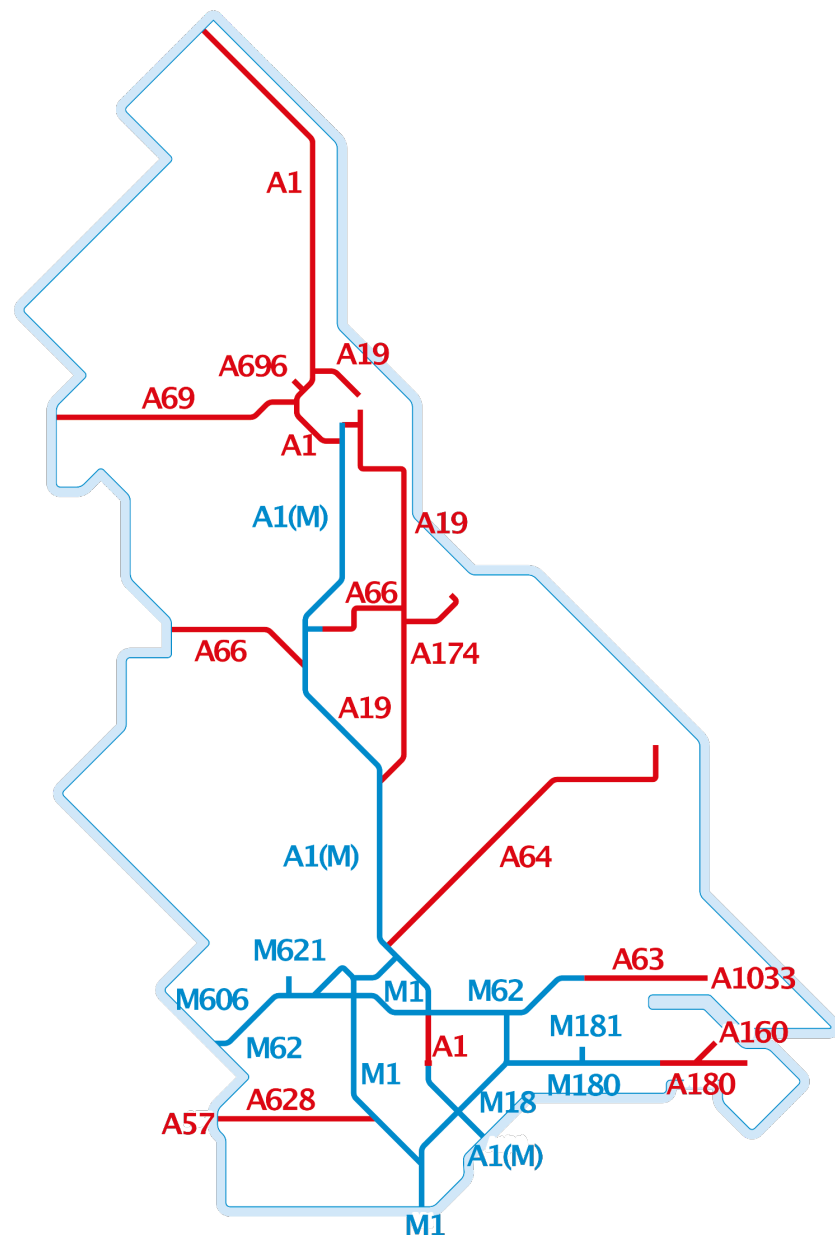


Yorkshire and North East



The Strategic Road Network (SRN) in Yorkshire and North East comprises 496 route miles (2,526 lane miles). The network includes the northern section of the M1 motorway.

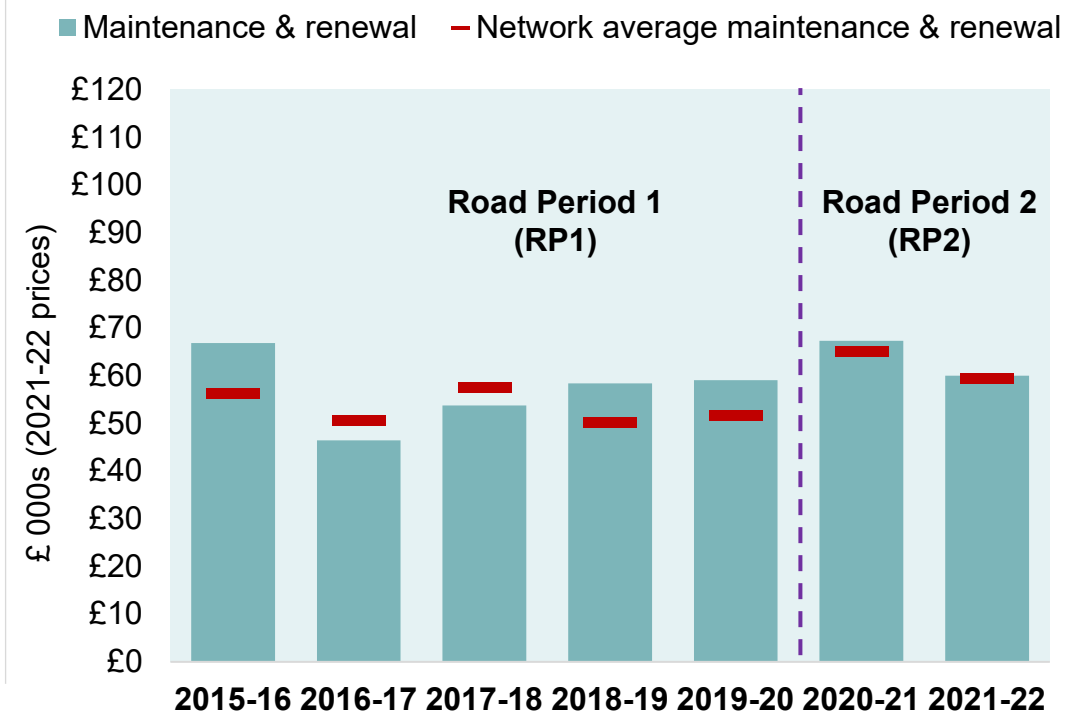
There is a roughly equal split between motorway and all purpose trunk roads (APTR). Motorways in Yorkshire and North East carry slightly less traffic, per route mile, than the national average.

In 2021-22, maintenance and renewals expenditure on the network totalled nearly £60,000 per lane mile. This is close to the average level of spending (in real terms) sustained since 2015.

Population	Regional rank
8.2 million	3
£22,000	6
2,526	5
2,624	4

Traffic statistics	Motorway	All purpose trunk roads (APTR)
Road length (% of regional network)	50	50
Traffic density (average annual daily traffic)	67,000	29,000
Traffic Density Rank (out of 6 regions)	6	4

Maintenance and renewal spending per lane mile



Source: National Highways
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REGIONAL PERFORMANCE

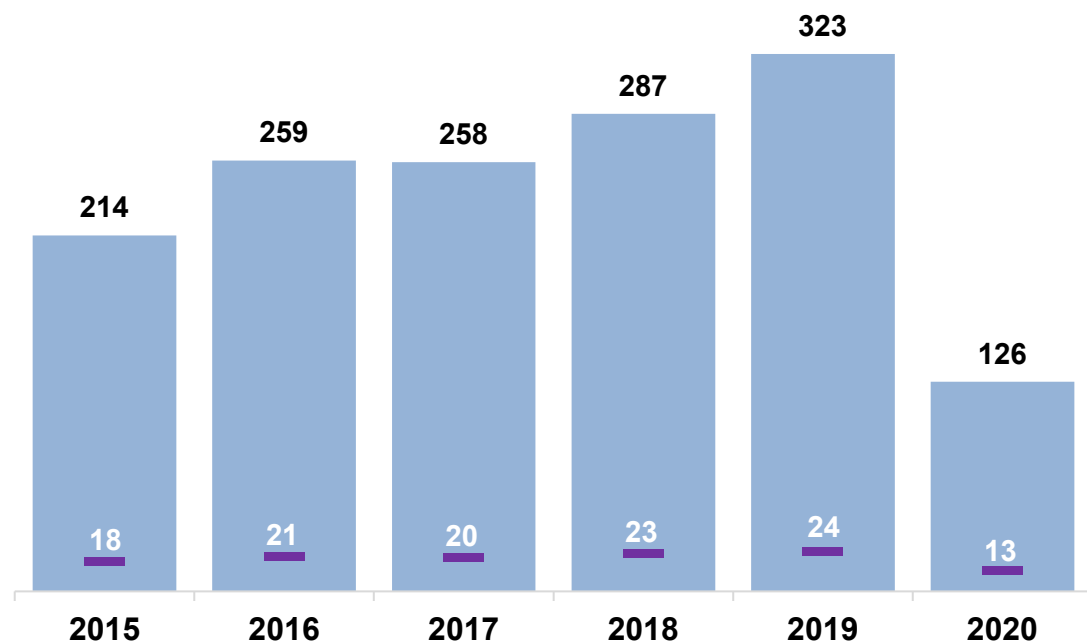
Users in **Yorkshire and North East** suffered less from the impact of roadworks than most other regions of the SRN.

