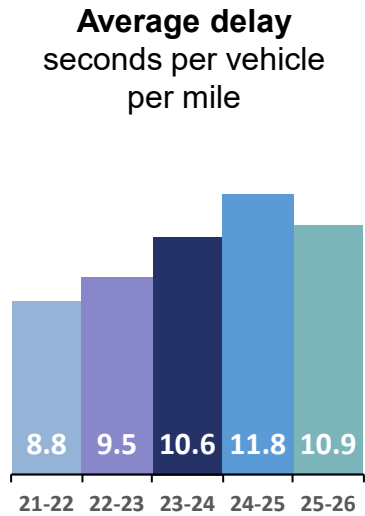
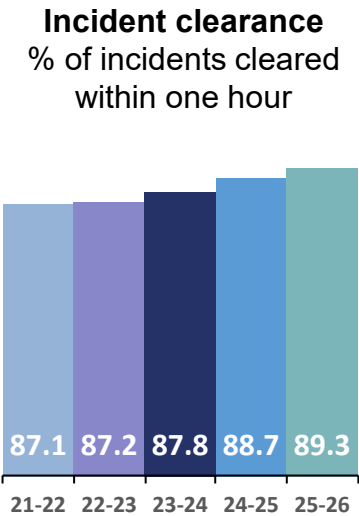
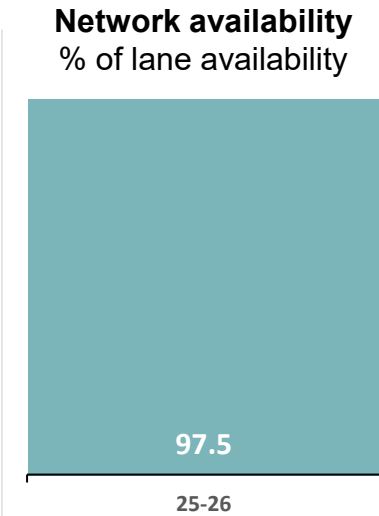


