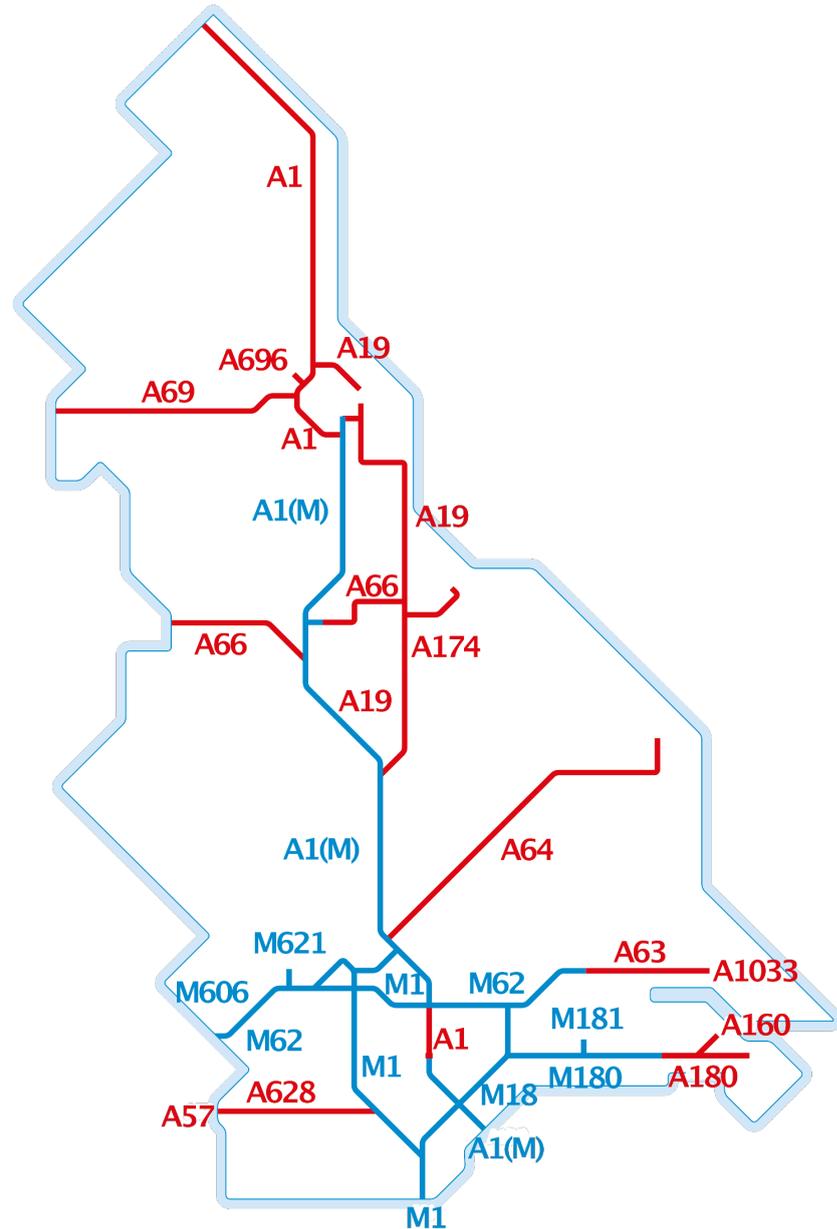


Yorkshire and North East

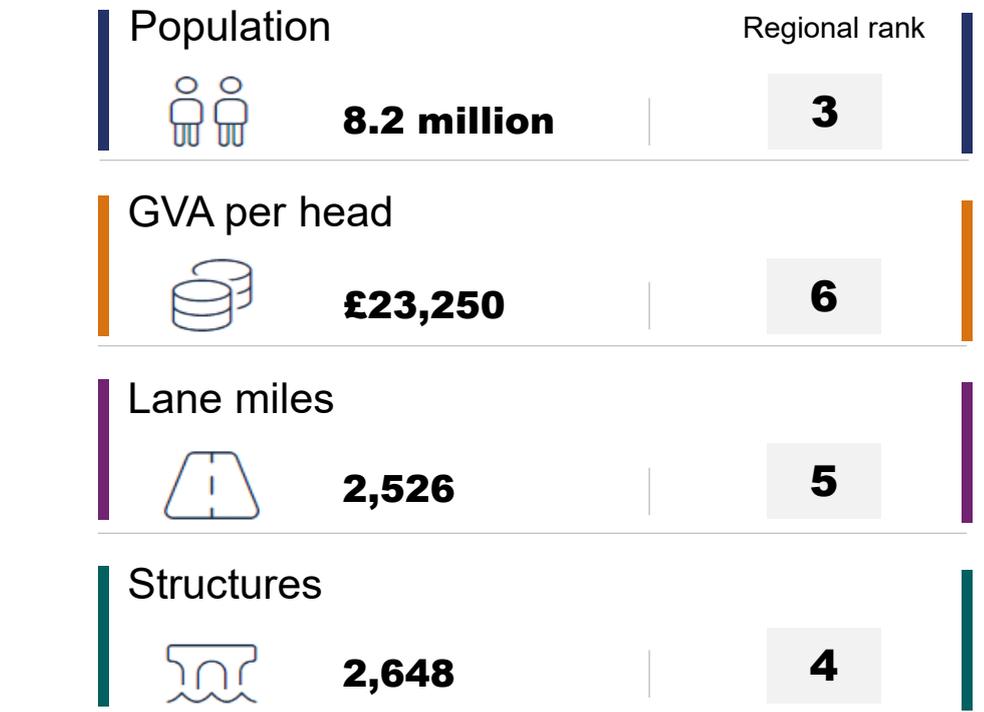
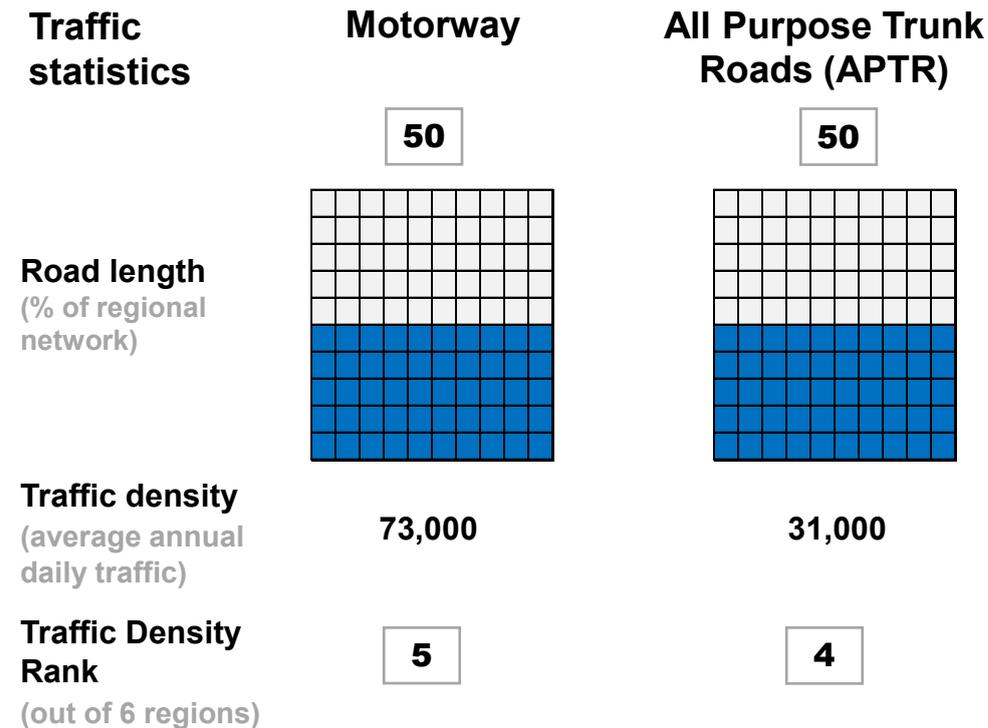


The Strategic Road Network (SRN) in **Yorkshire and North East** spans 496 route miles, containing 2,526 lane miles. This network encompasses the northern section of the M1 motorway.

