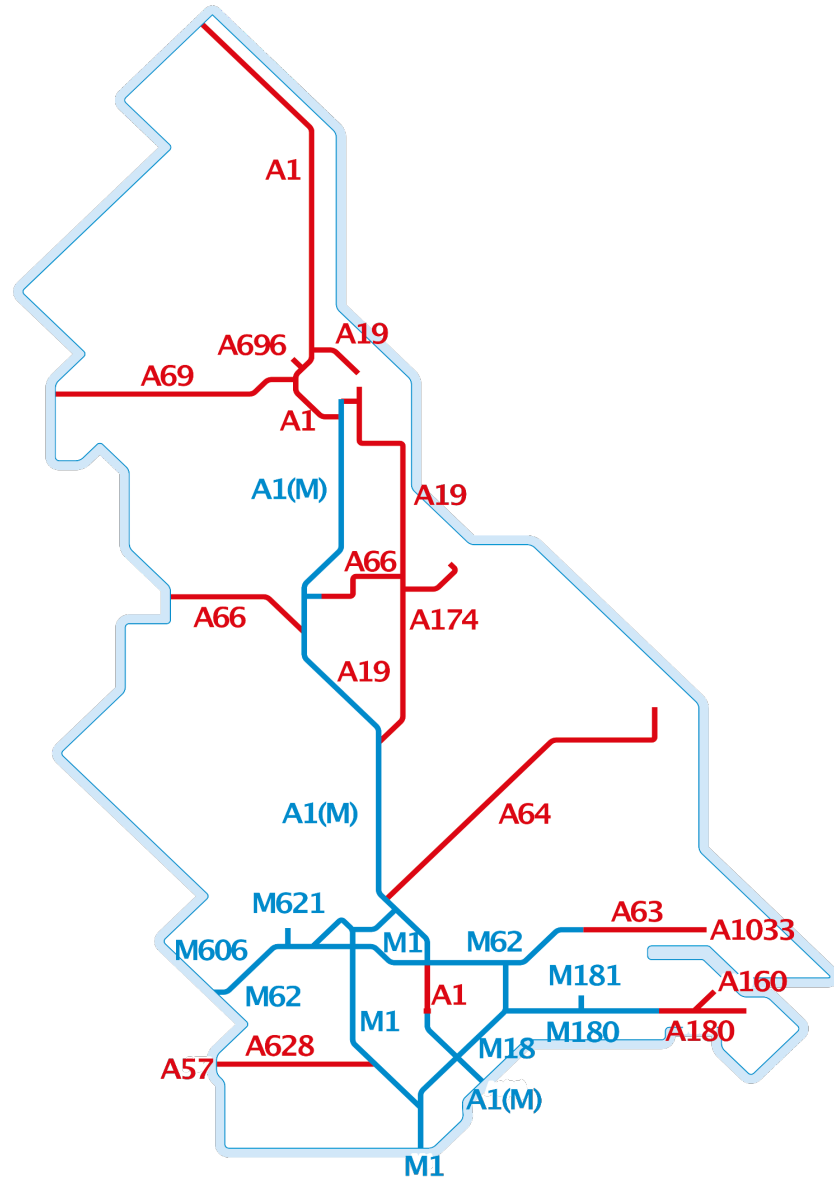


Yorkshire and North East

The Strategic Road Network (SRN) comprises 495 route miles (2,528 lane miles) in **Yorkshire and the North East**. Including the northern segment of the M1 motorway.

The network is broadly evenly split between motorways and all-purpose trunk roads. On average, motorways in Yorkshire and the North East carry lower traffic volumes than those in other regions of the SRN.

During the second road period (RP2), maintenance and renewals spending in Yorkshire and the North East was slightly above the national average, reaching £93,000 per lane mile in 2024–25.



Population	8.4 million	Regional rank	3
GVA per head	£28,000		6
Lane miles	2,528		5
Structures	2,800		4

Maintenance and renewal spending per lane mile

Traffic statistics

Road length
(% of regional network)

Traffic density
(average annual daily traffic)

Traffic Density Rank
(out of 6 regions)

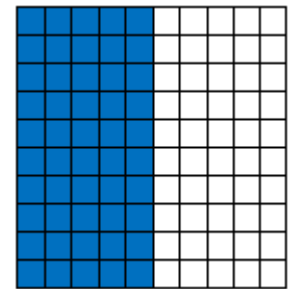
Motorway

50

74,000

6

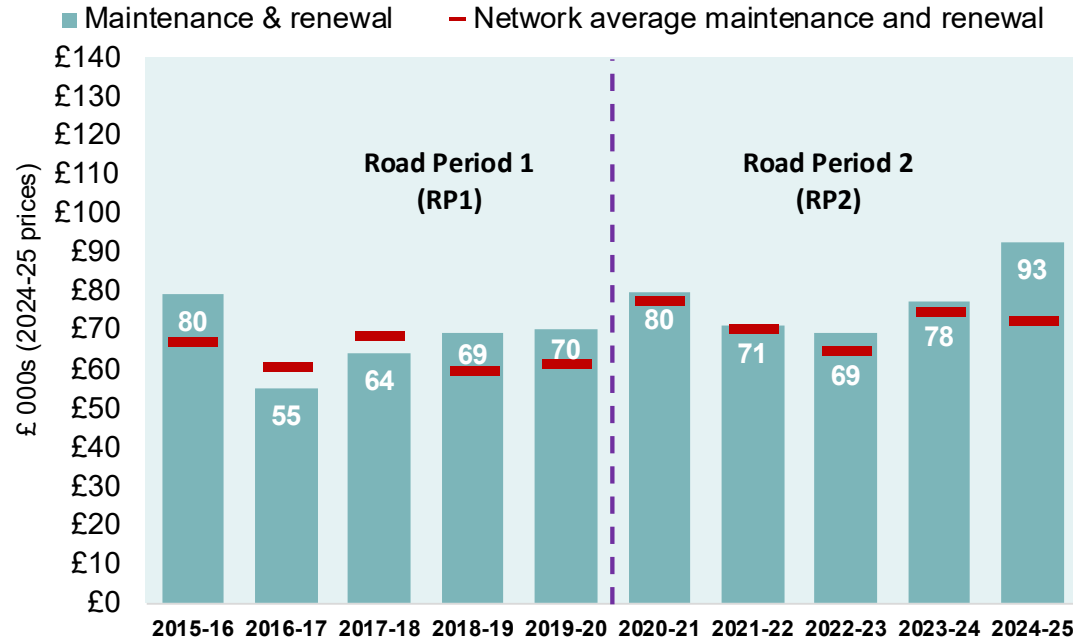
All Purpose Trunk Roads (APTR)



50

33,000

4



Source: National Highways
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YORKSHIRE AND NORTH EAST REGIONAL PERFORMANCE

Key performance indicators (KPI)