Yorkshire and North East ranked lower than all other regions in England in both the delivery of accurate and timely roadworks information, and the speed with which traffic incidents are cleared.

In 2021-22, over 300 households in Noise Important Areas (NIA) benefited from mitigation – a third of the national total of households benefitting from mitigation.

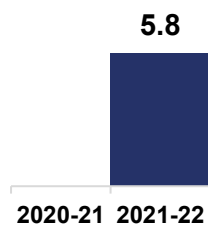
Road safety (people killed or seriously injured, KSIs)

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



Key performance indicators (KPI)

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



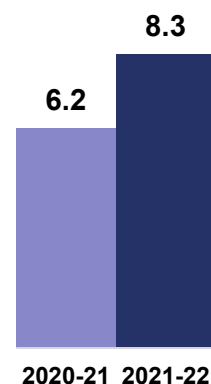
Regional rank **2**

Incident clearance (%)



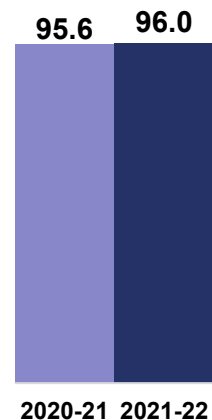
Regional rank **6**

Average delay (secs per vehicle mile)



Regional rank **3**

Pavement condition (%)



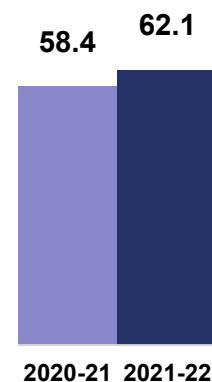
Regional rank **4**

User satisfaction (%)



Regional rank **4**

Roadworks information timeliness and accuracy (%)



Regional rank **6**

Regional rank

1

Best Performing

6

Worst Performing

Regional ranking is based on 2021-22 figures

Delivering better environmental outcomes (2021-22)

Noise



311

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

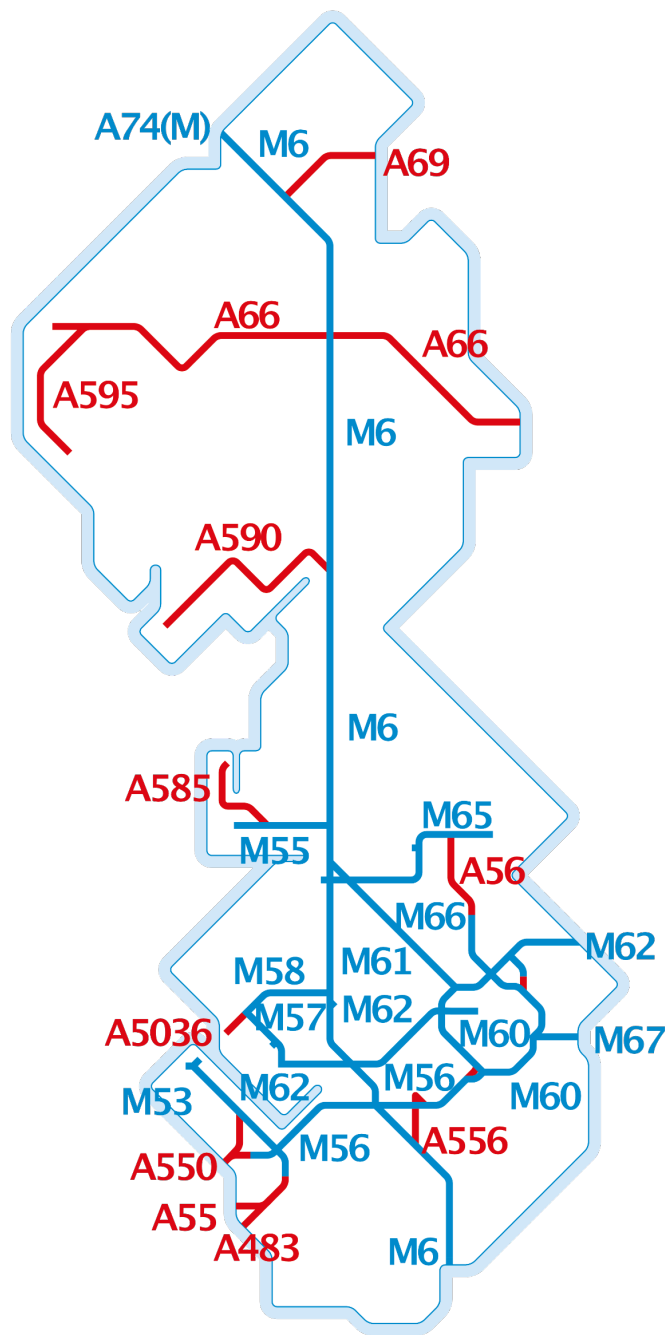
Air Quality



7

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



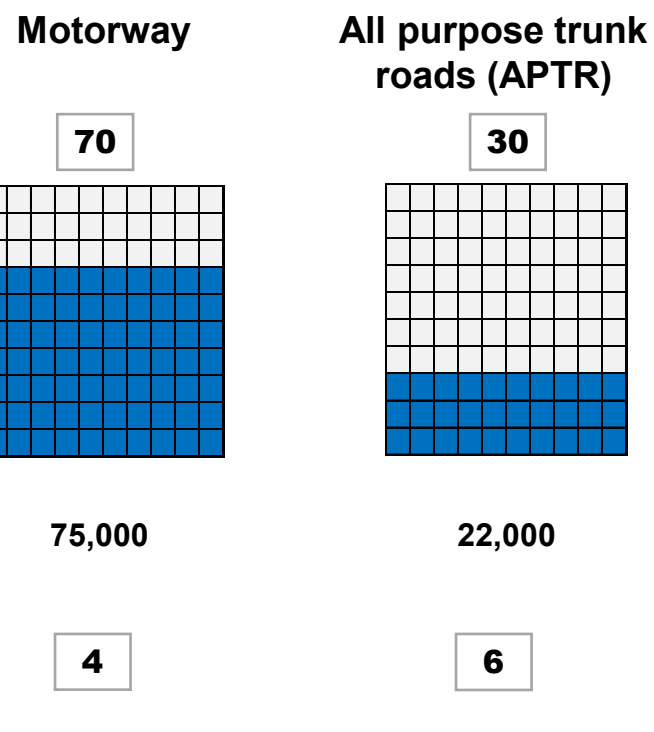
The North West region covers the SRN between Manchester and Carlisle. It comprises 545 route miles, of which 70% are motorways.

Most of the network is managed directly by National Highways whilst some roads, such as the A69, are operated via design, build, finance and operate (DBFO) arrangements. The region's All Purpose Trunk Roads (ATPR) are the most heavily trafficked in England.

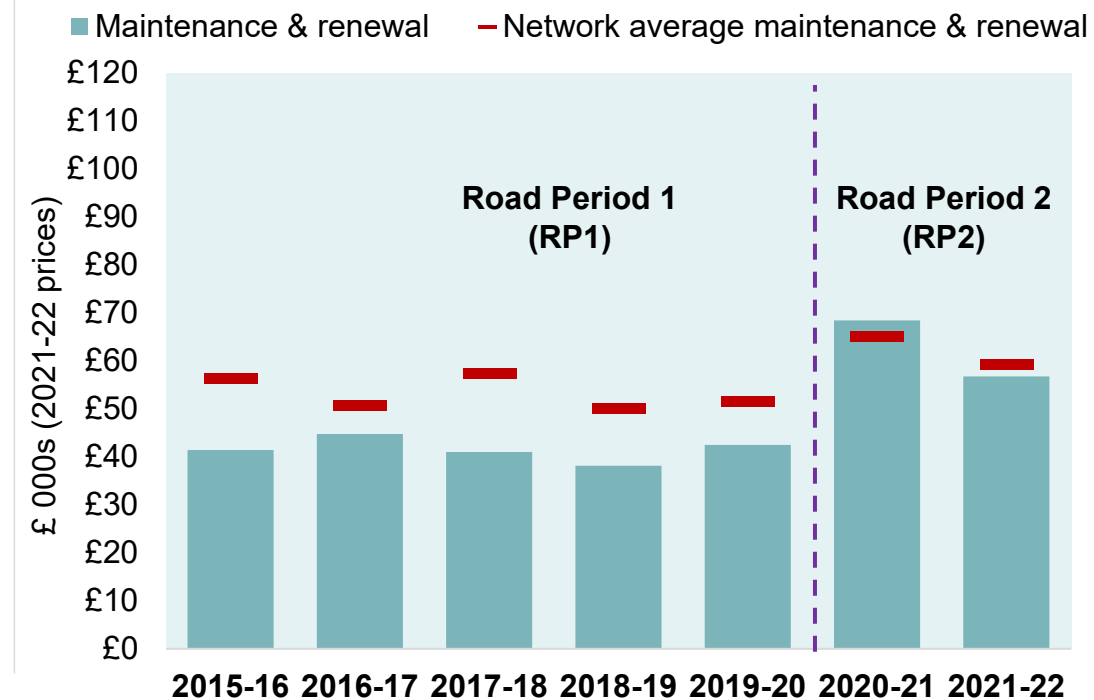
Maintenance and renewal expenditure in this region has been higher in road period 2 (2020-21 onwards) than was the case during road period 1.