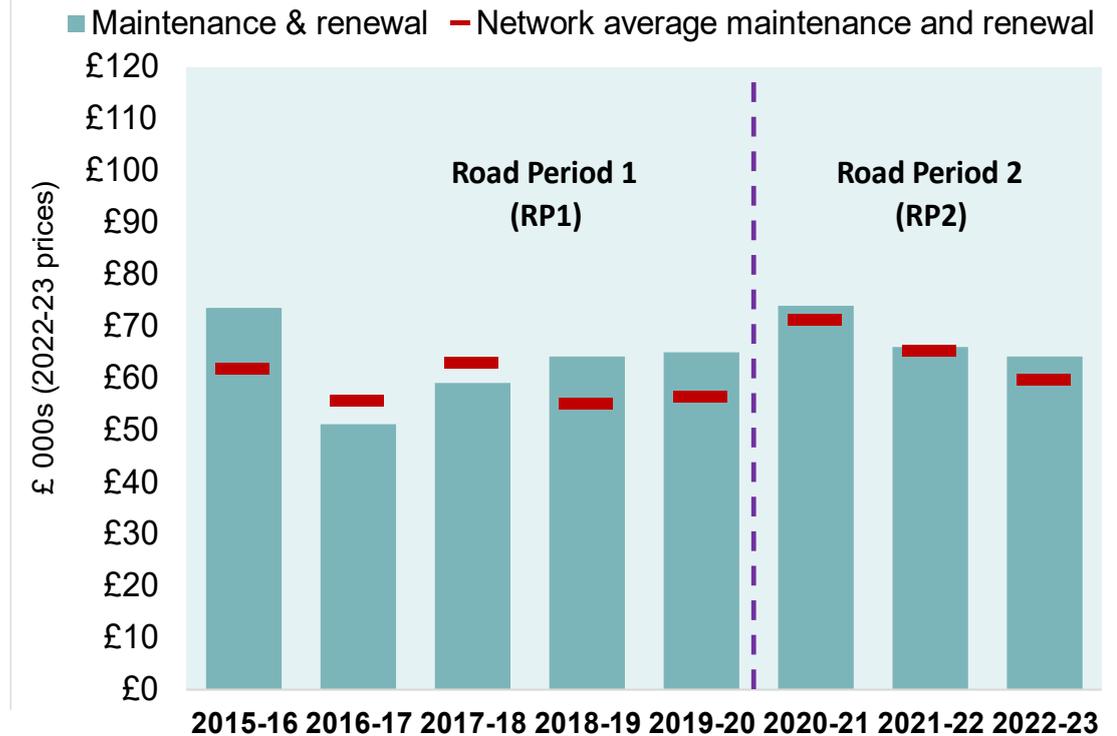
There is an approximately equal split between motorways and All Purpose Trunk Roads (APTR). Motorways in Yorkshire and North East carry slightly less traffic per route mile than the national average.

In Road Period 2 (RP2), there has been a year-on-year reduction in maintenance and renewal expenditure. However, historically, this region has received the highest expenditure of National Highways' regions. In 2022-23, maintenance and renewal spending on the network amounted to £64,000 per lane mile. This is above the national average.

Traffic statistics



Maintenance and renewal spending per lane mile



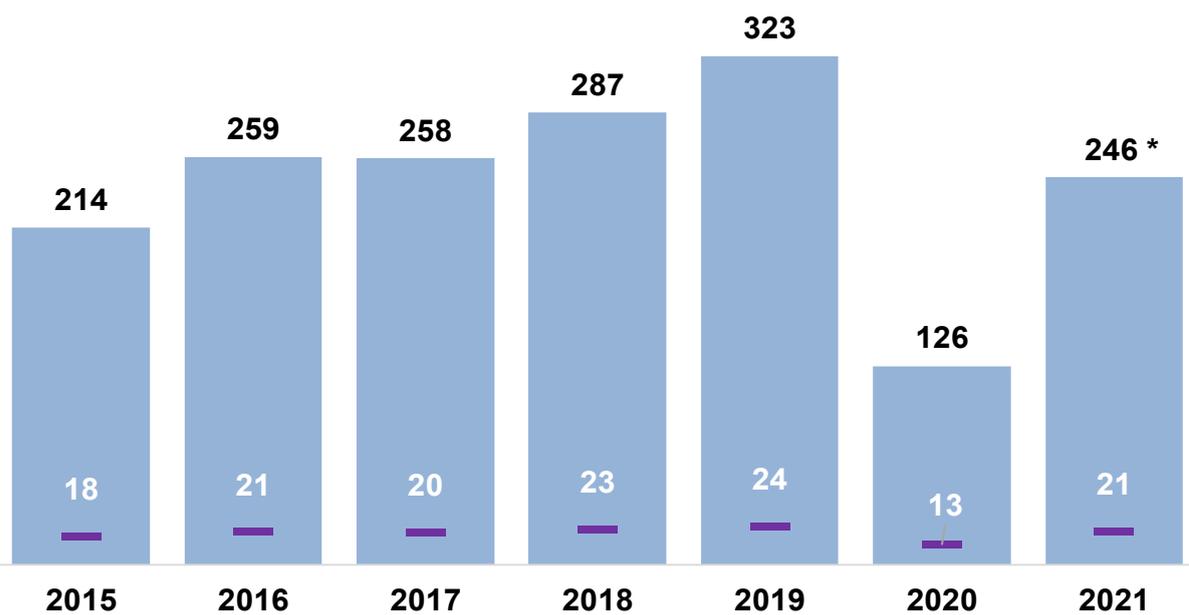
REGIONAL PERFORMANCE

For **Yorkshire and North East** performance across most KPIs improved in 2022-23. In 2020-21, the region was ranked lowest for the provision of accurate and timely roadworks information, but performance has gradually improved.

As traffic levels have increased, so have average delays. Nevertheless, road user satisfaction in the region increased on the previous year by 4.1 percentage points. Levels of satisfaction are broadly equivalent to the national average.

Road safety (killed or seriously injured, KSIs)

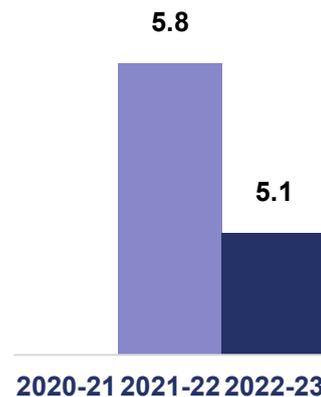
■ KSI (Unadjusted for changes in police recording methods)
 — KSI rate (per billion vehicle miles)



* Adjusted KSI figures are used for 2021. Preceding years are based on unadjusted figures. 2021 is not directly comparable with preceding years.

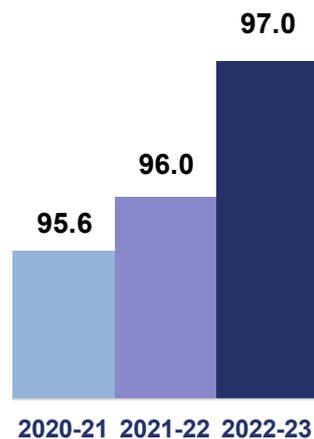
Key performance indicators (KPI)

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



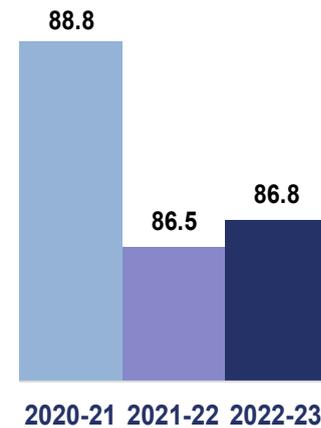
Regional rank **2**

Pavement condition (%)



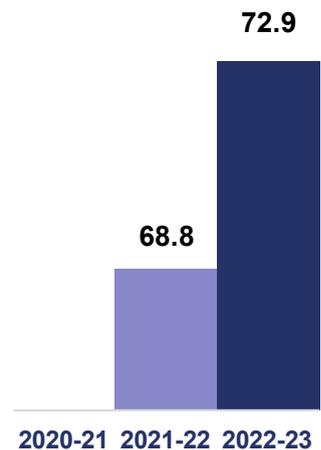
Regional rank **2**

Incident clearance (%)



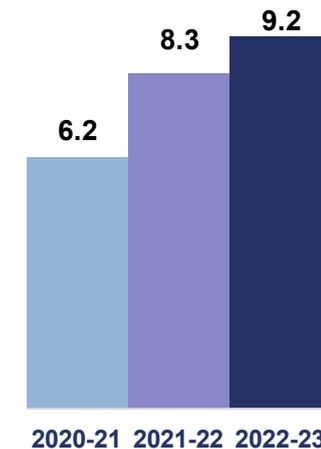
Regional rank **3**

User satisfaction (%)



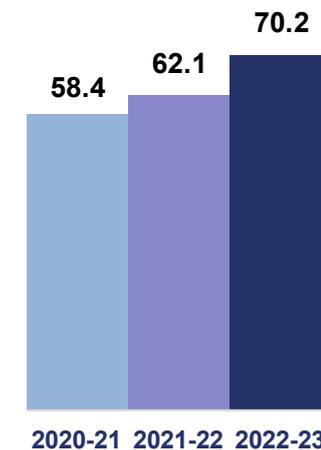
Regional rank **2**

Average delay (secs per vehicle mile)



Regional rank **3**

Roadworks information timeliness and accuracy (%)



Regional rank **4**

Regional rank

1

Best Performing

6

Worst Performing

Regional ranking is based on 2022-23 figures

Delivering better environmental outcomes (2022-23)