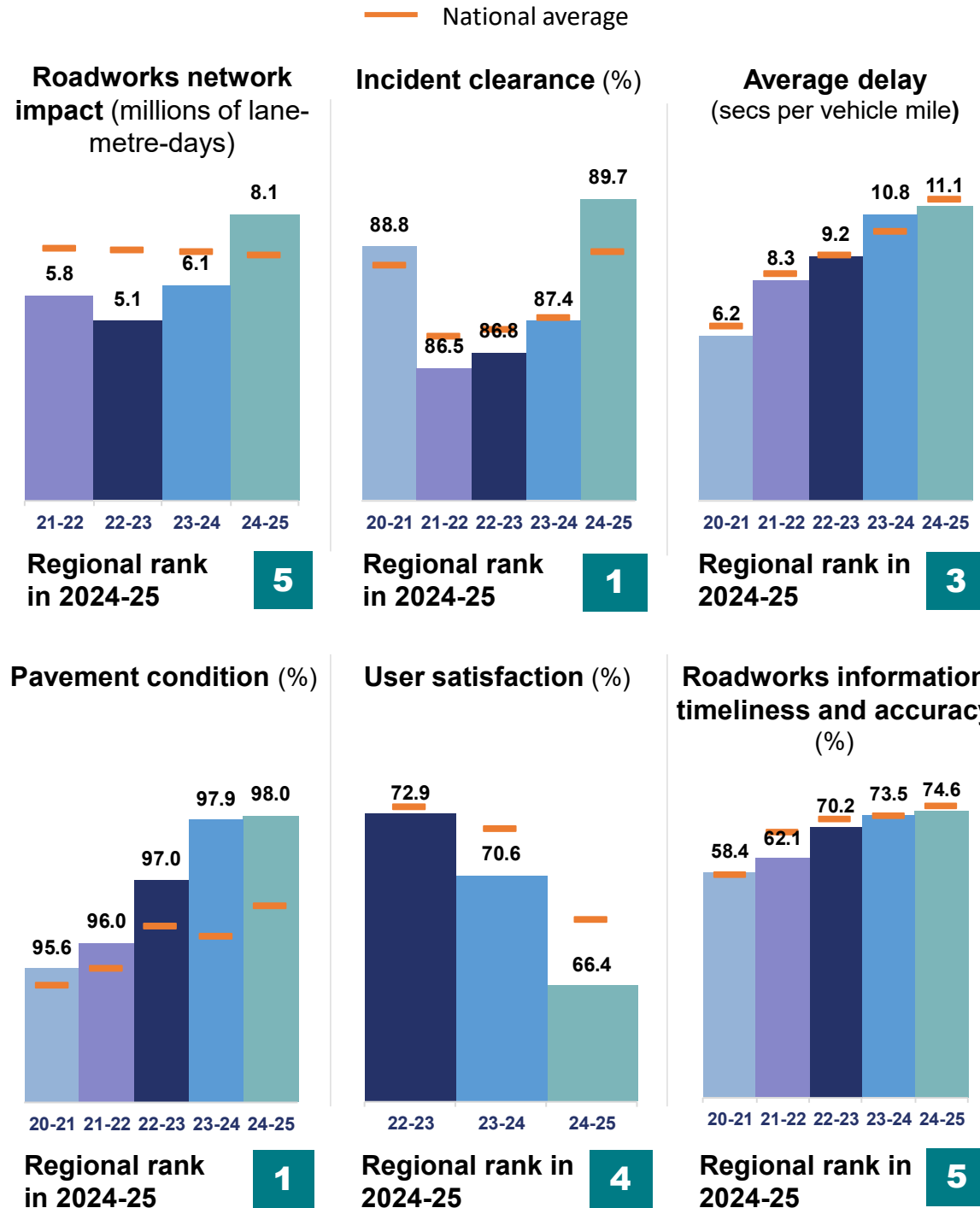
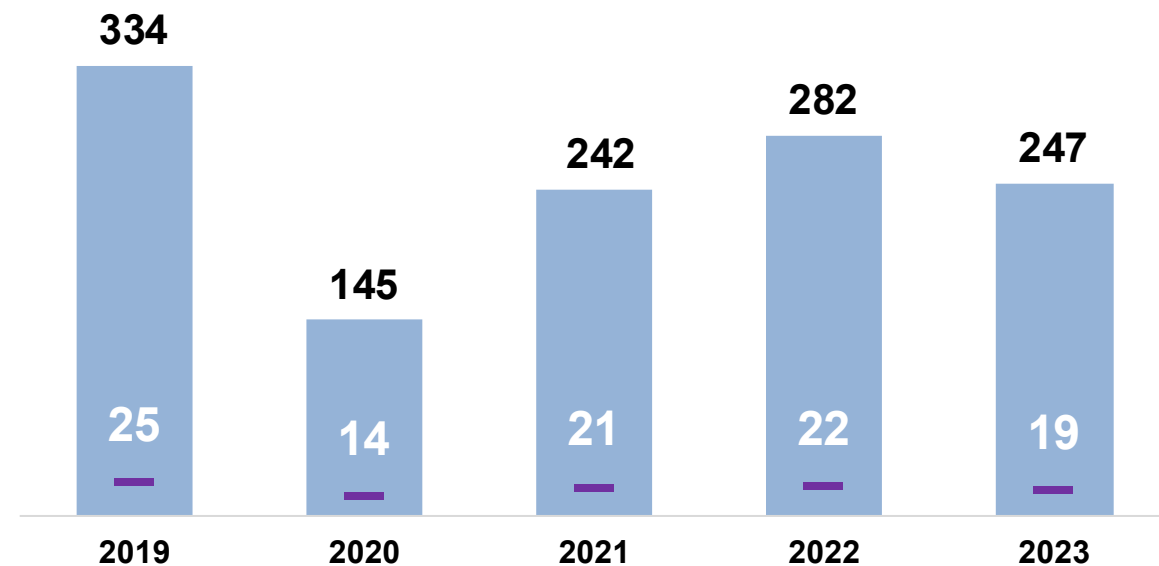
In 2024–25, Yorkshire and the North East was the best-performing region for incident clearance and pavement condition, having achieved substantial improvements in both areas in recent years.

Mirroring the national picture, average delays increased rapidly during RP2, while user satisfaction declined. In 2024–25, a sharp fall in user satisfaction may be linked to an increase in roadworks.

The number of people killed or seriously injured (KSI) in the region has decreased since 2019 and the rate of casualties per billion vehicle miles is substantially reduced.

Road safety (killed or seriously injured, KSIs)

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



Regional rank

1 ————— 6

Best Performing

Worst Performing

Rankings are affected by factors such as traffic patterns and road configuration as well as differences in performance.

Delivering better environmental outcomes (second road period, April 2020 to March 2025)

Noise



792

The number of households within Noise Important Areas, benefitting from noise 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.

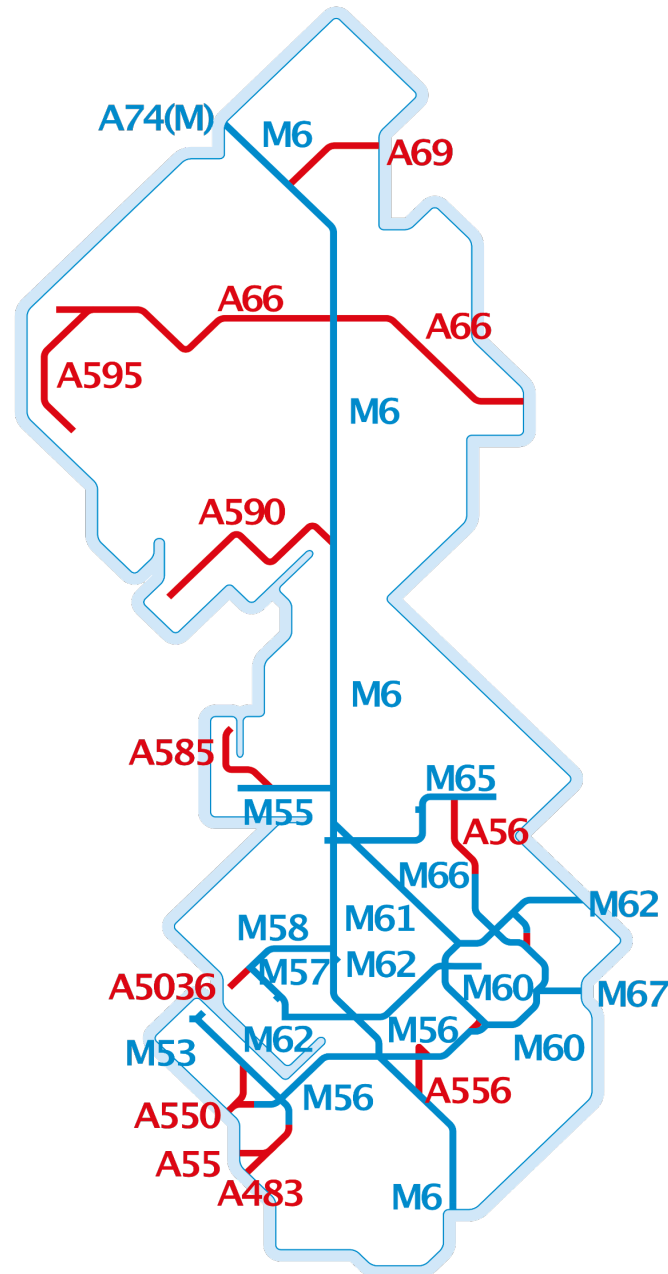
Biodiversity



632

Measured increase in biodiversity units (an industry standard way of measuring changes in biodiversity).

North West



The **North West** region spans 546 route miles. While most of the network is directly managed by National Highways, some roads, including the A69, are operated by private companies via design, build, finance, and operate (DBFO) arrangements.

The majority of the Strategic Road Network (SRN) in the region consists of motorways, which account for 69% of the total road length. Average annual daily traffic volumes on both motorways and all-purpose trunk roads are significantly below the national average.

In the final year of the second road period (RP2), maintenance and renewal funding fell to £48,000 per lane mile. Spending remained below the national average in all years except 2020–21.