Population		Regional rank
	7.4 million	4
GVA per head		Regional rank
	£25,250	3
Lane miles		Regional rank
	3,204	2
Structures		Regional rank
	3,043	2

Traffic statistics



Maintenance and renewal spending per lane mile



REGIONAL PERFORMANCE

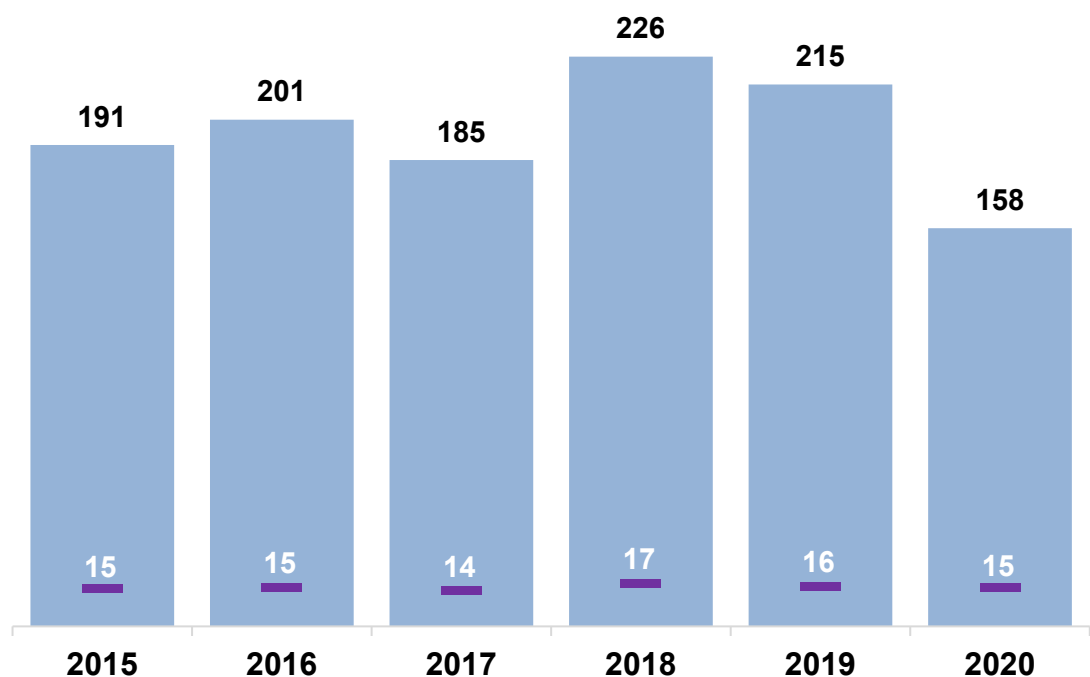
The **North West** performed above the national level target in most performance areas in 2021-22.

The region had the second highest score for pavement condition but the second lowest score for the speed with which traffic incidents are cleared.

The number of people killed or seriously injured (KSIs) fell by 26% in 2020. The rate of KSIs per billion vehicle miles also fell slightly.

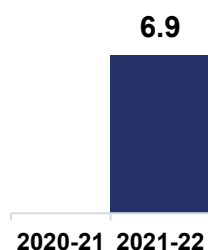
Road safety (people killed or seriously injured, KSIs)

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



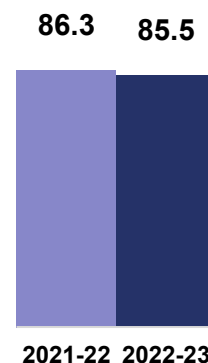
Key performance indicators (KPI)

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



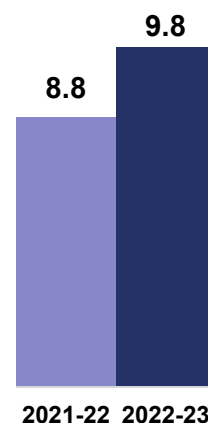
Regional rank **3**

Incident clearance (%)



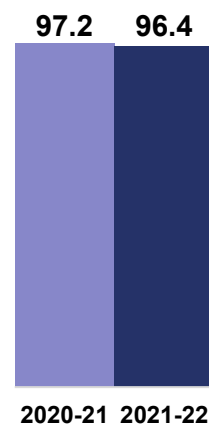
Regional rank **5**

Average delay (secs per vehicle mile)



Regional rank **4**

Pavement condition (%)



Regional rank **2**

User satisfaction (%)



Regional rank **3**

Roadworks information timeliness and accuracy (%)



Regional rank **4**

Regional rank

1

Best Performing

Regional ranking is based on 2021-22 figures

Delivering better environmental outcomes (2021-22)

Noise



1

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



2

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.

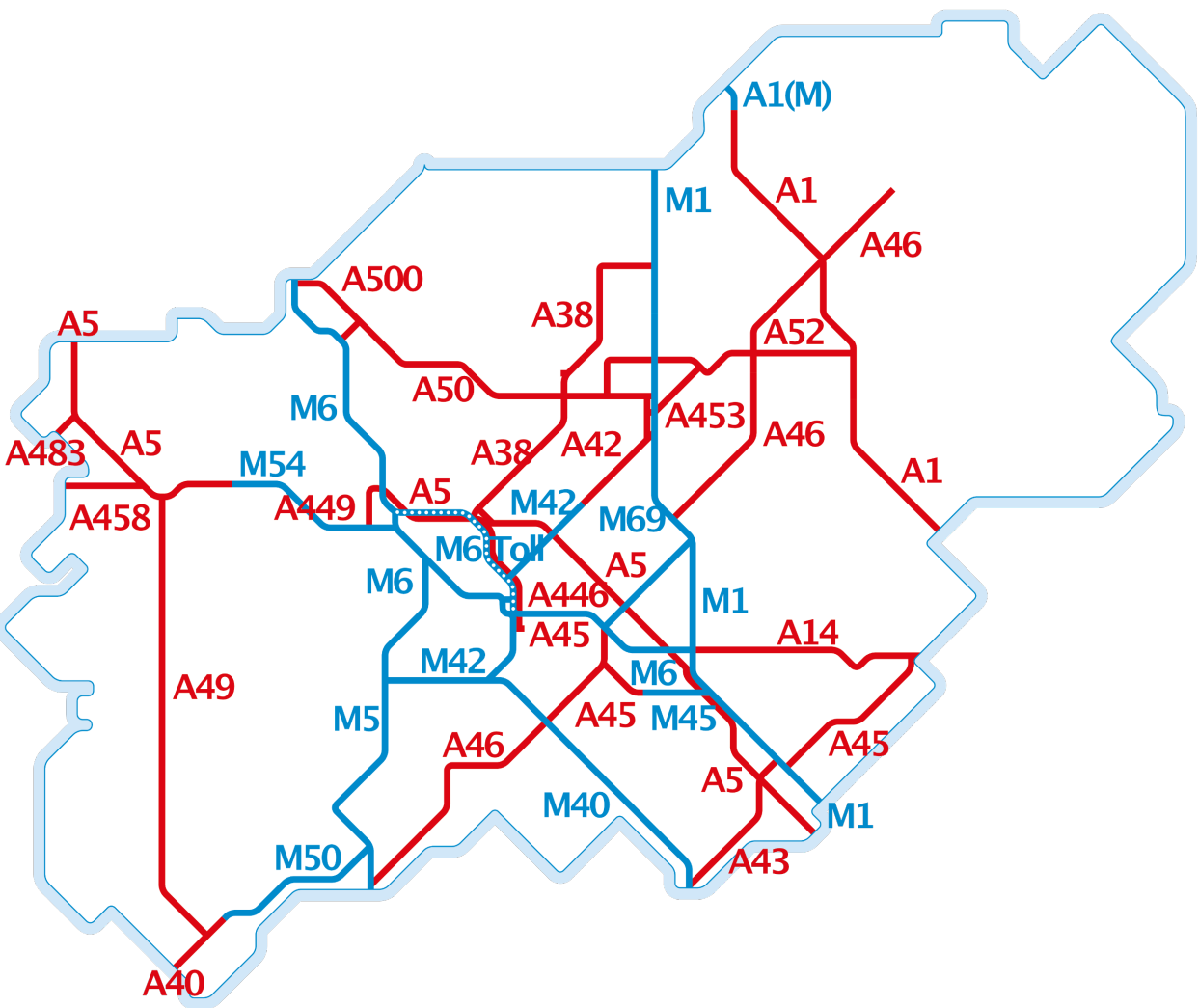
Midlands

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.