Noise



126

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

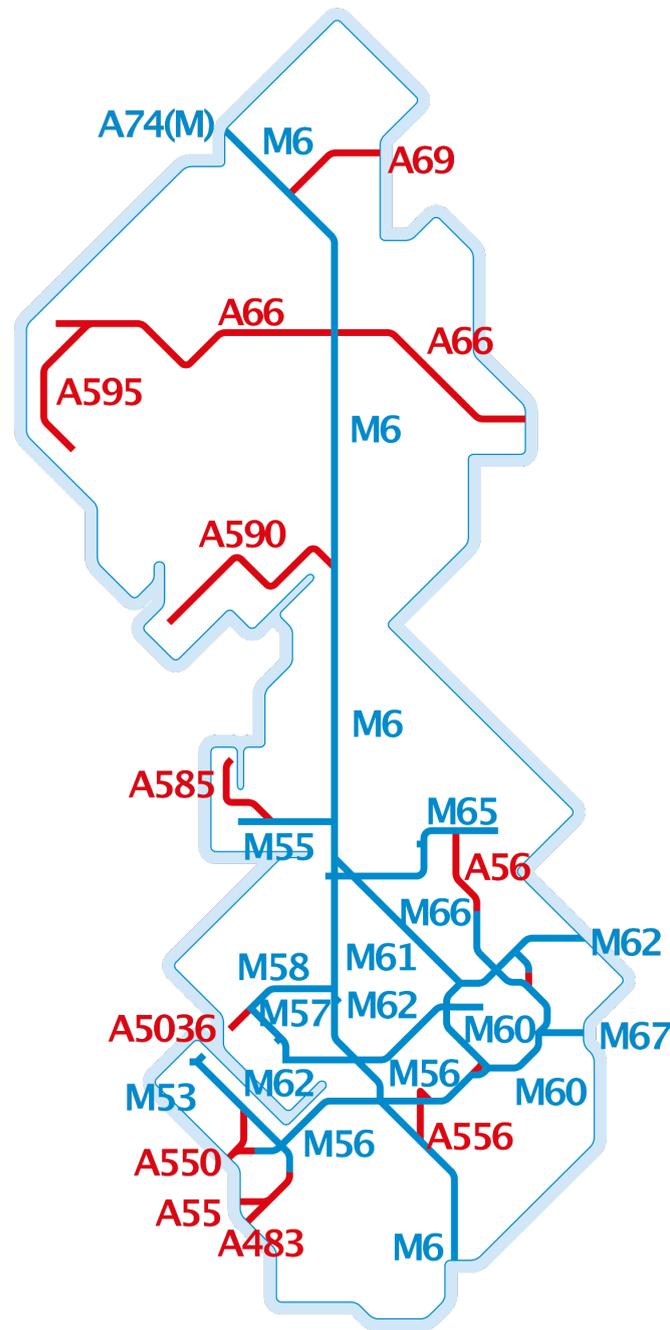
Air Quality



10

The number of SRN links in exceedance of the legal nitrogen dioxide (NO₂) limits as set by the European Union and accepted by the government.

North West



The **North West** region encompasses Manchester in the south and extends to Carlisle in the north, covering a total of 545 route miles, with 70% comprising motorways. The region's All Purpose Trunk Roads (ATPR) are the most heavily trafficked in England.

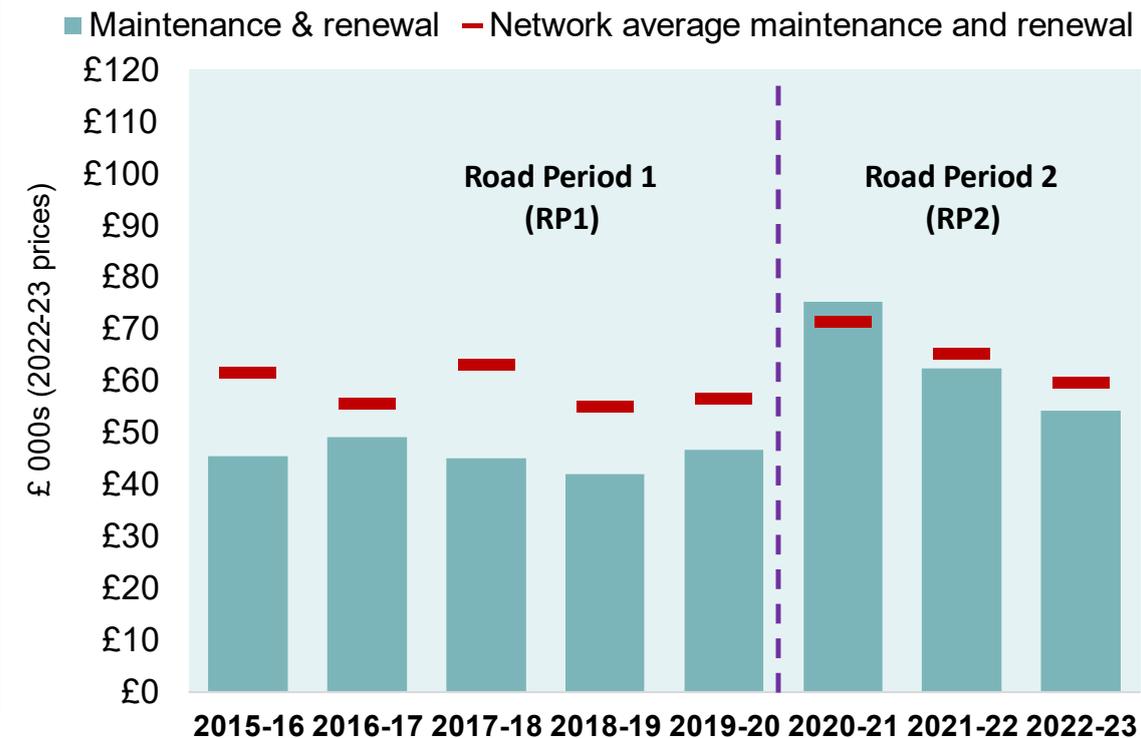
While most of the network is directly managed by National Highways, some roads, such as the A69, are operated via Design, Build, Finance, and Operate (DBFO) arrangements.

Maintenance and renewal expenditure in this region has been higher for all years of Road Period 2 (2020-21 onwards) than was the case during Road Period 1.

Population		Regional rank
	7.4 million	4
GVA per head		Regional rank
	£26,500	3
Lane miles		Regional rank
	3,252	3
Structures		Regional rank
	3,005	2

Traffic statistics	Motorway	All Purpose Trunk Roads (APTR)
Road length (% of regional network)	70	30
Traffic density (average annual daily traffic)	75,000	24,000
Traffic Density Rank (out of 6 regions)	3	6

Maintenance and renewal spending per lane mile



Source: National Highways
© Crown copyright and database rights 2022 OS 100030649

REGIONAL PERFORMANCE

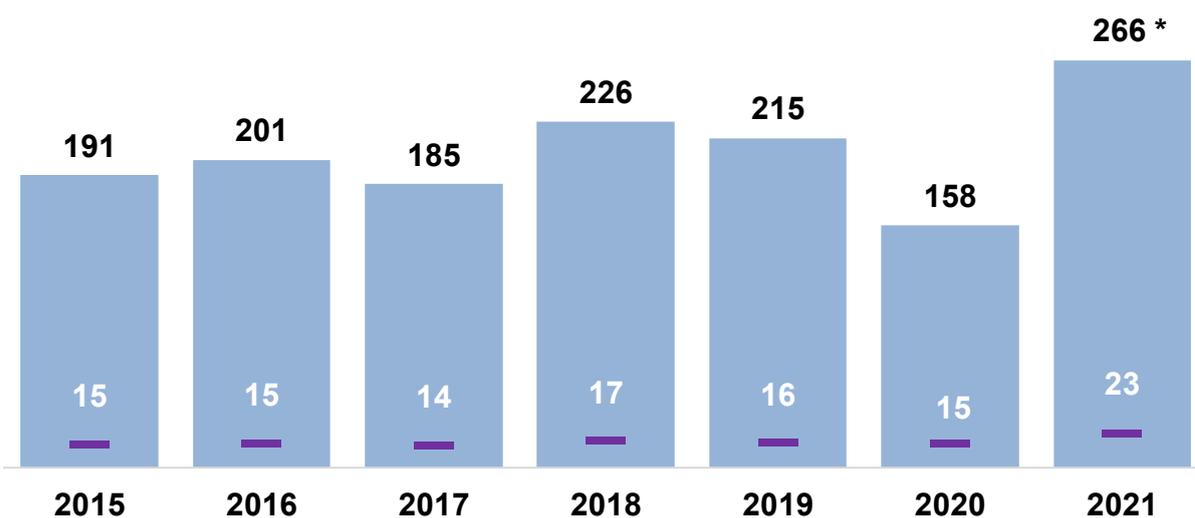
In 2022-23, the **North West** outperformed national-level targets in most performance areas but has the lowest levels of user satisfaction. The North West also ranks lowest for the speed with which motorway incidents are dealt with.