National Highways strategic road network performance 2025-26

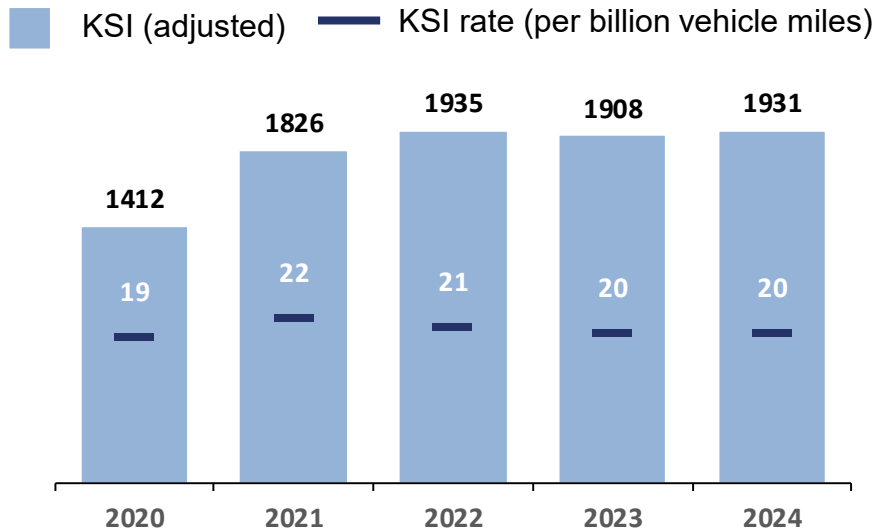
Key performance indicators

Network statistics

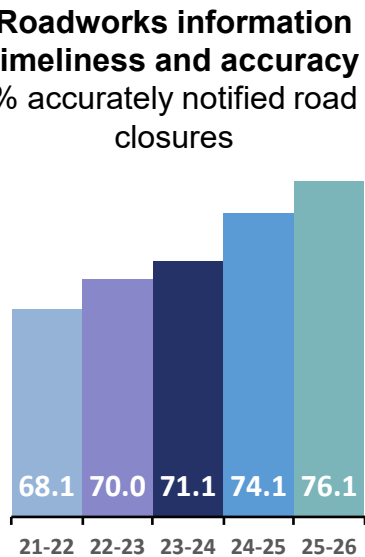
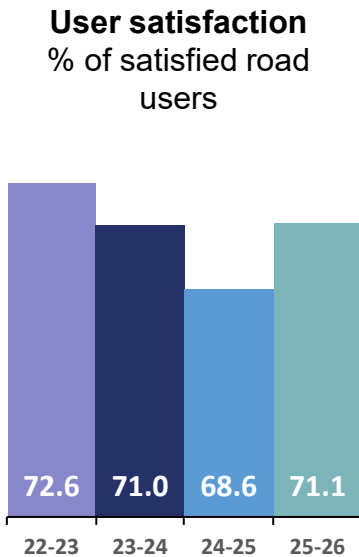
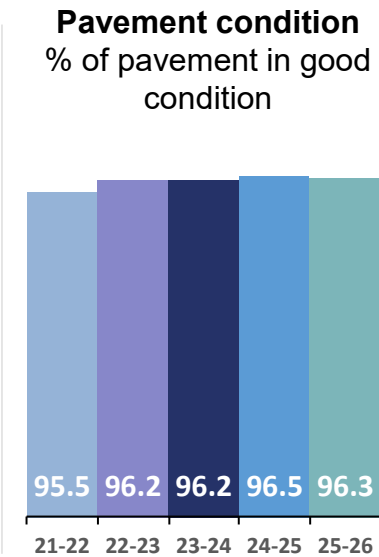
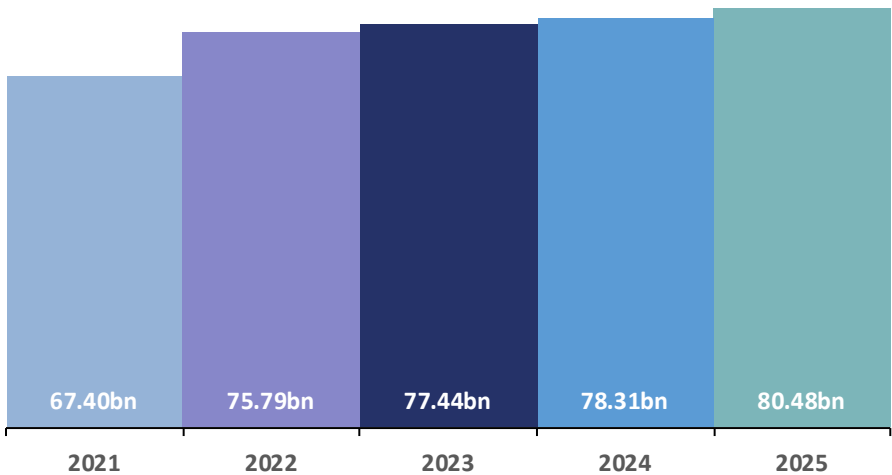
	Motorway	All-purpose trunk road
Proportion of network (route length)	43%	57%
Traffic density per lane mile (average annual daily traffic)	10,700	8,400



Road safety (Number of people killed or seriously injured (KSI))



Traffic volumes (billion vehicle miles)



Biodiversity (number of biodiversity units delivered)



Corporate carbon (tonnes of carbon dioxide equivalents (CO2e) produced)