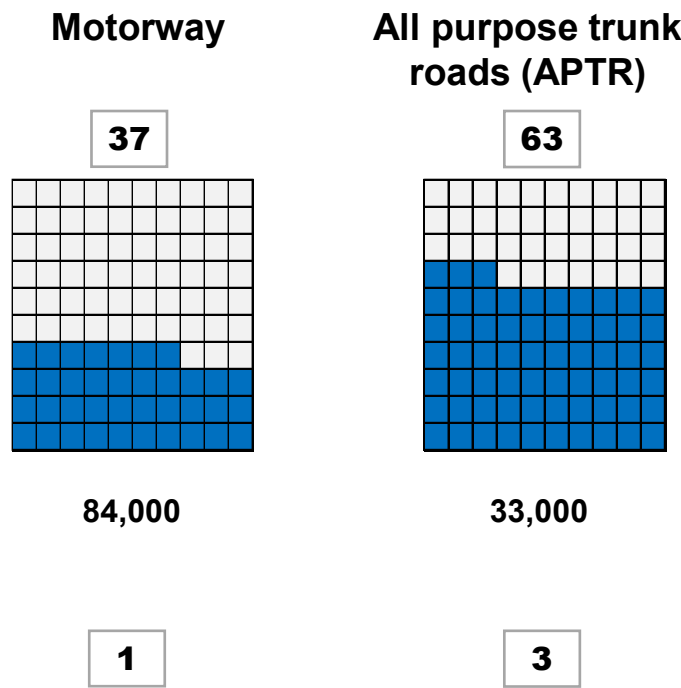
Motorways form 37% of the network with the remaining 63% being all purpose trunk roads (APTR).

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.

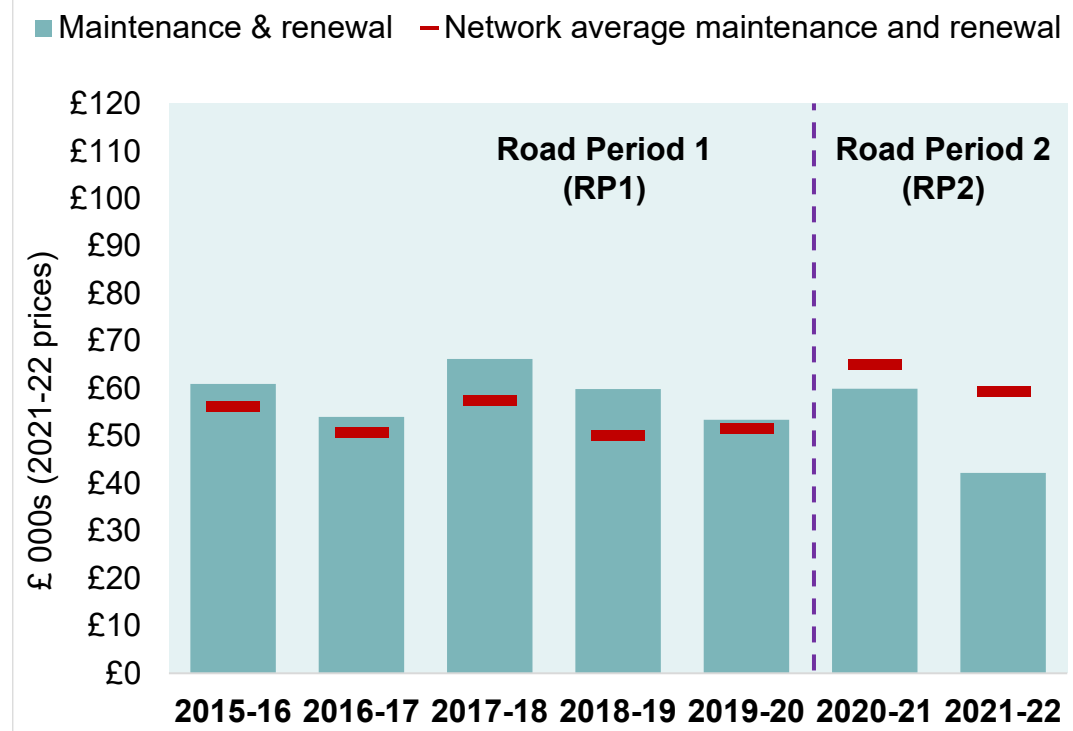
Population		Regional rank
	10.8 million	1
GVA per head		Regional rank
	£23,250	5
Lane miles		Regional rank
	4,564	1
Structures		Regional rank
	6,124	1



Traffic statistics



Maintenance and renewal spending per lane mile



Source: National Highways
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REGIONAL PERFORMANCE

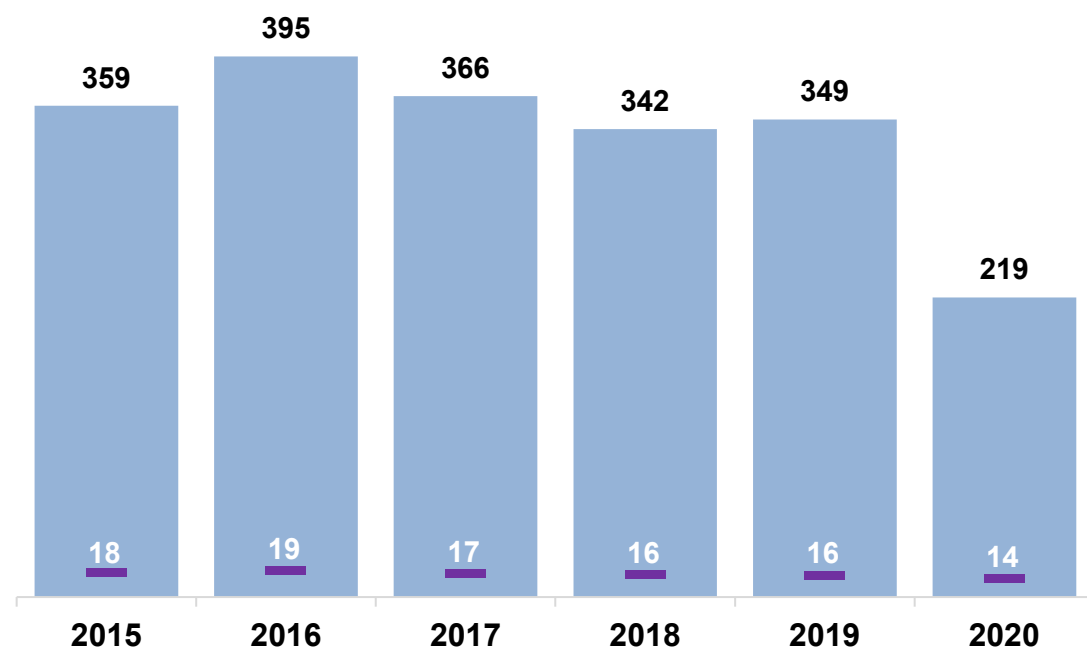
The **Midlands** ranked highest for the speed with which incidents are cleared from the network. It also scored highest for the accuracy and timeliness of roadworks information.

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)



Key performance indicators (KPI)

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



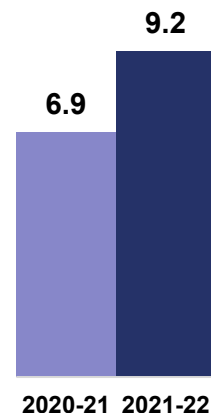
Regional rank **5**

Incident clearance (%)



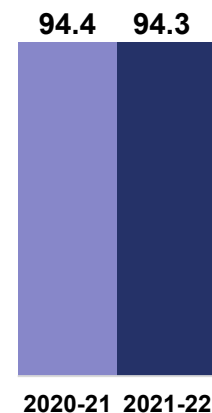
Regional rank **3**

Average delay (secs per vehicle mile)



Regional rank **5**

Pavement condition (%)



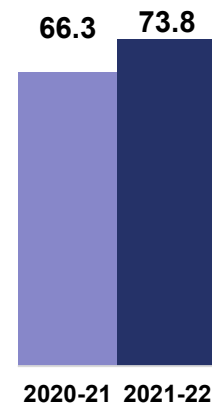
Regional rank **5**

User satisfaction (%)



Regional rank **6**

Roadworks information timeliness and accuracy (%)