The region has improved its performance in the provision of timely and accurate roadworks information.

The North West delivered more noise mitigation to households than any other region in 2022-23.

Road safety (killed or seriously injured, KSIs)

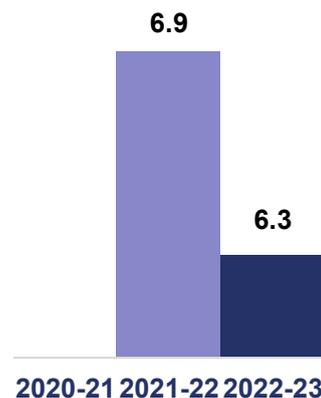
■ KSI (Unadjusted for changes in police recording methods)
 — KSI rate (per billion vehicle miles)



* Adjusted KSI figures are used for 2021. Preceding years are based on unadjusted figures. 2021 is not directly comparable with preceding years.

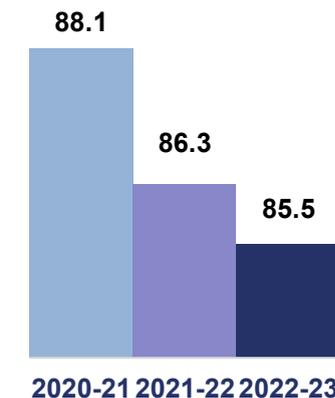
Key performance indicators (KPI)

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



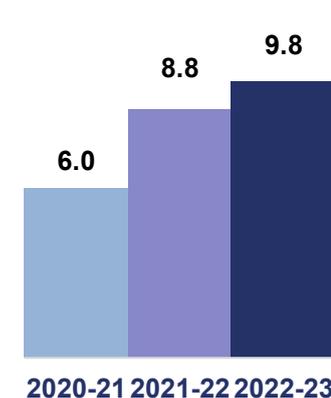
Regional rank **3**

Incident clearance (%)



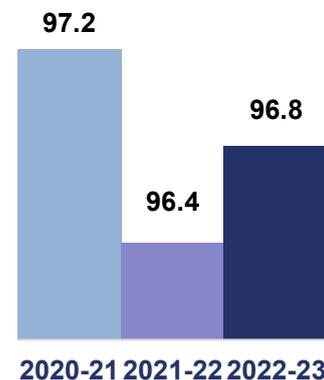
Regional rank **6**

Average delay (secs per vehicle mile)



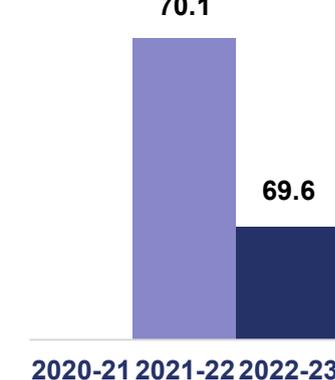
Regional rank **4**

Pavement condition (%)



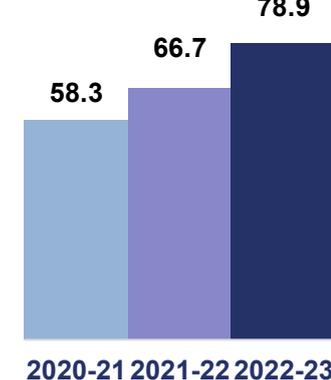
Regional rank **3**

User satisfaction (%)



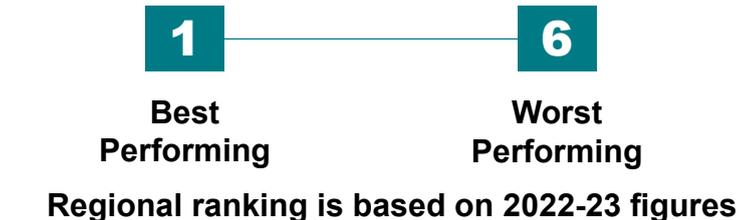
Regional rank **6**

Roadworks information timeliness and accuracy (%)



Regional rank **2**

Regional rank



Delivering better environmental outcomes (2022-23)

Noise



442

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



10

The number of SRN links in exceedance of the legal nitrogen dioxide (NO₂) limits as set by the European Union and accepted by the government.

REGIONAL PERFORMANCE

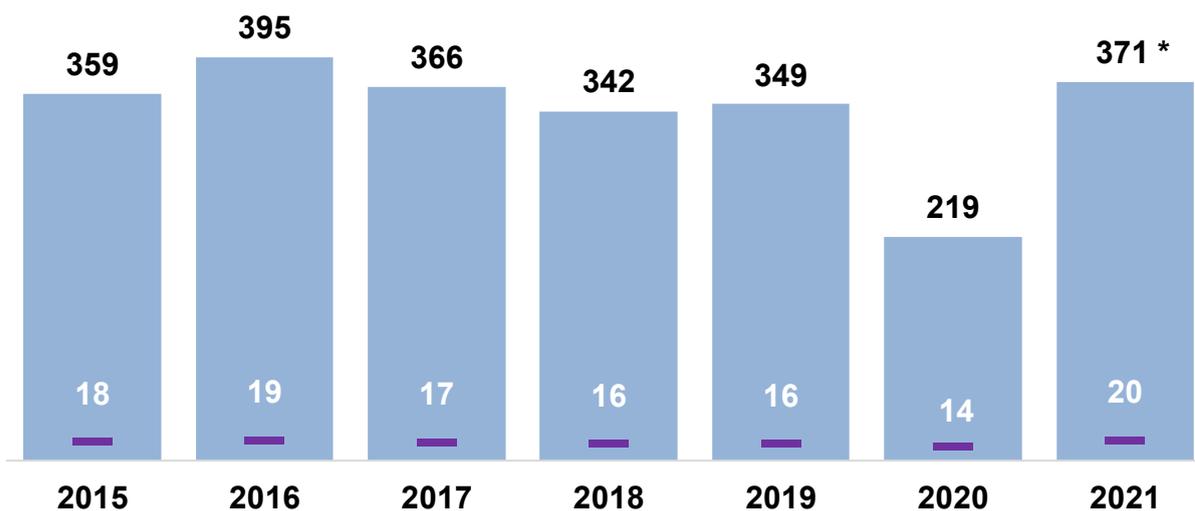
The **Midlands** ranks highest for the proportion of motorway incidents cleared within an hour and for the accuracy and timeliness of roadworks information.

Both the level of traffic and average delays are above average in the Midlands. Delays increased during 2022-23 as traffic levels recovered. Nevertheless, the proportion of users who say they are satisfied with the network increased from around 67% to nearly 73%.

The Midlands achieved a significant improvement in its performance against the pavement condition measure.

Road safety (killed or seriously injured, KSIs)

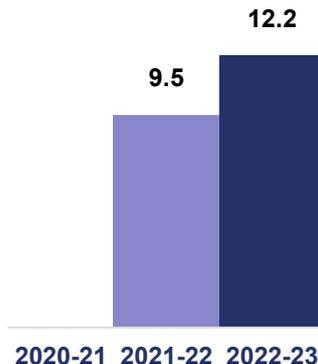
- KSI (Unadjusted for changes in police recording methods)
- KSI rate (per billion vehicle miles)



* Adjusted KSI figures are used for 2021. Preceding years are based on unadjusted figures. 2021 is not directly comparable with preceding years.

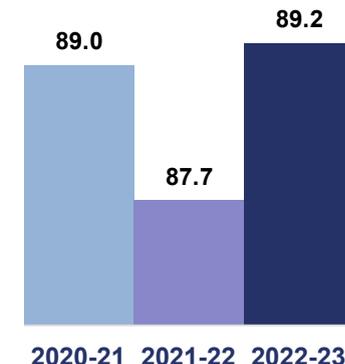
Key performance indicators (KPI)

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



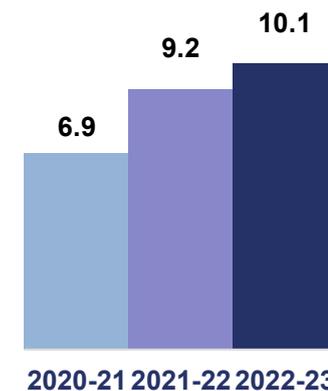
Regional rank **6**

Incident clearance (%)



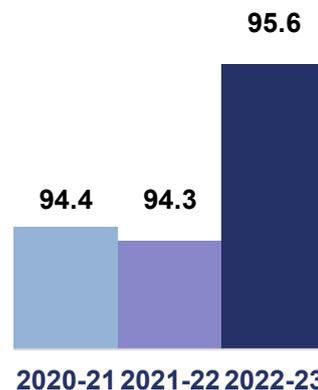
Regional rank **1**

Average delay (secs per vehicle mile)