Traffic statistics

Road length
(% of regional network)

69

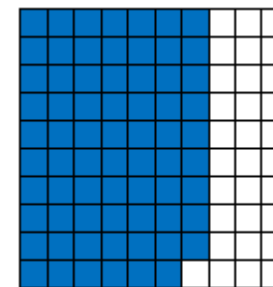
Traffic density
(average annual daily traffic)

88,000

Traffic Density Rank
(out of 6 regions)

5

Motorway



All Purpose Trunk Roads (APTR)

31

26,000

6

Population



7.7 million

Regional rank

4

GVA per head



£32,000

4

Lane miles



3,253

2

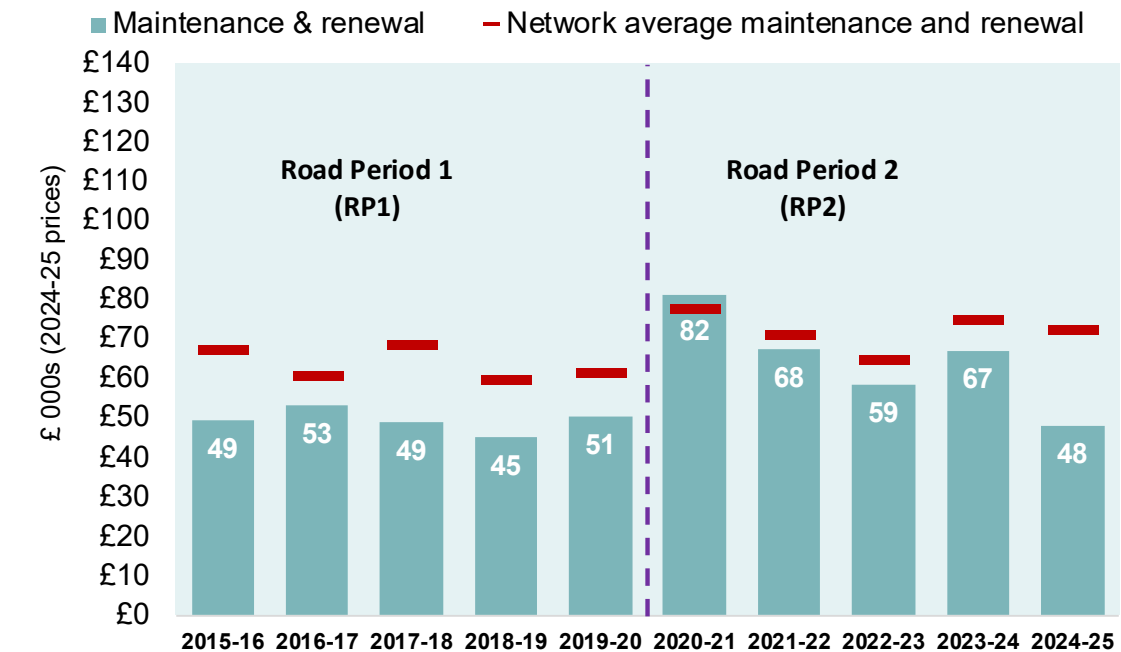
Structures



3,208

2

Maintenance and renewal spending per lane mile



NORTH WEST REGIONAL PERFORMANCE

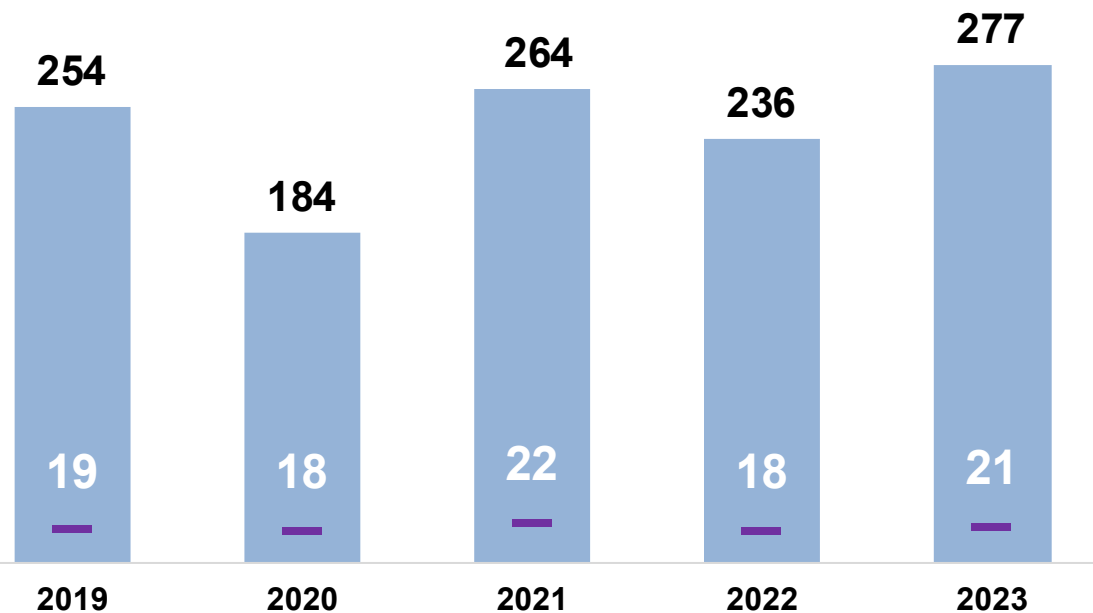
In 2024–25, the **North West** performed above the network-wide average across all Key Performance Indicators, with the exception of road safety.

User satisfaction levels are relatively high, which may be linked to a reduction in the volume of roadworks in recent years.

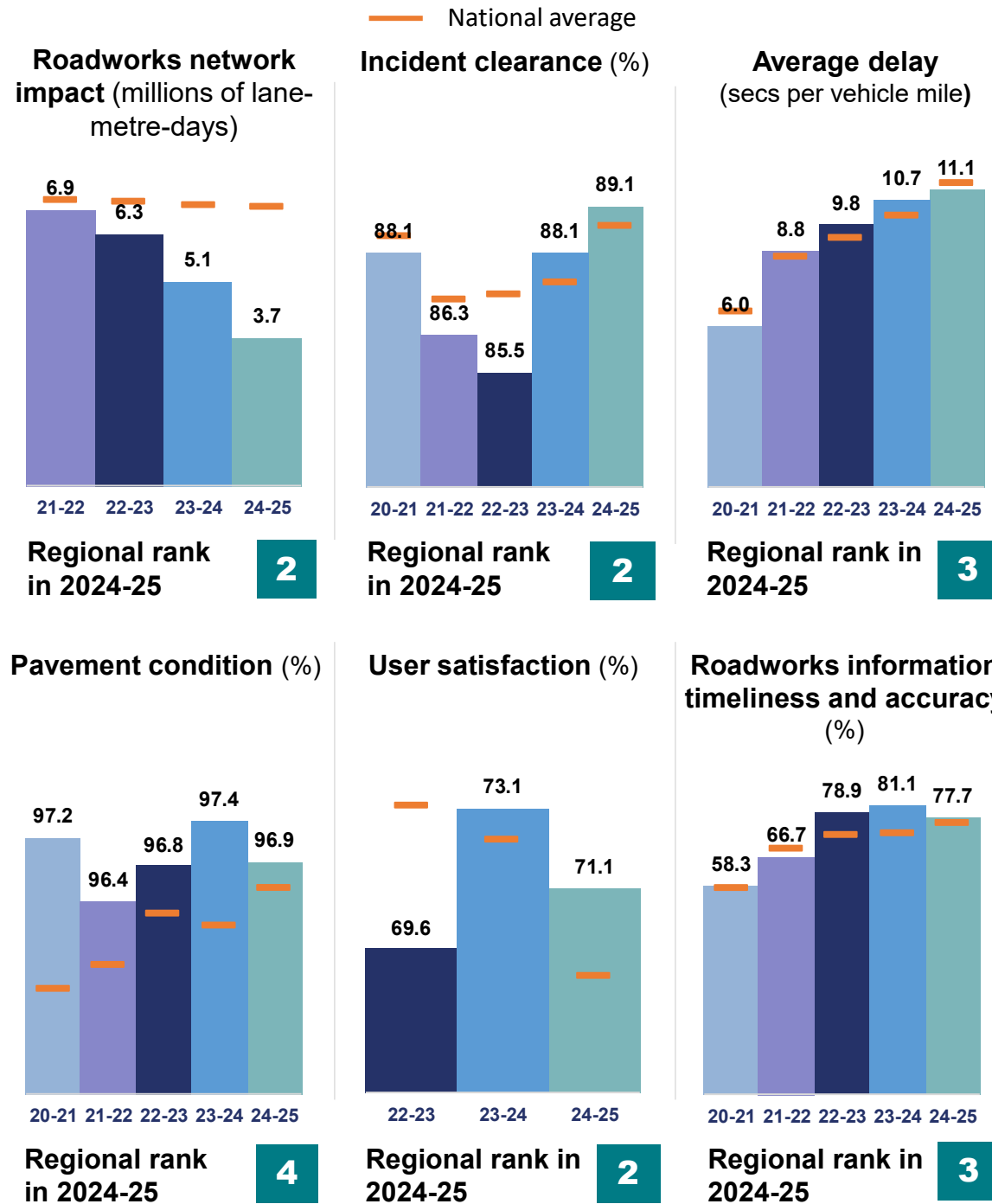
In contrast to most other regions, the number of people killed or seriously injured (KSIs) in the North West has increased since 2019. The casualty rate (KSIs per billion vehicle miles) has also risen slightly.