Regional rank **1**

Regional rank

1

Best 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

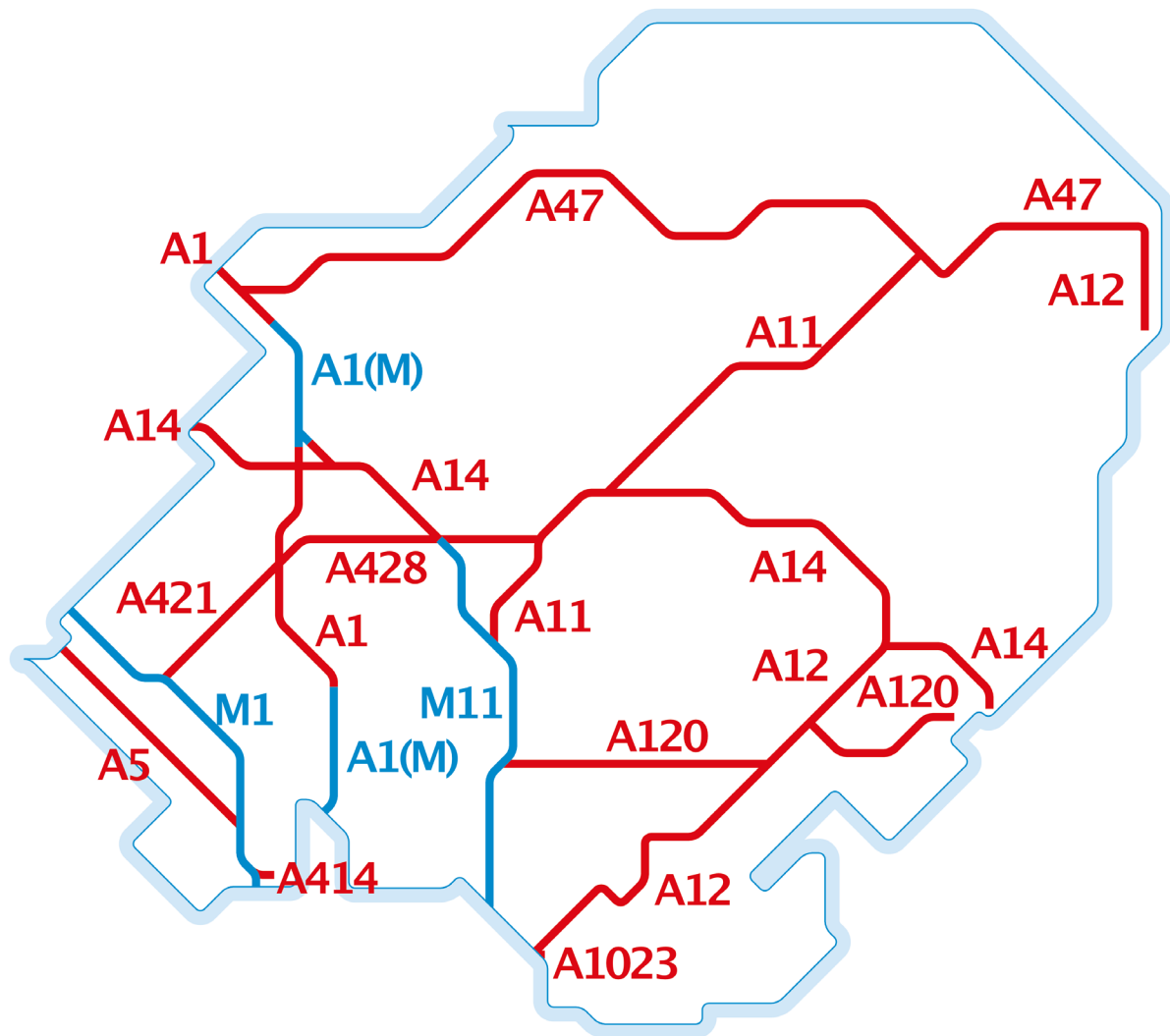
The number of SRN links in exceedance of the legal nitrogen dioxide (NO₂) limits as set by the European Union and accepted by the government.

EAST

Roads in the East include sections of the M1, A1(M), and the A12. The region hosts gateway routes to and from Felixstowe and Harwich. The region covers roads in Suffolk, Essex, Norfolk, Cambridgeshire and Hertfordshire.

The region incorporates 577 route miles (2,661 lane miles). All Purpose Trunk Roads account for 83% of the network and motorways account for 17%.

Expenditure on maintenance and renewals has increased in road period 2 (since 2020-21). In 2021-22, more was spent on maintenance and renewals (per lane mile) in the East than any other region of the SRN.



Metric	Value	Regional rank
Population	6.3 million	5
GVA per head	£26,000	2
Lane miles	2,661	4
Structures	2,324	5

Traffic statistics

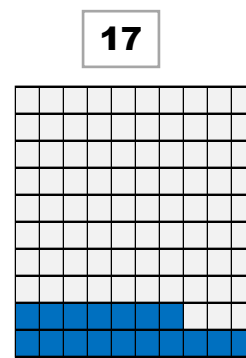
Motorway

All purpose trunk roads (APTR)

Road length
(% of regional network)

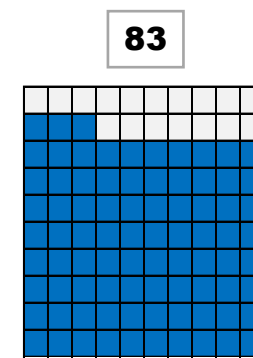
Traffic density
(average annual daily traffic)

Traffic Density Rank
(out of 6 regions)



75,000

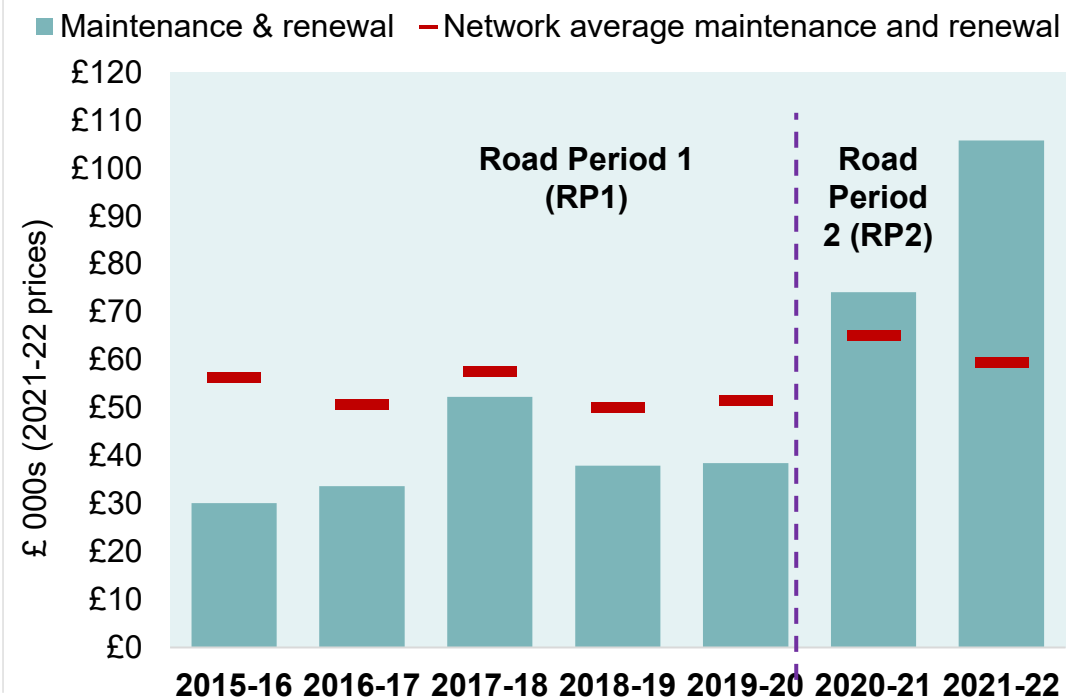
4



36,000

2

Real maintenance and renewal spending per lane mile



REGIONAL PERFORMANCE

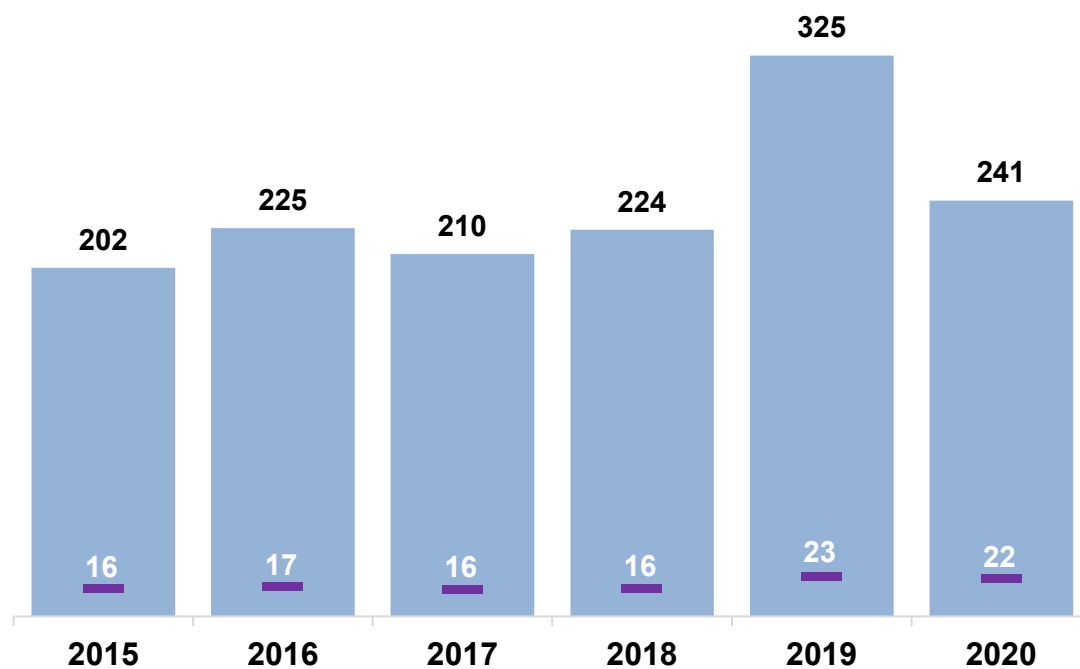
Average delays in the **East** increased in 2021-22 as traffic levels recovered from the pandemic. However, delays remain lower than most other regions.