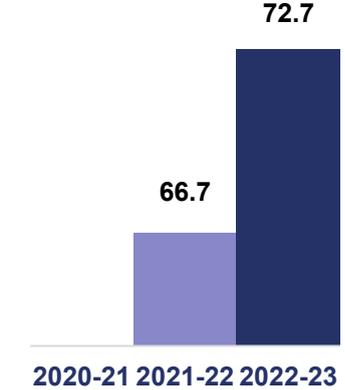
Regional rank **5**

Pavement condition (%)



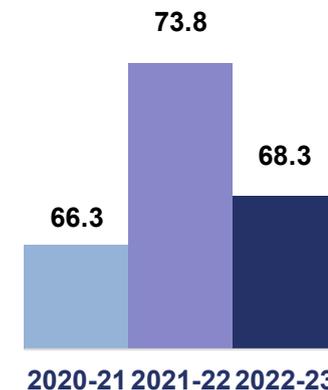
Regional rank **5**

User satisfaction (%)



Regional rank **3**

Roadworks information timeliness and accuracy (%)



Regional rank **5**

Regional rank

1

Best Performing

6

Worst Performing

Regional ranking is based on 2022-23 figures

Delivering better environmental outcomes (2022-23)

Noise



46

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

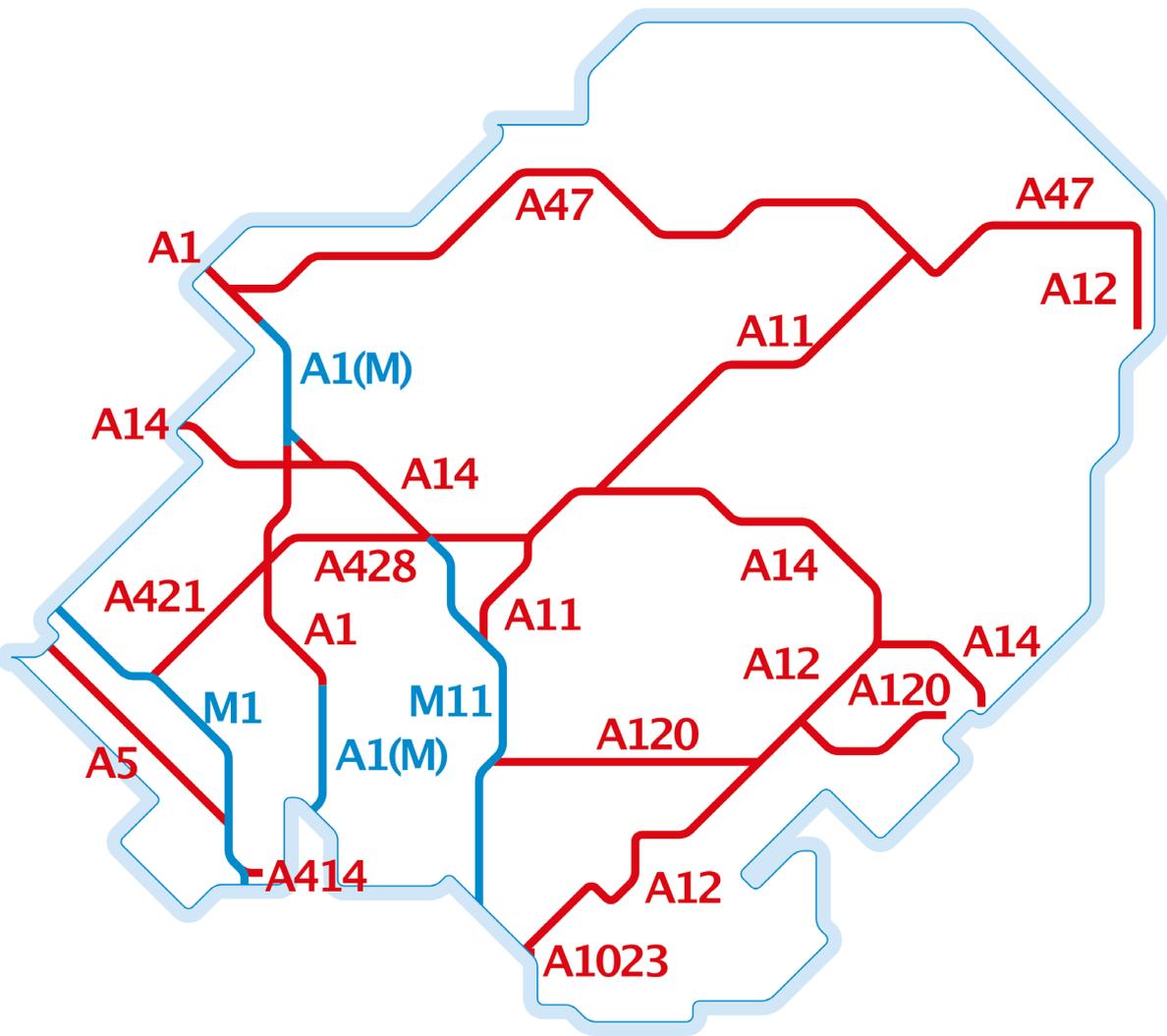
Air Quality



11

The number of SRN links in exceedance of the legal nitrogen dioxide (NO₂) limits as set by the European Union and accepted by the government.

East



The **East** region comprises sections of the M1, A1(M), and A12, serving as gateway routes to and from Felixstowe and Harwich. It covers a total length of 577 route miles (2,662 lane miles).

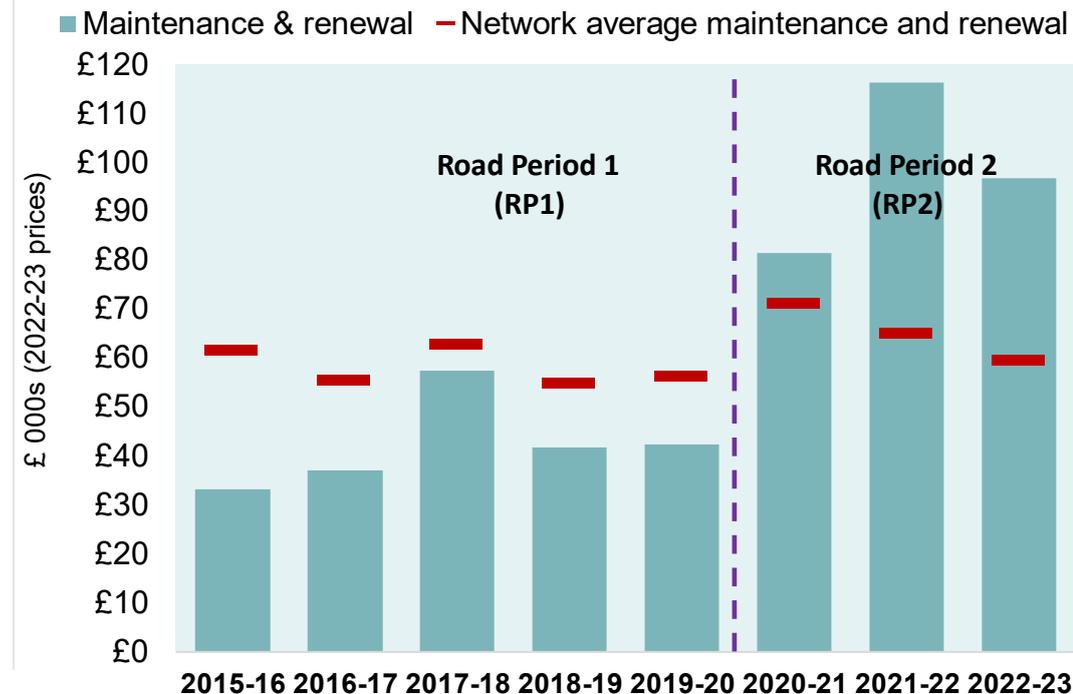
Notably, 83 percent of the network consists of All Purpose Trunk Roads (APTR) with motorways making up the remaining 17 percent, the lowest proportion of any region of the Strategic Road Network (SRN).

Expenditure on maintenance and renewals has risen during Road Period 2. In 2021-22, the East allocated more funds to maintenance and renewals per lane mile than any other region throughout Road Period 2. In 2022-23, maintenance and renewal spending exceeded the network average by £40,000 per lane mile.