Road safety (killed or seriously injured, KSIs)

■ KSI (Adjusted for changes in police recording methods)
 – KSI rate (per billion vehicle miles)



Key performance indicators (KPI)



Regional rank



Rankings are affected by factors such as traffic patterns and road configuration as well as differences in performance.

Delivering better environmental outcomes (second road period, April 2020 to March 2025)

Noise



3,914

The number of households within Noise Important Areas, benefitting from noise mitigation measures.

Air Quality



6

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.

Biodiversity



2,051

Measured increase in biodiversity units (an industry standard way of measuring changes in biodiversity).

Midlands

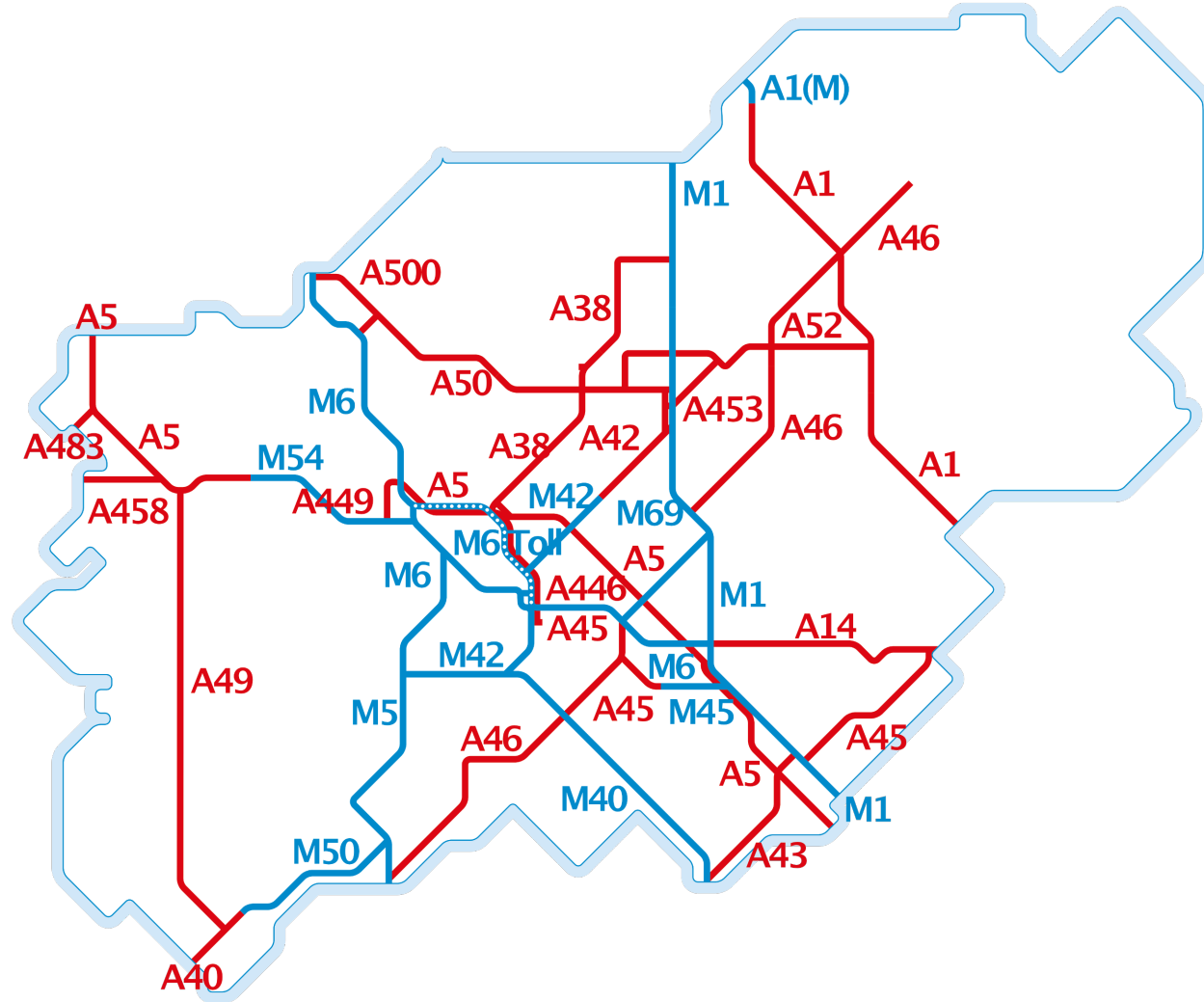
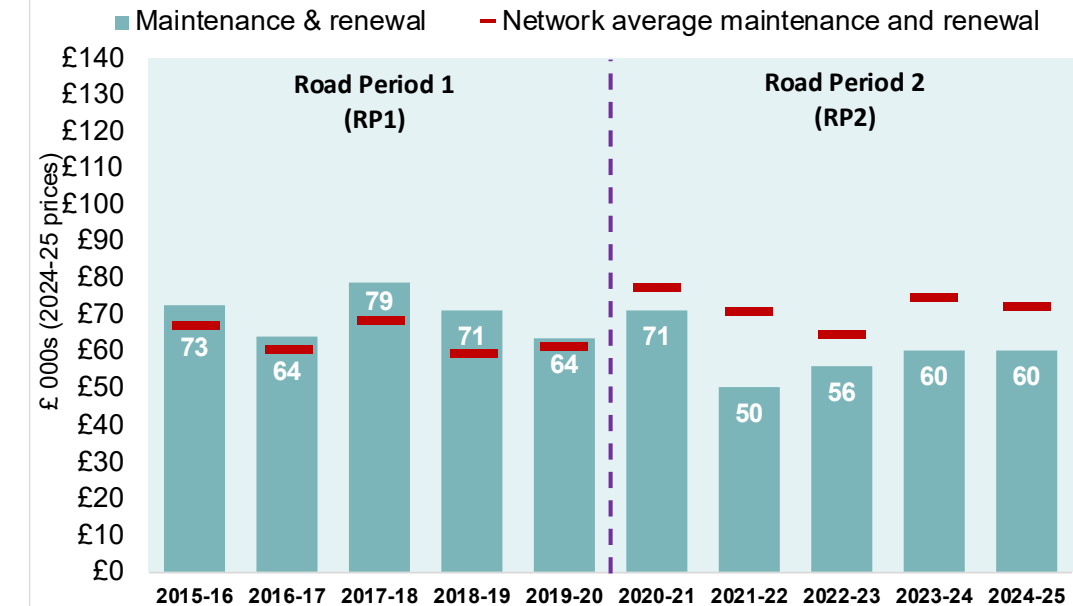
As the largest of the six regions on the Strategic Road Network (SRN), the **Midlands** spans key routes connecting Birmingham, Leicester, and Derby. Most of the network is directly managed by National Highways; however, some routes, such as the A50, are operated via design, build, finance, and operate (DBFO) arrangements.

The Midlands is one of the most heavily trafficked regions on the SRN. Its motorways carry the highest traffic volumes, with average annual daily traffic of 97,000 vehicles – 9% above the national average.

Maintenance and renewals spending per lane mile remained below the national average throughout the second road period (RP2).

Population	11.3 million	Regional rank	1
GVA per head	£28,500		5
Lane miles	4,616		1
Structures	6,686		1

Maintenance and renewal spending per lane mile



Traffic statistics

Road length
(% of regional network)

37

All Purpose Trunk Roads (APTR)

63

Traffic density
(average annual daily traffic)

97,000

39,000

Traffic Density Rank
(out of 6 regions)