National Highways' has worked to improve pavement condition in this region. It continues to rank below the other regions although the gap has started to close.

User satisfaction in the East was slightly higher than the average for the SRN as a whole

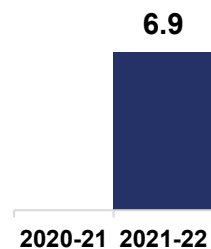
Road safety (people killed or seriously injured, KSIs)

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



Key performance indicators (KPI)

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



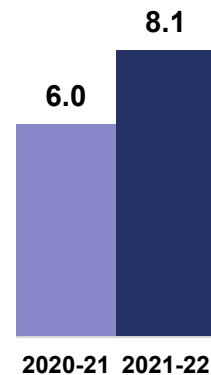
Regional rank **3**

Incident clearance (%)



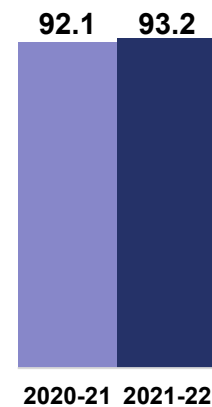
Regional rank **2**

Average delay (secs per vehicle mile)



Regional rank **2**

Pavement condition (%)



Regional rank **6**

User satisfaction (%)



Regional rank **2**

Roadworks information timeliness and accuracy (%)



Regional rank **3**

Regional rank

1

Best Performing

6

Worst Performing

Regional ranking is based on 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



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.

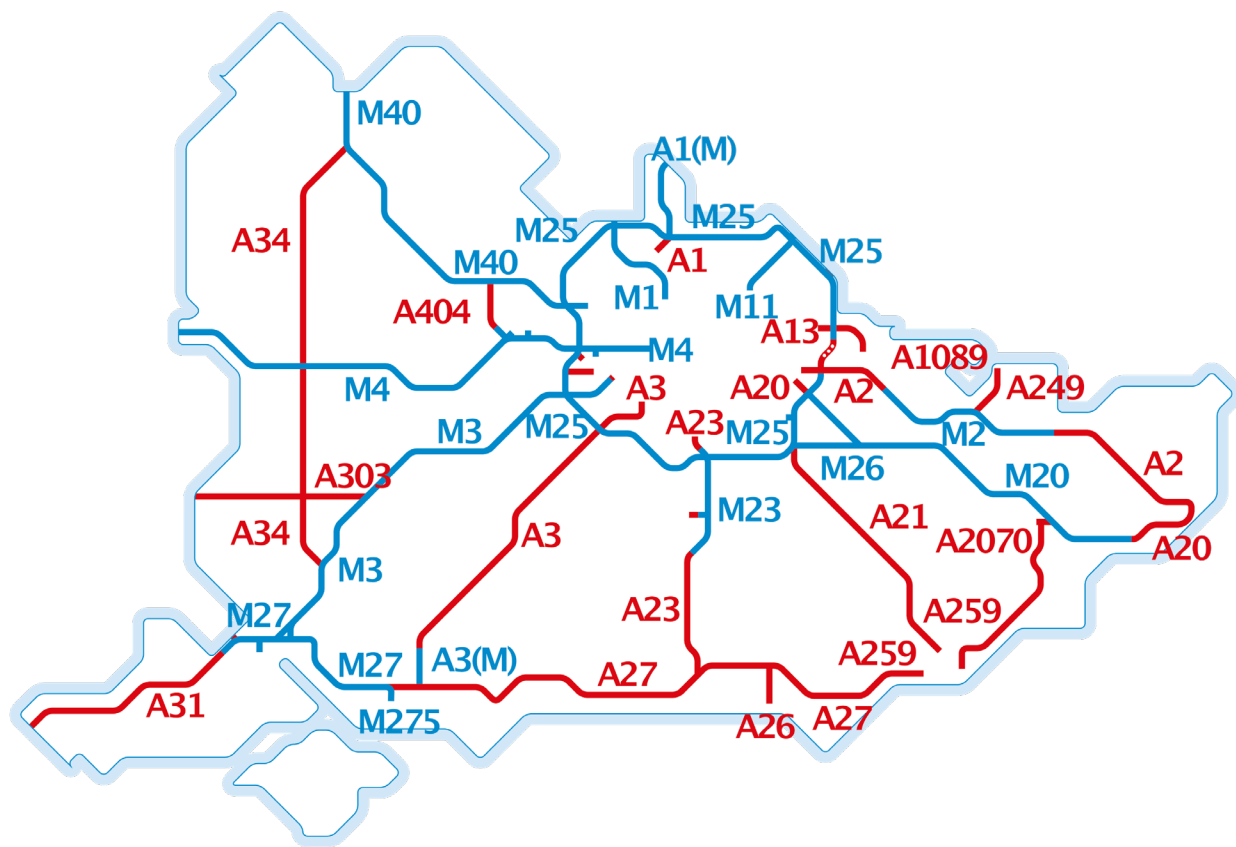
SOUTH EAST

The SRN in the South East includes the M25 and connecting routes in and around London, and strategic roads in Kent, Sussex, Surrey, Hampshire, Berkshire, Buckinghamshire and Oxfordshire.

The network comprises 601 route miles, of which 39% are motorways. The M25 and some connecting roads are operated via DBFO arrangements. The remainder of the network is managed directly by National Highways.

The South East is the most heavily trafficked region of the SRN.

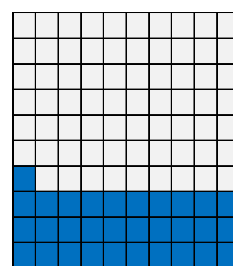
Population	Regional rank
9.2 million	2
£31,250	1
3,111	3
2,904	3



Traffic statistics

Motorway

39



Road length
(% of regional network)

Traffic density
(average annual daily traffic)

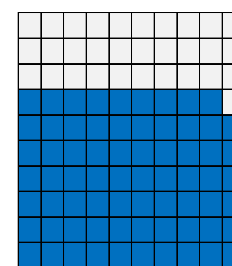
Traffic Density Rank
(out of 6 regions)

78,000

3

All purpose trunk roads (APTR)