Metric	Value	Regional rank
Population	6.3 million	5
GVA per head	£27,000	2
Lane miles	2,662	4
Structures	2,331	5

Traffic statistics	Motorway	All Purpose Trunk Roads (APTR)
Road length (% of regional network)	17	83
Traffic density (average annual daily traffic)	75,000	40,000
Traffic Density Rank (out of 6 regions)	3	2

Maintenance and renewal spending per lane mile



Source: National Highways
© Crown copyright and database rights 2022 OS 100030649

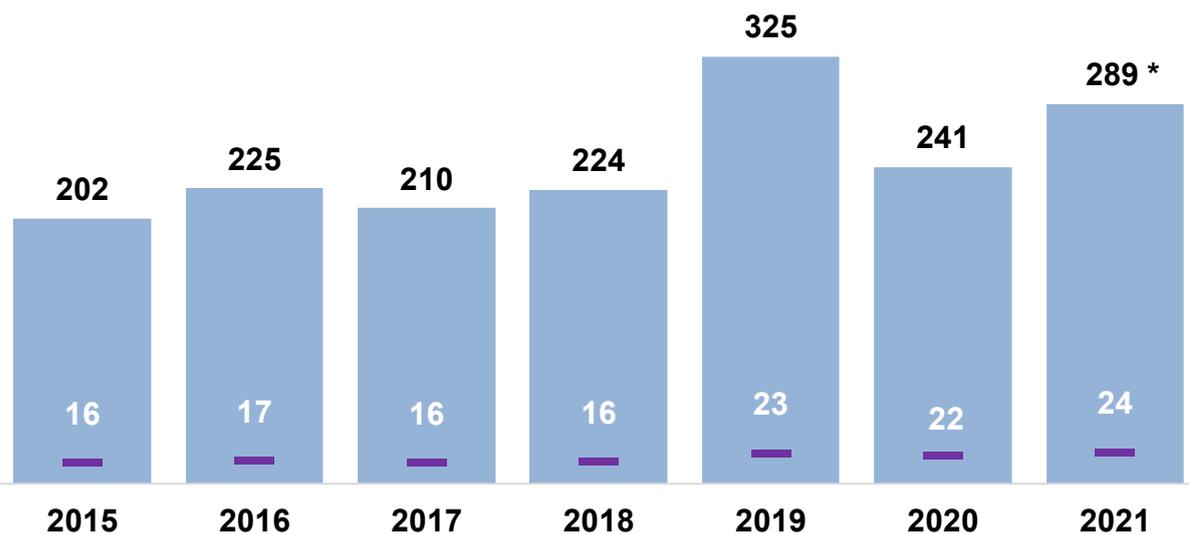
REGIONAL PERFORMANCE

Average delays in the **East** increased in 2022-23 but remain lower than most other regions. National Highways has worked to improve pavement condition in this region. However, the region continues to lag the national-level target for the proportion of road surfaces deemed to be in good condition.

Average delays increased slightly in 2022-23 as traffic levels recovered. However, levels of delay remain lower than average for the SRN as a whole. Despite an increase in delays, levels of user satisfaction increased by a small margin.

Road safety (killed or seriously injured, KSIs)

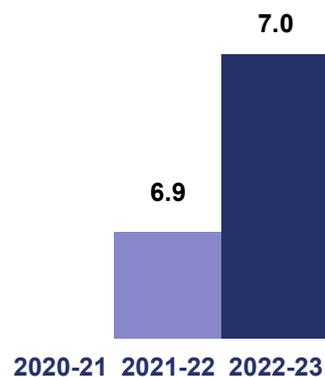
- KSI (Unadjusted for changes in police recording methods)
- KSI rate (per billion vehicle miles)



* Adjusted KSI figures are used for 2021. Preceding years are based on unadjusted figures. 2021 is not directly comparable with preceding years.

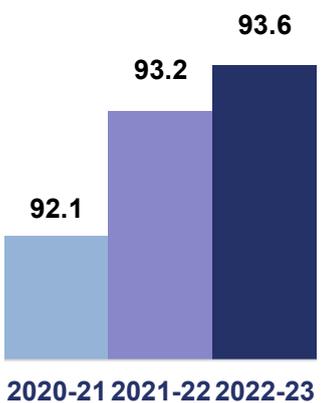
Key performance indicators (KPI)

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



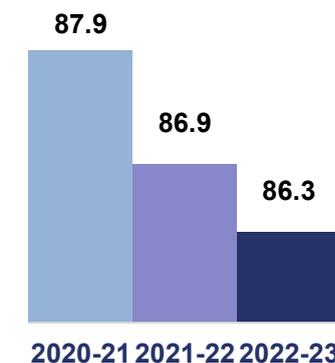
Regional rank **4**

Pavement condition (%)



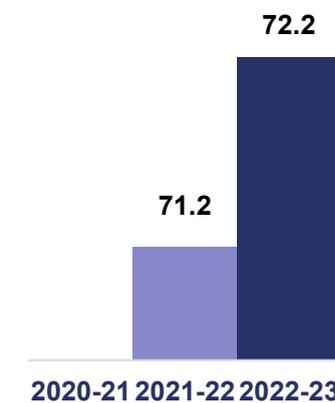
Regional rank **6**

Incident clearance (%)



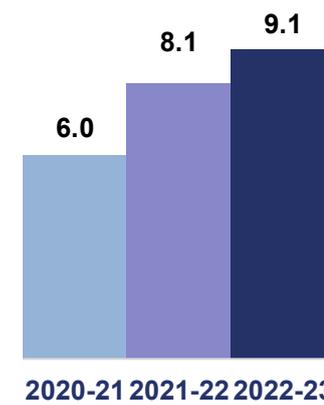
Regional rank **5**

User satisfaction (%)



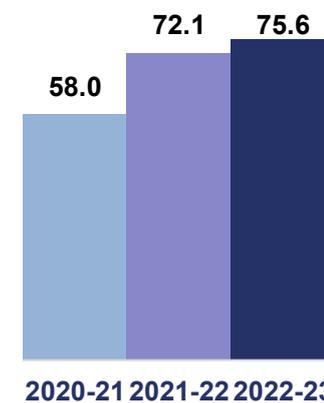
Regional rank **4**

Average delay (secs per vehicle mile)



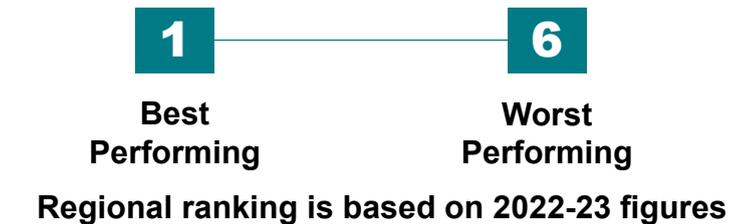
Regional rank **2**

Roadworks information timeliness and accuracy (%)



Regional rank **3**

Regional rank



Delivering better environmental outcomes (2022-23)

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



0

The number of SRN links in exceedance of the legal nitrogen dioxide (NO₂) limits as set by the European Union and accepted by the government.

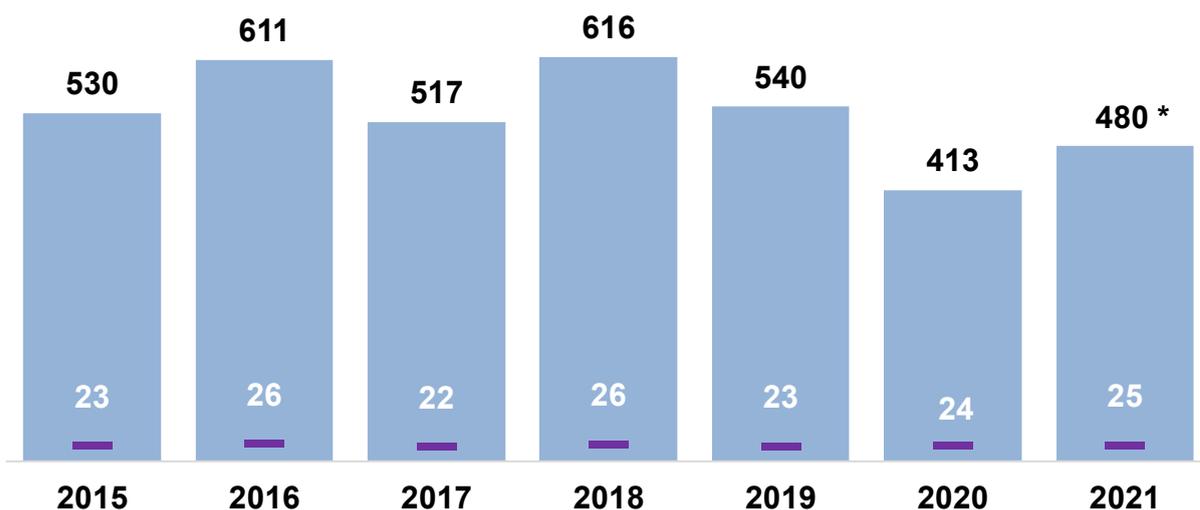
REGIONAL PERFORMANCE

Being one of the most densely trafficked regions, the **South East** contends with the highest average delays, the least reliable journeys, and the most disruption from roadworks. This may explain lower than average levels of user satisfaction.

Around a quarter of killed or seriously injured (KSI) casualties occurred in the South East region. Rates of KSIs per billion vehicle miles are higher in the South East than any other region.