1

3

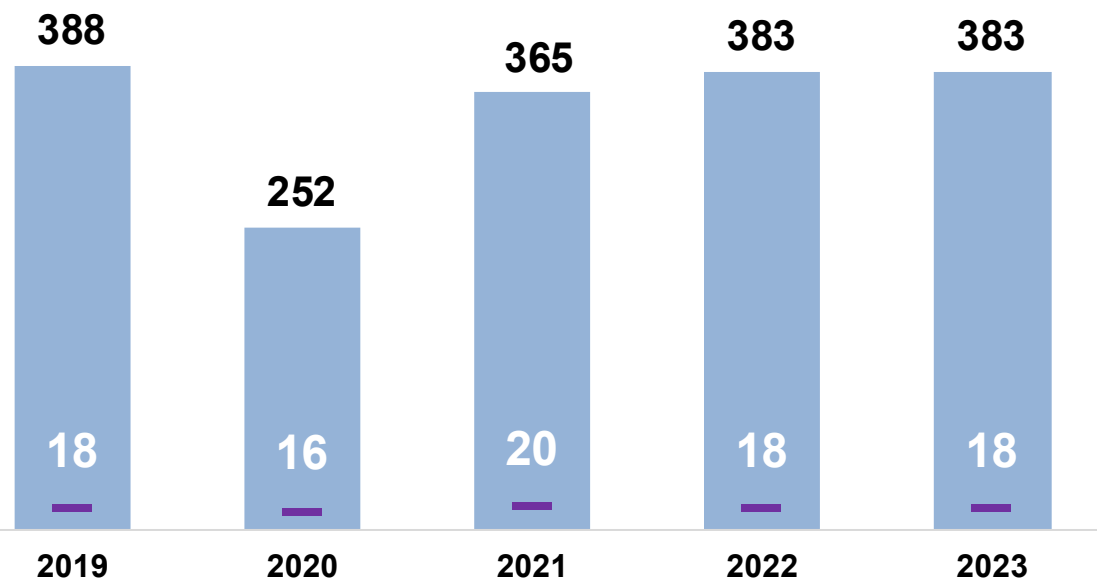
MIDLANDS REGIONAL PERFORMANCE

In 2024–25, the Midlands ranked among the lowest-performing regions across the majority of KPIs reported at a regional level and has the lowest level of user satisfaction. However, improvements in recent years have been achieved in areas such as incident clearance, pavement condition and the provision of timely and accurate roadworks data.

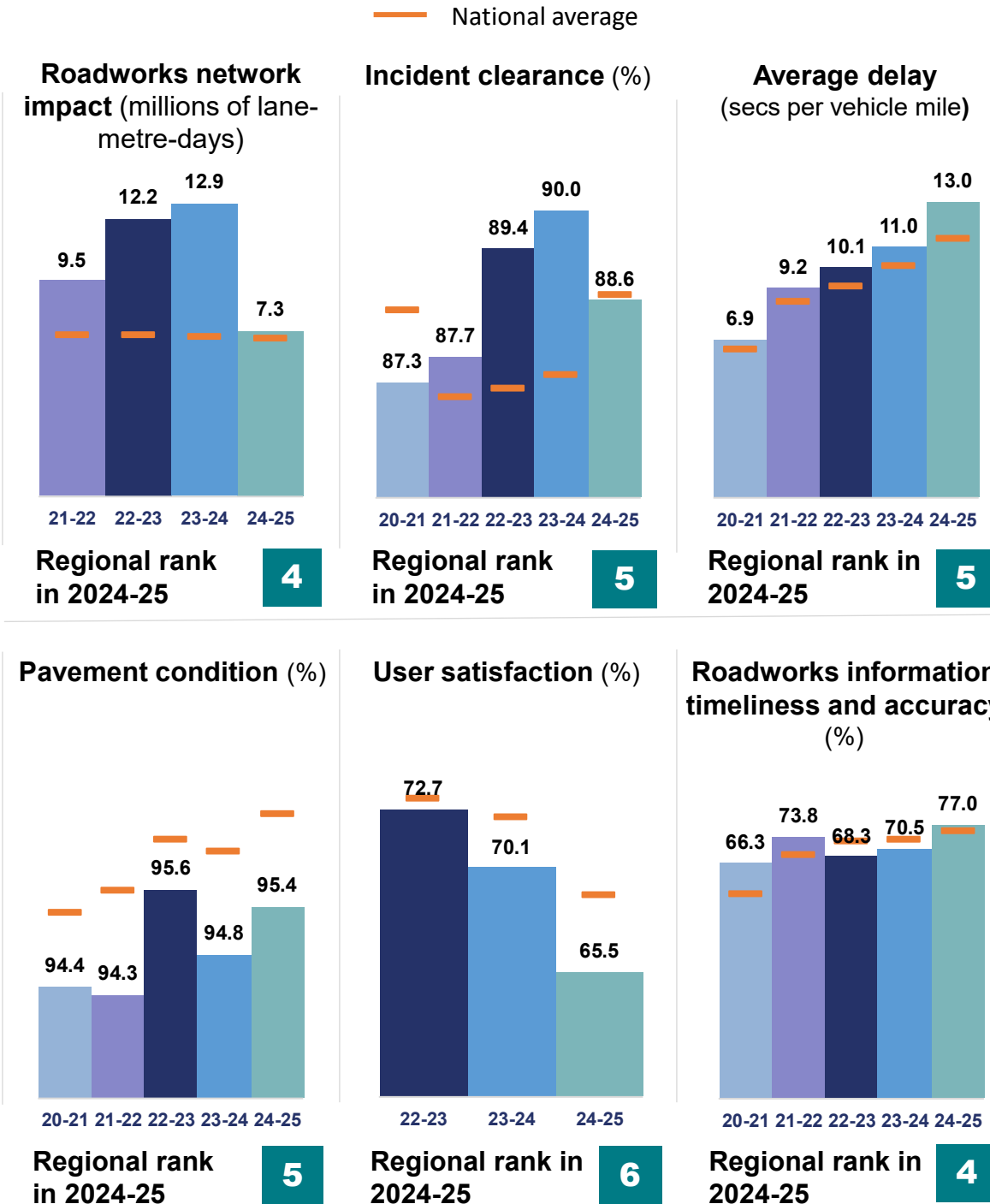
The rate of people killed or seriously injured (KSIs) per billion vehicle miles travelled is similar in 2023 at 18 to the level recorded in 2019 and is below the network-wide average.

Road safety (killed or seriously injured, KSIs)

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



Key performance indicators (KPI)



Regional rank

1 ————— 6

Best Performing

Worst Performing

Rankings are affected by factors such as traffic patterns and road configuration as well as differences in performance.

Delivering better environmental outcomes (second road period, April 2020 to March 2025)

Noise



379

The number of households within Noise Important Areas, benefitting from noise 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.

Biodiversity



623

Measured increase in biodiversity units (an industry standard way of measuring changes in biodiversity).

EAST REGIONAL PERFORMANCE

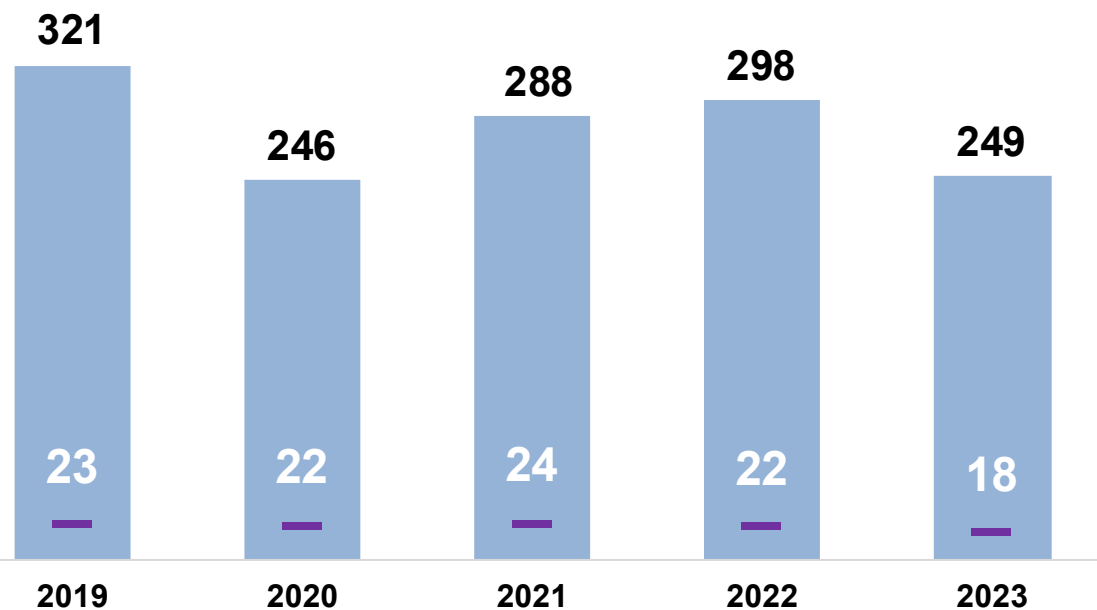
Pavement condition in the **East** remains an issue, with 94.1% of road surfaces in good condition as compared with the national-level target of 96.2%. Nevertheless, during road period 2, the gap between the East and the national average narrowed.

Performance in the other five key performance indicators reported at a regional level has remained above than the national average.