61

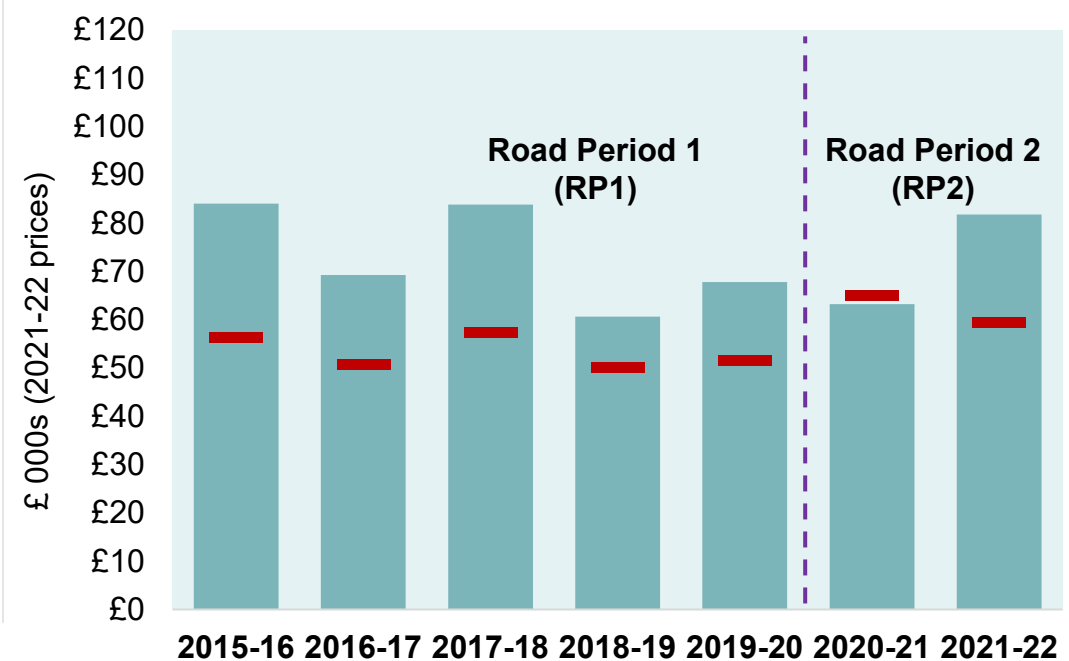


42,000

1

Maintenance and renewal spending per lane mile

■ Maintenance & renewal — Network average maintenance and renewal



REGIONAL PERFORMANCE

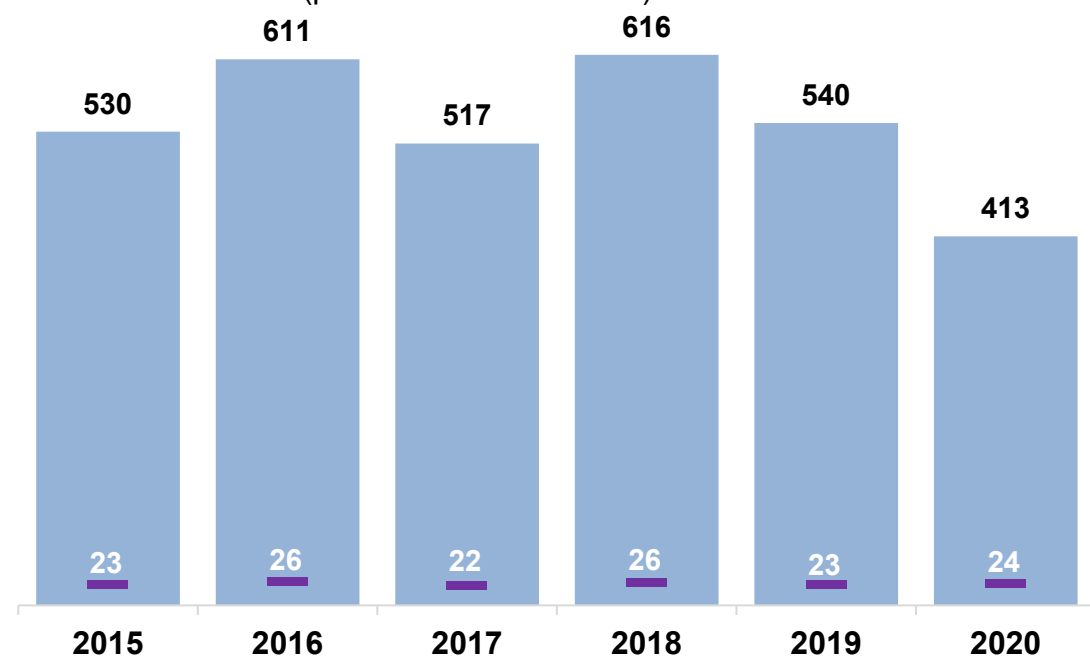
As the region with the highest level of traffic, the **South East** also experiences the highest levels of delay, the least reliable journeys, and the most delay due to roadworks. This may contribute to lower levels of user satisfaction than most other regions.

In 2021-22, the South East showed considerable improvement in the timeliness and accuracy with which it provides information on roadworks, although it still lagged behind most other regions.

Road surfaces in the South East have been consistently maintained at a level that exceeds the national-level target.

Road safety (people killed or seriously injured, KSIs)

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



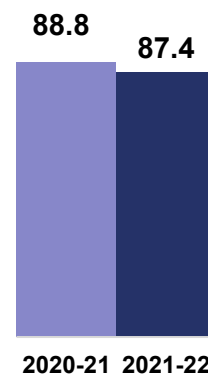
Key performance indicators (KPI)

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



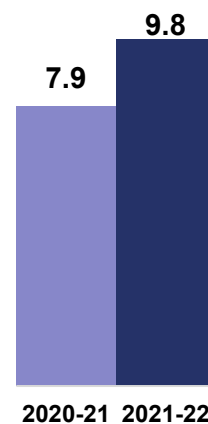
Regional rank **6**

Incident clearance (%)



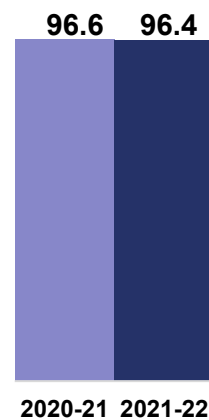
Regional rank **4**

Average delay (secs per vehicle mile)



Regional rank **6**

Pavement condition (%)



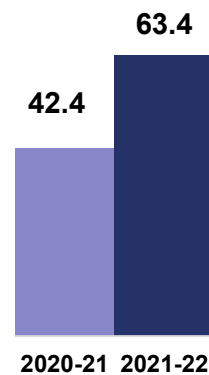
Regional rank **2**

User satisfaction (%)



Regional rank **5**

Roadworks information timeliness and accuracy (%)



Regional rank **5**

Regional rank

1

Best Performing

6

Worst Performing

Regional ranking is based on 2021-22 figures

Delivering better environmental outcomes (2021-22)

Noise



755

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



8

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.

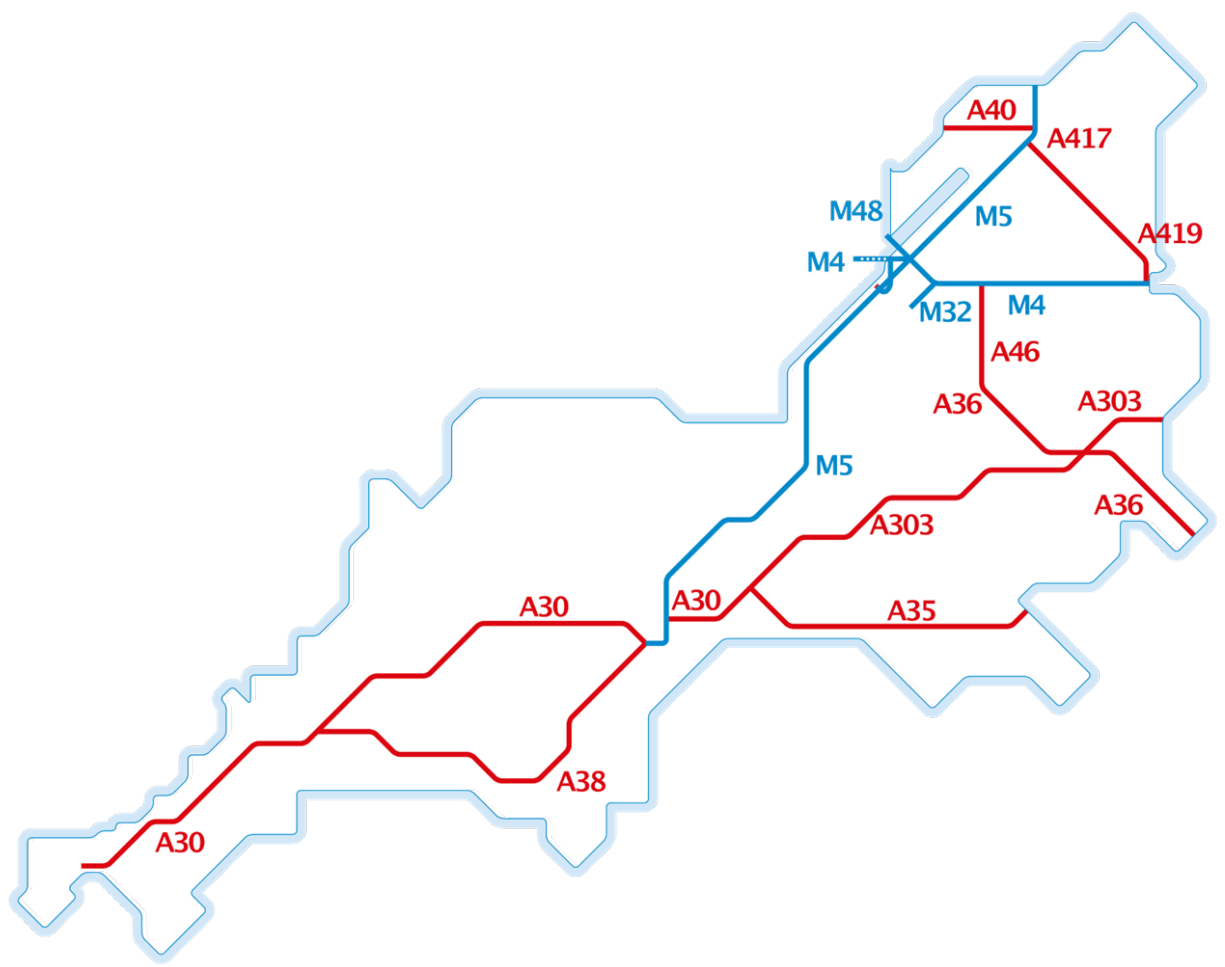
SOUTH WEST

The SRN (SRN) in the South West includes the M4 and connecting routes in and around London, and strategic roads in Gloucestershire, Somerset, Cornwall, Dorset, Devon and Wiltshire.