Road safety (killed or seriously injured, KSIs)

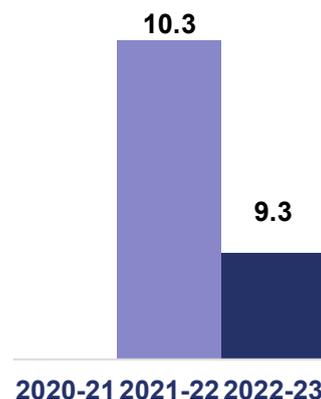
■ KSI (Unadjusted for changes in police recording methods)
 — KSI rate (per billion vehicle miles)



* Adjusted KSI figures are used for 2021. Preceding years are based on unadjusted figures. 2021 is not directly comparable with preceding years.

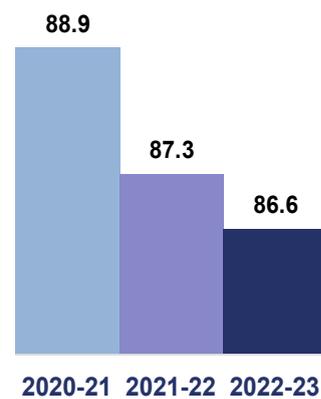
Key performance indicators (KPI)

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



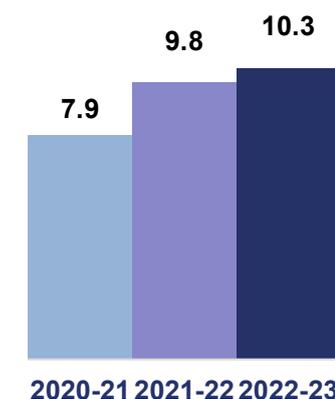
Regional rank **5**

Incident clearance (%)



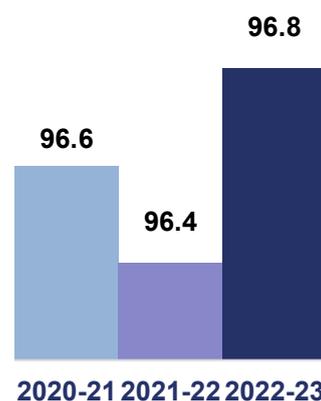
Regional rank **4**

Average delay (secs per vehicle mile)



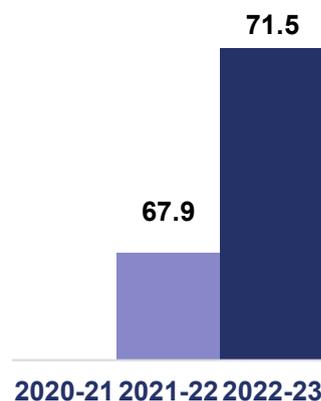
Regional rank **6**

Pavement condition (%)



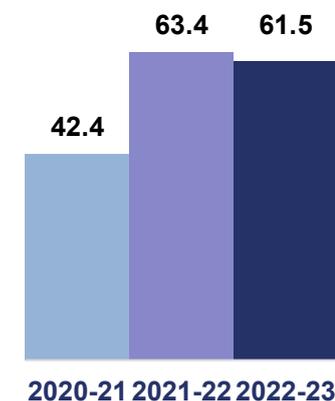
Regional rank **4**

User satisfaction (%)



Regional rank **5**

Roadworks information timeliness and accuracy (%)



Regional rank **6**

Regional rank

1 ————— **6**

Best Performing ————— **Worst Performing**

Regional ranking is based on 2022-23 figures

Delivering better environmental outcomes (2022-23)

Noise



363

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



9

The number of SRN links in exceedance of the legal nitrogen dioxide (NO₂) limits as set by the European Union and accepted by the government.

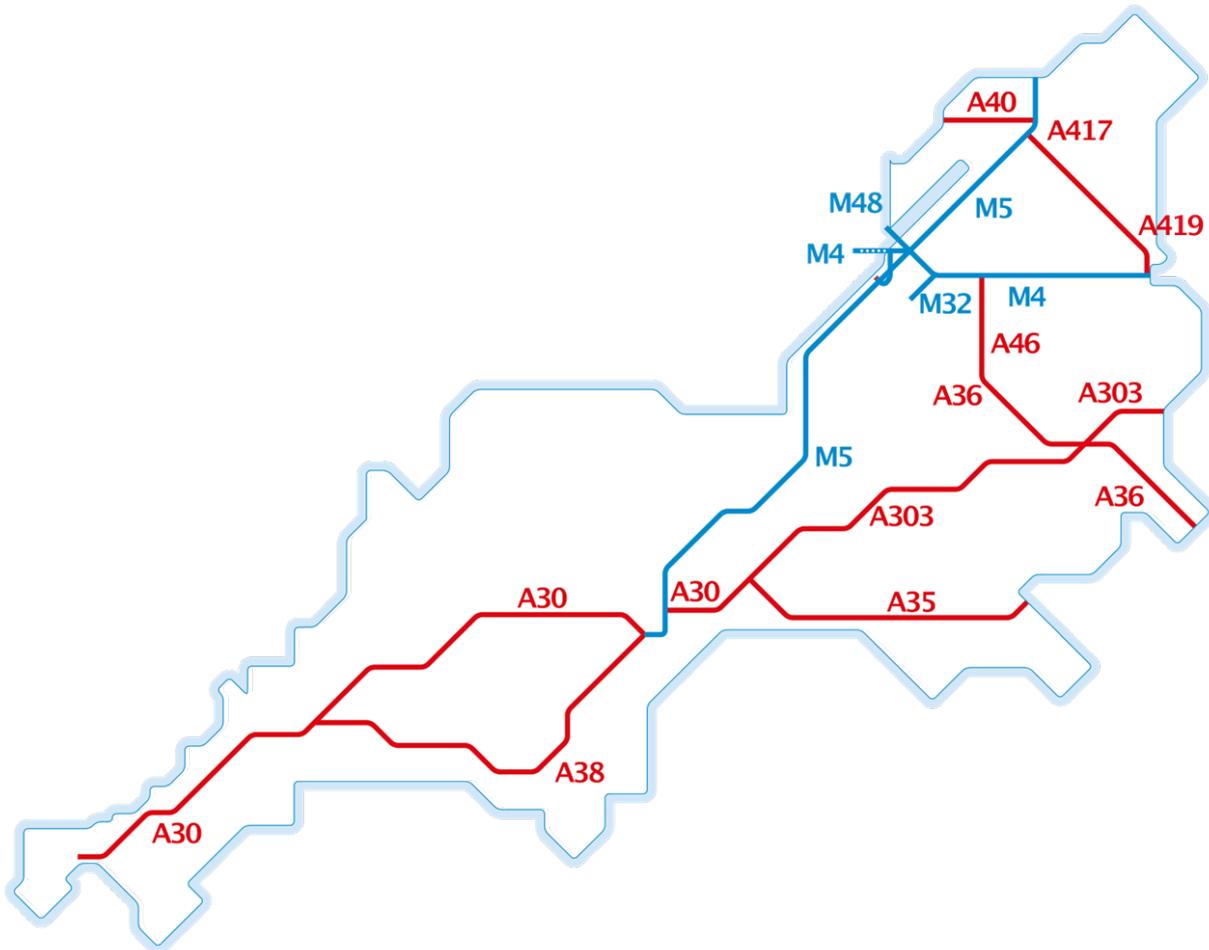
South West

The **South West** network includes parts of the M4 and M5 motorways, and strategic roads in Gloucestershire, Somerset, Cornwall, Dorset, Devon, and Wiltshire. The A417, A30, A35, and some connecting roads are operated via Design Build Finance and Operate (DBFO) arrangements, while National Highways directly manages the rest of the network.

This network spans 511 route miles, with motorways making up 35%. Compared to other regions, the South West is the smallest network in terms of lane miles.

The region's motorways experience higher than average traffic volumes, while its All Purpose Trunk Roads (APTR) have lower than average traffic levels compared to the rest of the Strategic Road Network (SRN).