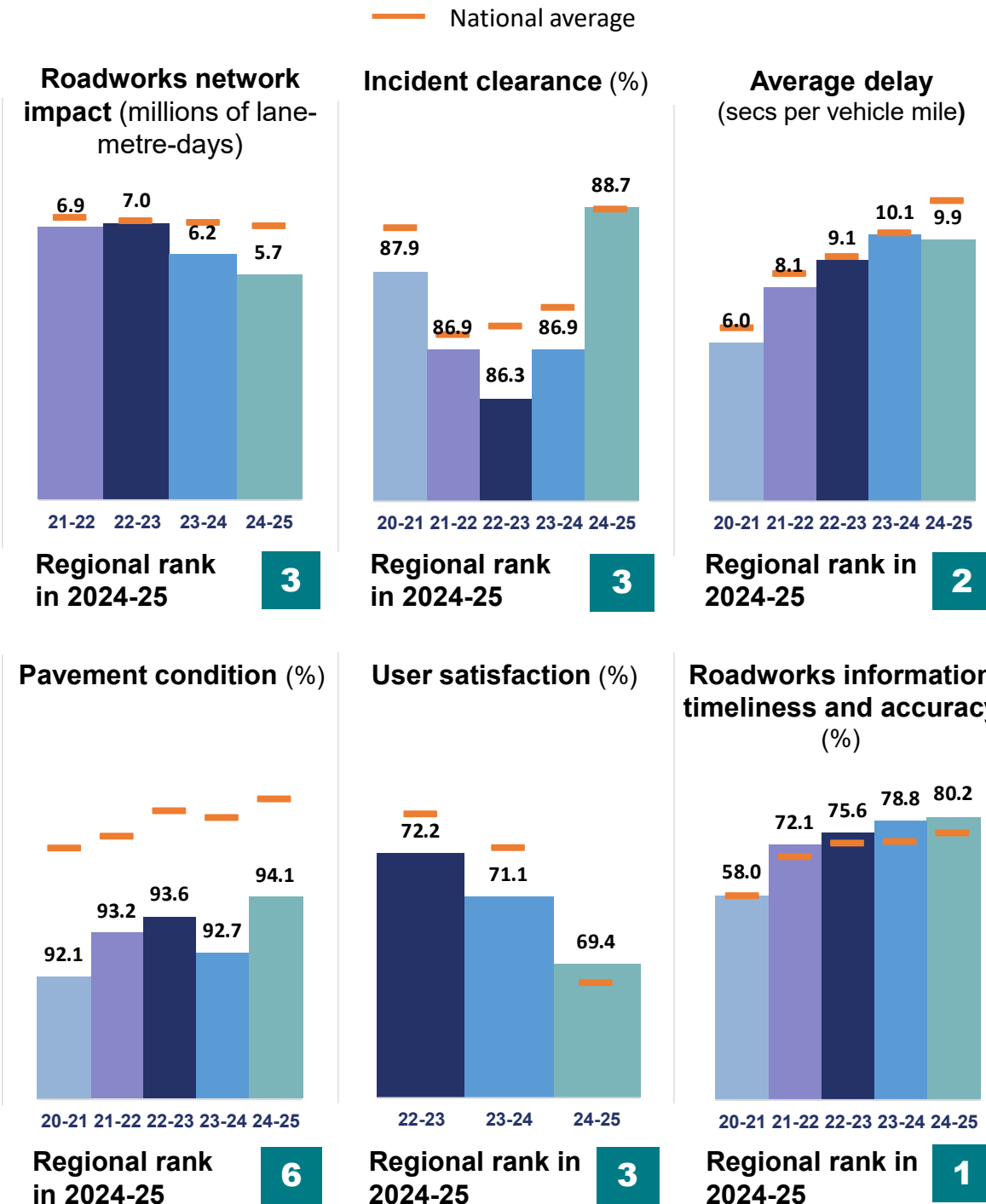
The total number of people killed or seriously injured in the East has decreased since 2019. The rate per billion vehicle miles travelled has also fallen.

Road safety (killed or seriously injured, KSIs)

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



Key performance indicators (KPI)



Regional rank

1 ————— 6

Best Performing

Worst Performing

Rankings are affected by factors such as traffic patterns and road configuration as well as differences in performance.

Delivering better environmental outcomes (second road period, April 2020 to March 2025)

Noise



236

The number of households within Noise Important Areas, benefitting from noise 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.

Biodiversity



1,537

Measured increase in biodiversity units (an industry standard way of measuring changes in biodiversity).

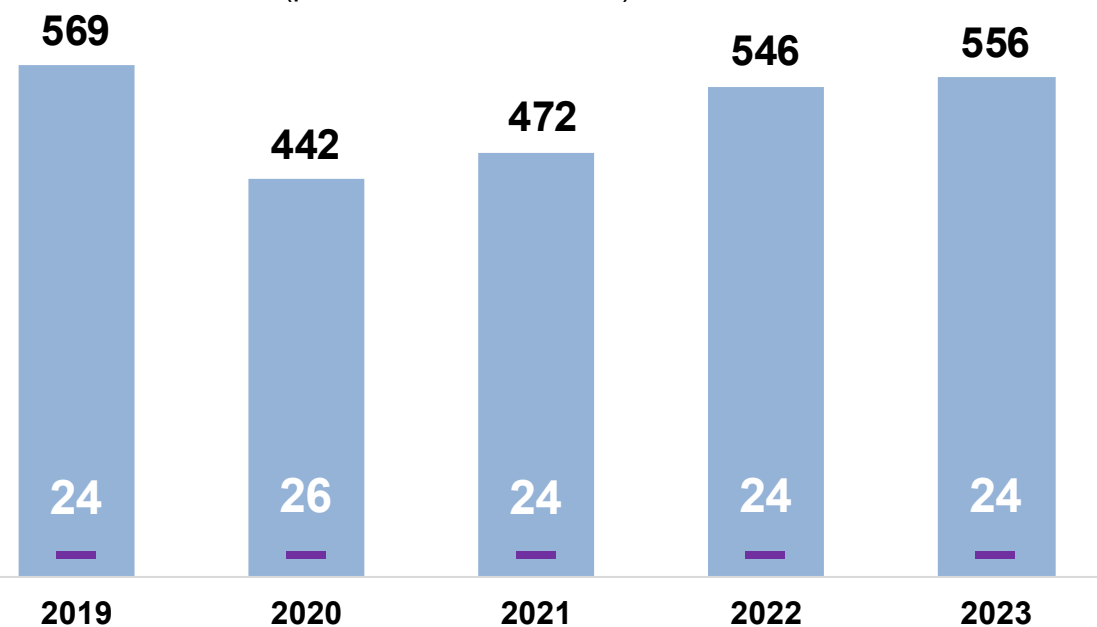
SOUTH EAST REGIONAL PERFORMANCE

The **South East** is the lowest ranked region for four key performance metrics (KPI). In 2024-25 it slipped from fifth to six for roadworks network impact, partially due to works associated with the network emergency areas retrofit (NEAR) works in the region. Poor performance in a range of areas is likely to contribute to relatively low levels of satisfaction.

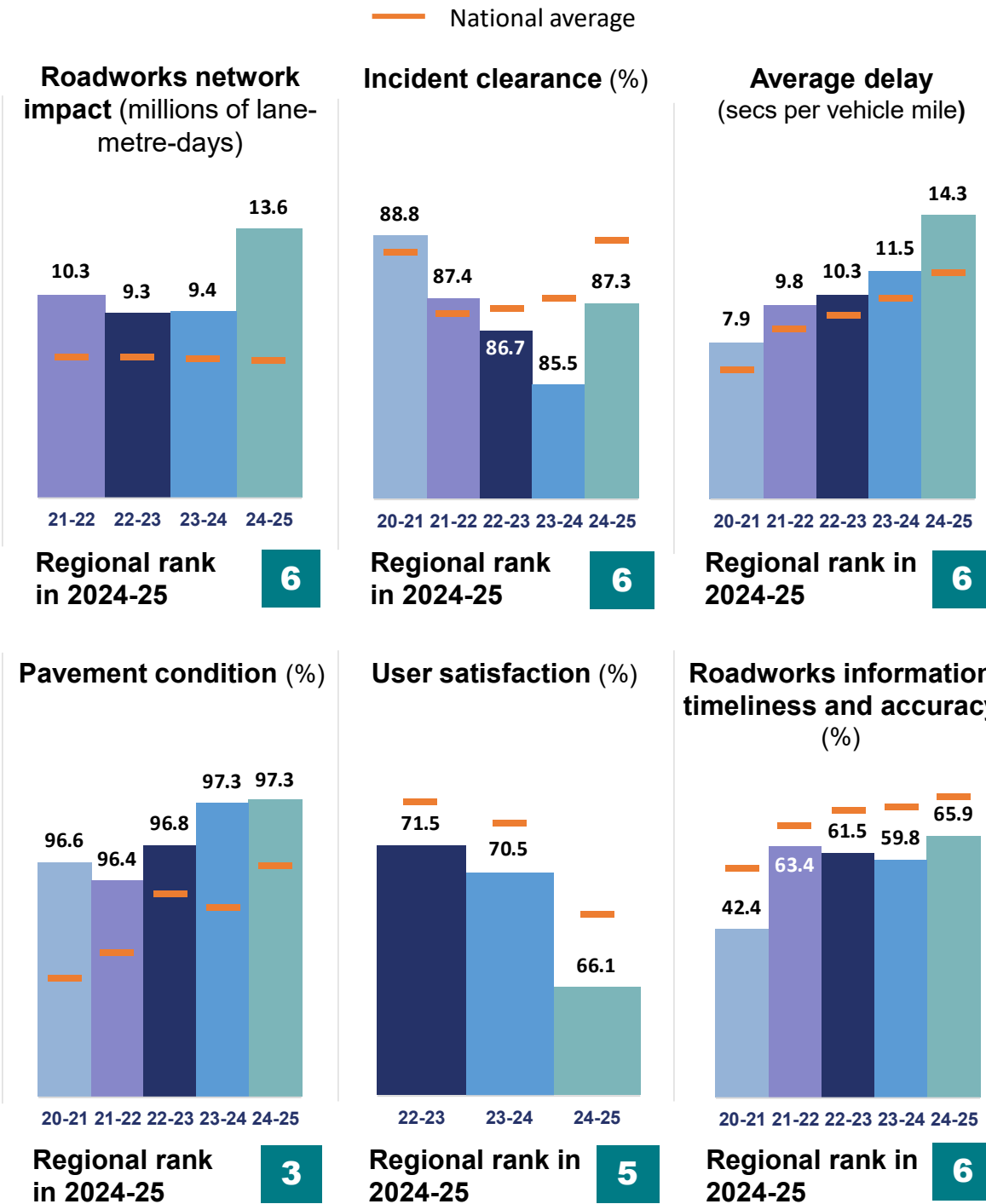
The number of people killed or seriously injured in the region has increased by 10 in 2023, to 556. When accounting for traffic volumes, this has remained steady at 24 KSI per billion vehicle miles travelled.