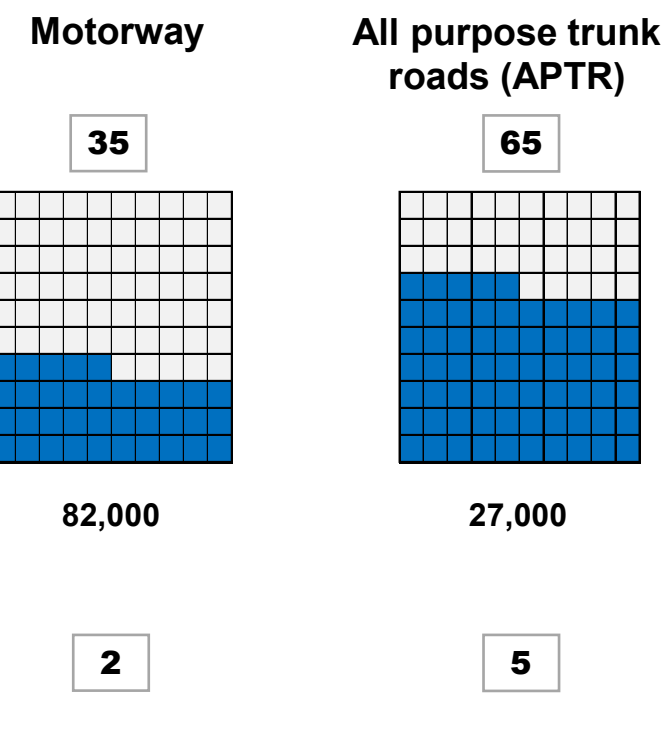
There are 511 route miles in the South West, of which 35% are motorways. The A417, A30, A35 and some connecting roads are operated via DBFO arrangements. The remainder of the network is managed directly by National Highways.

The regions motorways are more heavily trafficked, and its all purpose trunk roads (ATPR) less heavily trafficked, than the average for the SRN

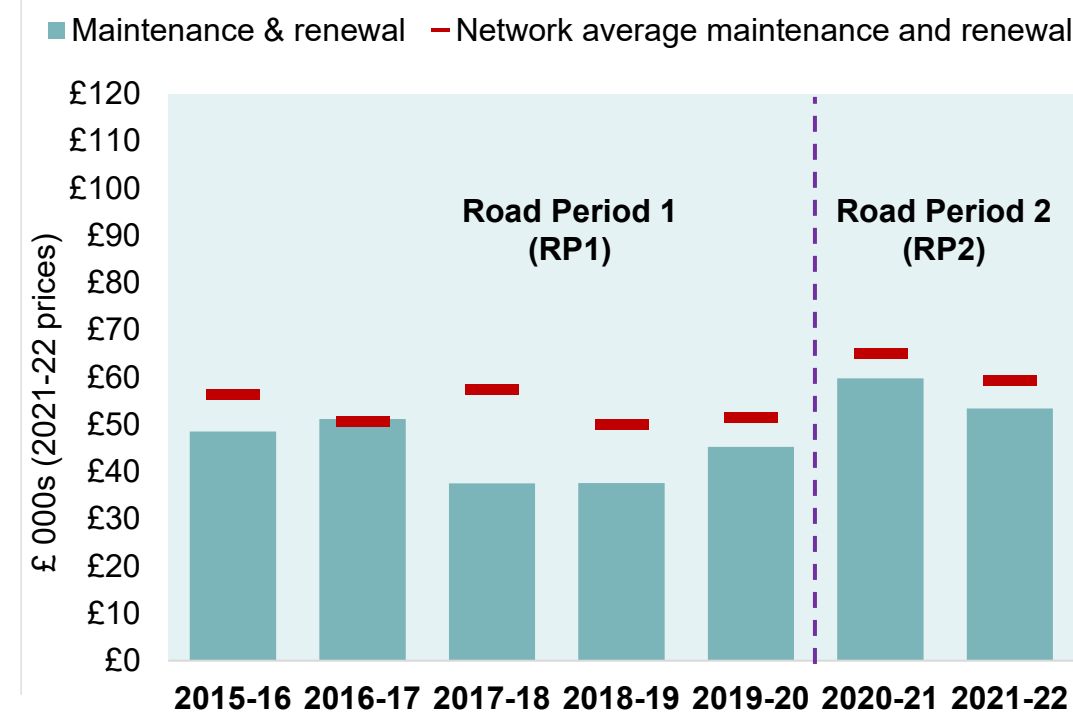
Population		Regional rank
	5.7 million	6
GVA per head		Regional rank
	£25,000	4
Lane miles		Regional rank
	2,362	6
Structures		Regional rank
	2,140	6



Traffic statistics



Maintenance and renewal spending per lane mile



Source: National Highways
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REGIONAL PERFORMANCE

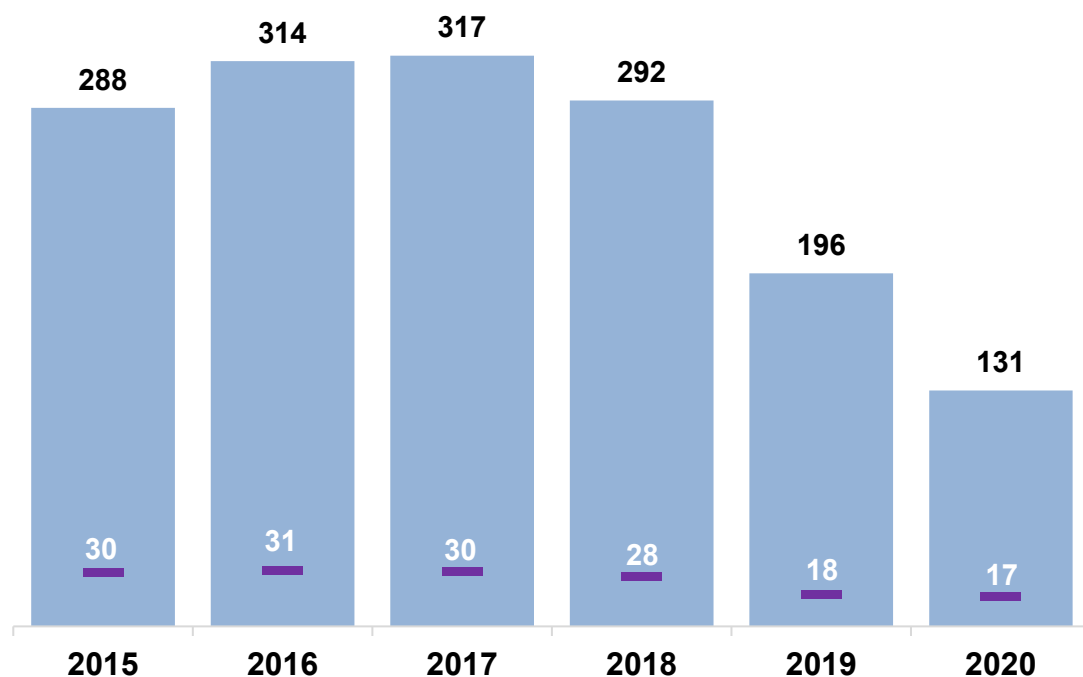
The **South West** ranks highly across the key performance measures. This may contribute to higher levels of user satisfaction.

In 2021-22, the South West improved the timeliness and accuracy with which it provides information on roadworks.

The number of people killed or seriously injured (KSIs) fell by 33% between 2019 and 2020. The rate of KSIs per billion vehicle miles also fell slightly.

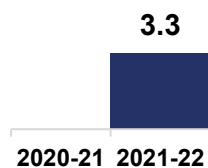
Road safety (people killed or seriously injured, KSIs)

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



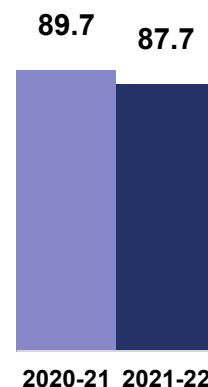
Key performance indicators (KPI)

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



Regional rank **1**

Incident clearance (%)



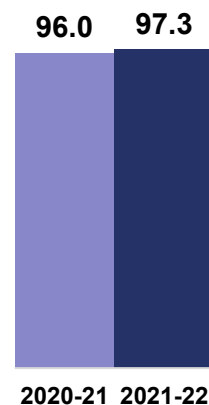
Regional rank **1**

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 **2**

Regional rank

1

Best Performing

6

Worst Performing

Regional ranking is based on 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



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

- 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 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-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.