Population		Regional rank
	5.7 million	6
GVA per head		Regional rank
	£26,250	4
Lane miles		Regional rank
	2,363	6
Structures		Regional rank
	2,200	6

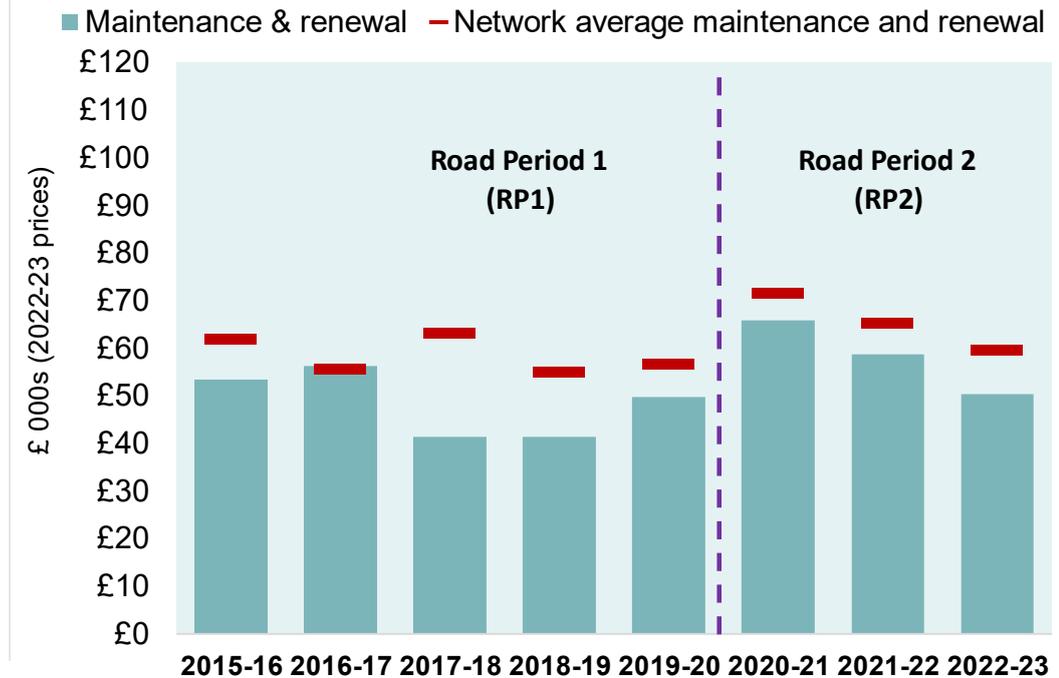


Traffic statistics

Motorway All Purpose Trunk Roads (APTR)

	Motorway	All Purpose Trunk Roads (APTR)
Road length (% of regional network)	35	65
Traffic density (average annual daily traffic)	81,000	29,000
Traffic Density Rank (out of 6 regions)	2	5

Maintenance and renewal spending per lane mile



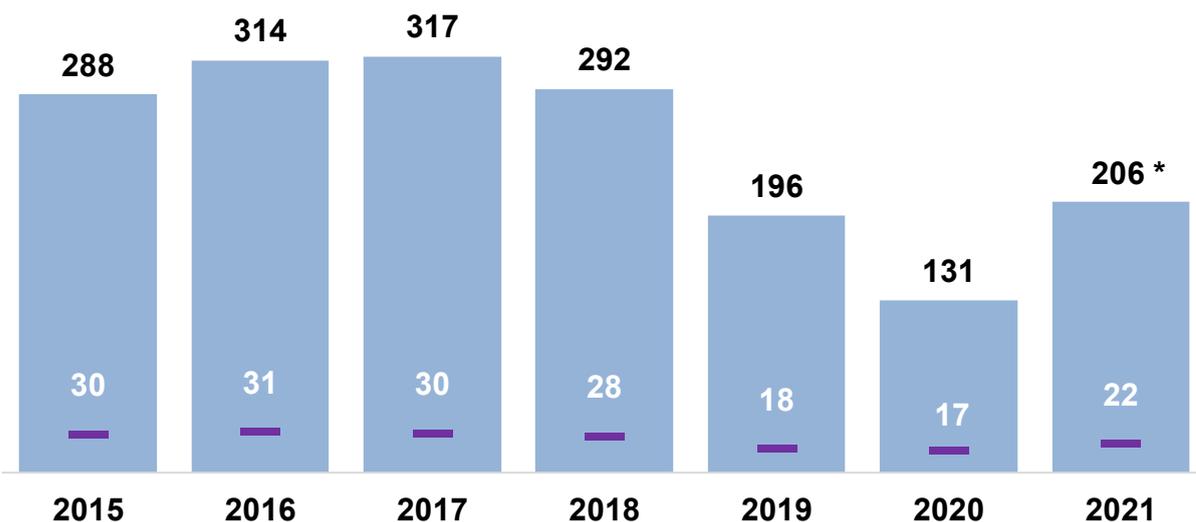
REGIONAL PERFORMANCE

The **South West** continues to rank highly across all of the Key Performance Indicators (KPI). This is likely to contribute to higher levels of user satisfaction. Scores against all KPIs improved in 2022-23.

Lower levels of traffic mean that average delays are lower in the South West than any other region. Notably, the South West was the only region that saw a reduction in average delays during 2022-23.

Road safety (killed or seriously injured, KSIs)

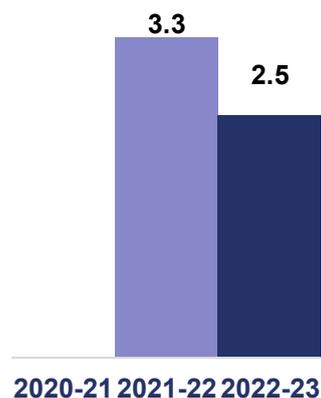
■ KSI (Unadjusted for changes in police recording methods)
 ─ KSI rate (per billion vehicle miles)



* Adjusted KSI figures are used for 2021. Preceding years are based on unadjusted figures. 2021 is not directly comparable with preceding years.

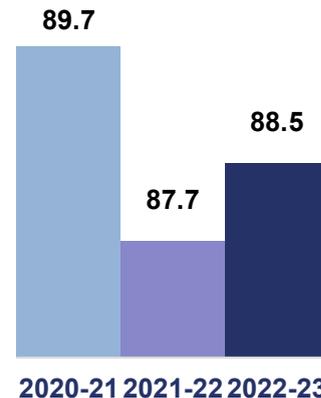
Key performance indicators (KPI)

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



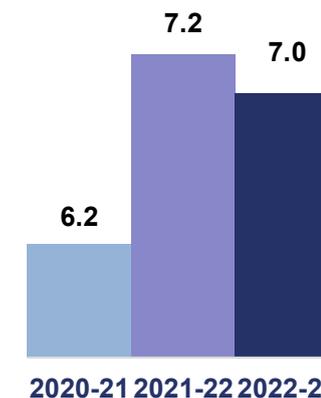
Regional rank **1**

Incident clearance (%)



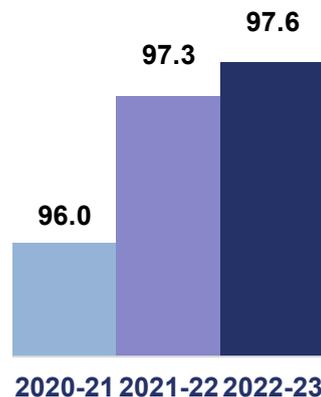
Regional rank **2**

Average delay (secs per vehicle mile)



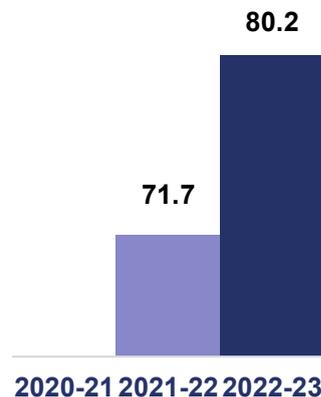
Regional rank **1**

Pavement condition (%)



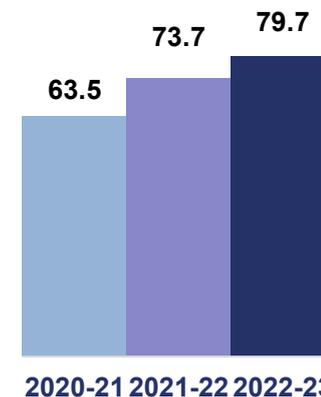
Regional rank **1**

User satisfaction (%)



Regional rank **1**

Roadworks information timeliness and accuracy (%)



Regional rank **1**

Regional rank

1

Best Performing

Regional ranking is based on 2022-23 figures

Delivering better environmental outcomes (2022-23)

Noise



8

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



3

The number of SRN links in exceedance of the legal nitrogen dioxide (NO₂) limits as set by the European Union and accepted by the government.

Regional dashboards: methods and data sources

Regional performance data

- Regional KPI and PI data is provided by National Highways: [National Highways Annual Benchmarking Report 2022-23 \(Annex A\)](#)
- Regional User Satisfaction data is taken from Transport Focus' [Strategic Roads User Survey 2022-23 Summary Report](#).

Safety performance data

- For the period 2015 to 2020 regional KSI (killed or seriously injured) figures were unadjusted for changes in police recording methods that have been introduced by some police forces at different points in time. From 2021 onwards, National Highways has adopted 'adjusted' KSIs – ensuring comparisons are not skewed by differences in recording methods. As a result, figures for 2021 are not directly comparable with those for previous years.
- KSI rates are calculated 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-2022 were sourced from the [ONS](#) and are rounded to nearest 100,000 in the dashboards.

GVA per head

- Gross value added (GVA) data for 2021 were sourced from [ONS](#); divided by regional population to give GVA per head; and are rounded to the nearest £250 in the dashboards.
- 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 2022.
- 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 2022-23 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 2022 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.