Road safety (killed or seriously injured, KSIs)

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



Key performance indicators (KPI)



Regional rank



Rankings are affected by factors such as traffic patterns and road configuration as well as differences in performance.

Delivering better environmental outcomes (second road period, April 2020 to March 2025)

Noise



1,958

The number of households within Noise Important Areas, benefitting from noise mitigation measures.

Air Quality



6

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.

Biodiversity



840

Measured increase in biodiversity units (an industry standard way of measuring changes in biodiversity).

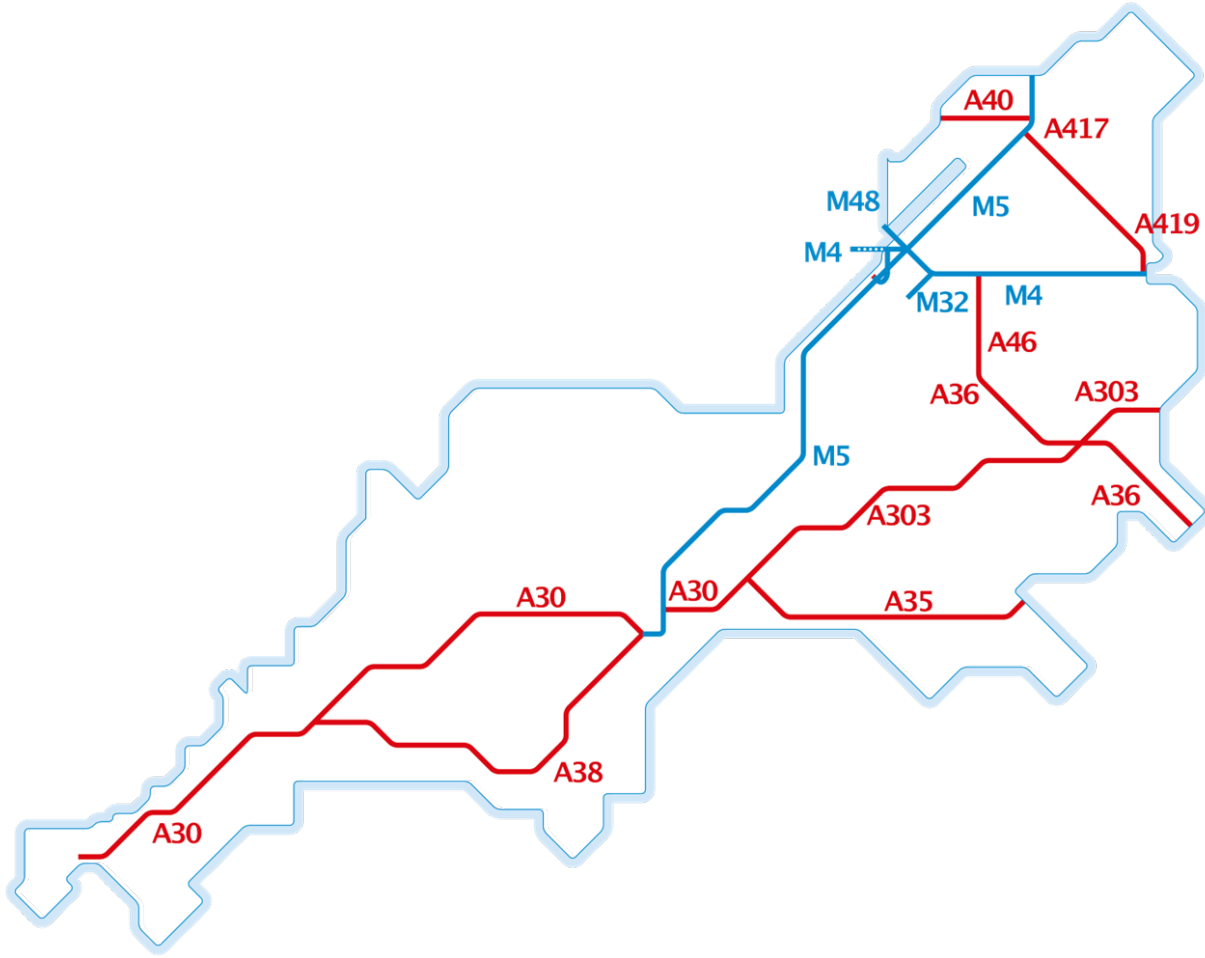
South West

The **South West** is the smallest network when measured in lane miles. It has relatively high levels of traffic on its motorways but lower than average traffic levels on All Purpose Trunk Roads (APTR).

The regional network includes parts of the M4 and M5 motorways, and important connections to Gloucestershire, Somerset, Cornwall, Dorset, Devon and Wiltshire. Some of the roads in this region are operated via design, build, finance and operate contracts, including the A417, A30 and A34. National Highways directly manages the rest of the network.

Maintenance and renewals spending per lane mile has been lower than the national average throughout the second road period, and has declined in real terms since 2020-21.

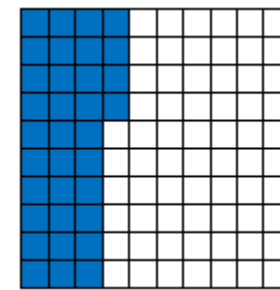
Population	Regional rank
5.9 million	6
GVA per head	Regional rank
£32,000	2
Lane miles	Regional rank
2,406	6
Structures	Regional rank
2,182	6



Traffic statistics

Road length
(% of regional network)

34



66

Traffic density
(average annual daily traffic)

94,000

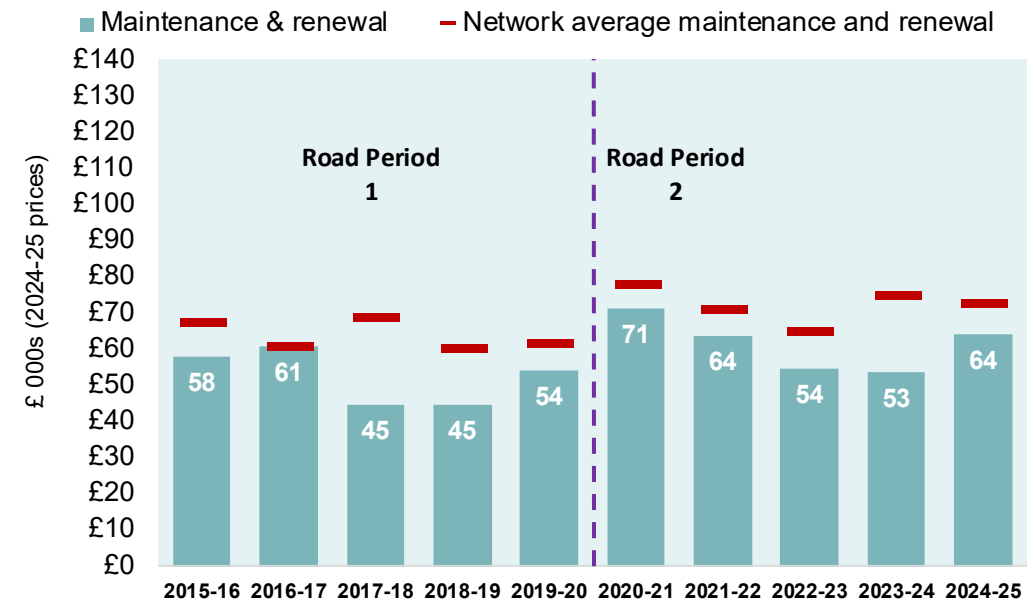
30,000

Traffic Density Rank
(out of 6 regions)

2

5

Maintenance and renewal spending per lane mile



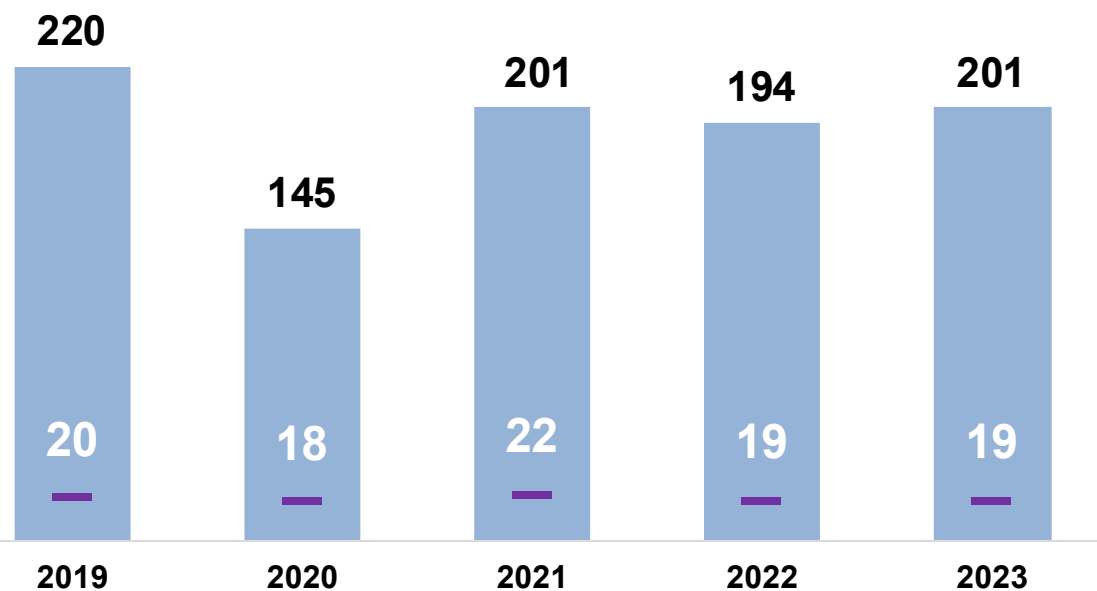
SOUTH WEST REGIONAL PERFORMANCE

The **South West** is ranked first among National Highways' regions for three KPIs and, reflecting this relatively strong performance, continues to have the highest levels of user satisfaction. Although satisfaction has declined in recent years – potentially influenced by an increase in delays as traffic returns to pre-pandemic levels – users in the South West still experience lower average delays than in other regions.

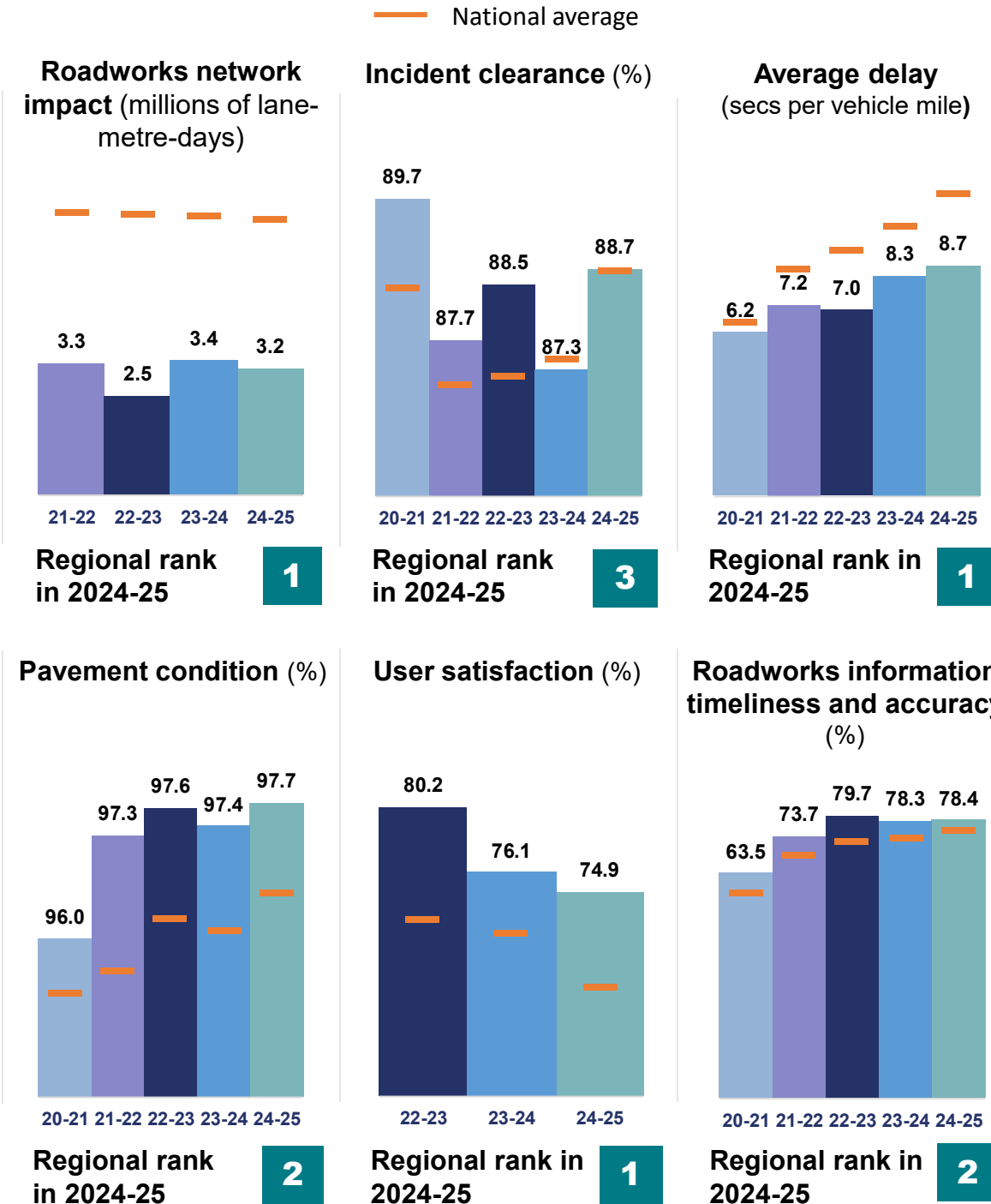
Since 2019 the both the total and rate of those killed or seriously injured (KSI) per billion vehicle miles has decreased slightly.

Road safety (killed or seriously injured, KSIs)

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



Key performance indicators (KPI)



Regional rank

1 ————— 6

Best Performing

Worst Performing

Rankings are affected by factors such as traffic patterns and road configuration as well as differences in performance.

Delivering better environmental outcomes (second road period, April 2020 to March 2025)

Noise



497

The number of households within Noise Important Areas, benefitting from noise 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.

Biodiversity



1,060

Measured increase in biodiversity units (an industry standard way of measuring changes in biodiversity).

Regional dashboards: methods and data sources

Regional performance data

- Regional KPI and PI data is collected by National Highways.
- Regional User Satisfaction data is taken from Transport Focus' [Strategic Roads User Survey 2024-25 Summary Report](#).
- The national target for pavement condition KPI was revised following a methodological change introduced in April 2022, 2020-21 and 2021-22 figures are therefore not directly comparable to figures after 2022-23. This led to an adjustment in the national target from 95% until March 2021-22 to 96.2% for the period of 2022-23 to 2024-25.

Safety performance data

- Figures have been adjusted for differences and changes in police recording methods that have been introduced by some police forces at different points in time. Regional totals may not sum to most recently available national level data due to data revisions.
- 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-2024 were sourced from the [ONS](#) and are rounded to nearest 100,000 in the dashboards.

GVA per head

- Gross value added (GVA) data for 2023 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 2022, 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 2025.
- 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 2024-25 are actuals. Data for previous years have been converted to a 2024-25 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 2024 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.