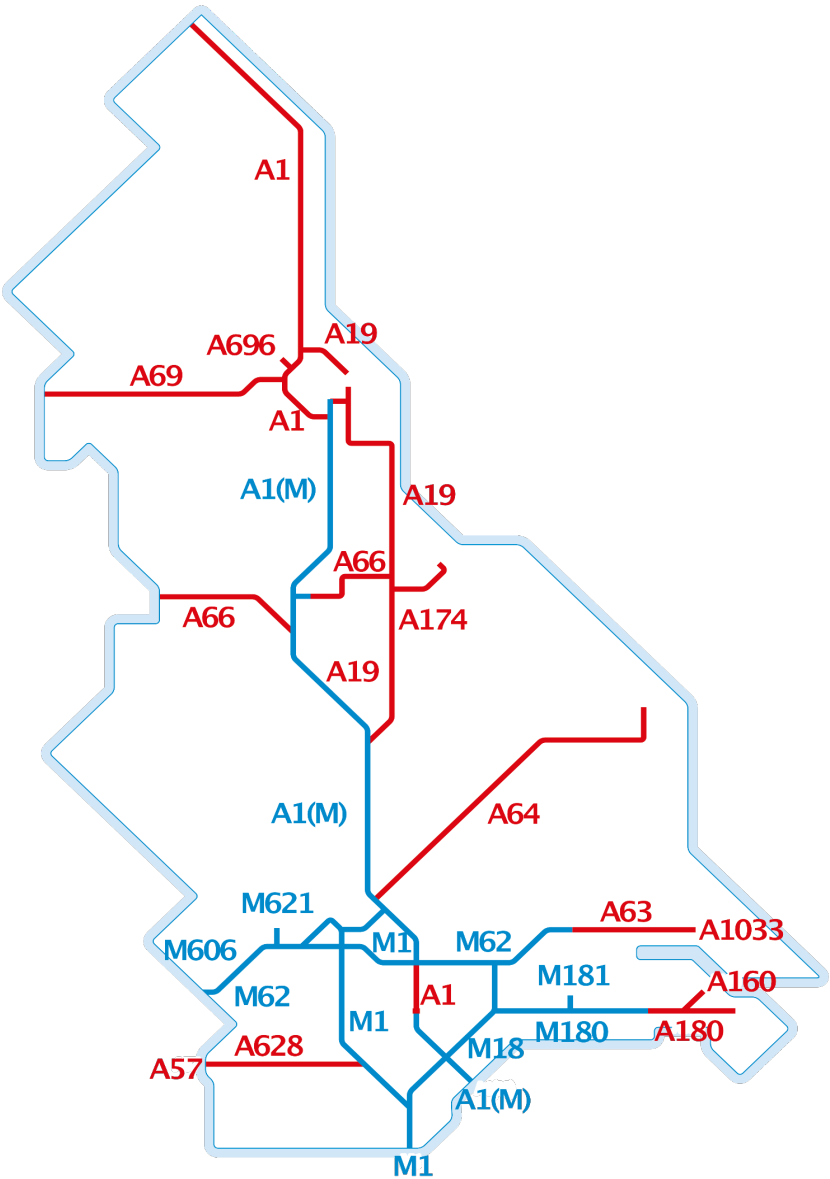


Office of Rail and Road | National Highways’ regional performance summary 2025-26

National Highways regional performance summary table 2025-26

Region	Network availability % of lane availability		Incident clearance % of incidents cleared within one hour		Average delay seconds per vehicle per mile		Pavement condition % of pavement in good condition		User satisfaction % of satisfied road users		Roadworks information timeliness and accuracy % accurately notified road closures		Road safety (2024) Number of people killed or seriously injured	
	Performance	Rank	Performance	Rank	Performance	Rank	Performance	Rank	Performance	Rank	Performance	Rank	KSI (Adjusted)	Rate (per billion vehicle miles)
Yorkshire and North East	97.5	=4	89.8	2	9.9	3	98.0	1	71.7	4	72.1	5	222	17
North West	98.2	=1	89.3	=3	11.1	4	96.5	4	69.4	5	82.3	1	257	19
Midlands	98.2	=1	90.1	1	12.0	5	94.9	5	68.9	6	77.2	3	397	18
East	94.8	6	89.3	=3	9.8	2	94.8	6	71.8	=2	81.5	2	300	21
South East	97.5	=4	88.1	6	12.3	6	97.1	3	71.8	=2	71.5	6	571	25
South West	98.2	=1	89.0	5	8.4	1	97.4	2	74.7	1	77.0	4	183	17
National Highways	97.5	-	89.3	-	10.9	-	96.3	-	71.1	-	76.1	-	1,931	20

Yorkshire and North East



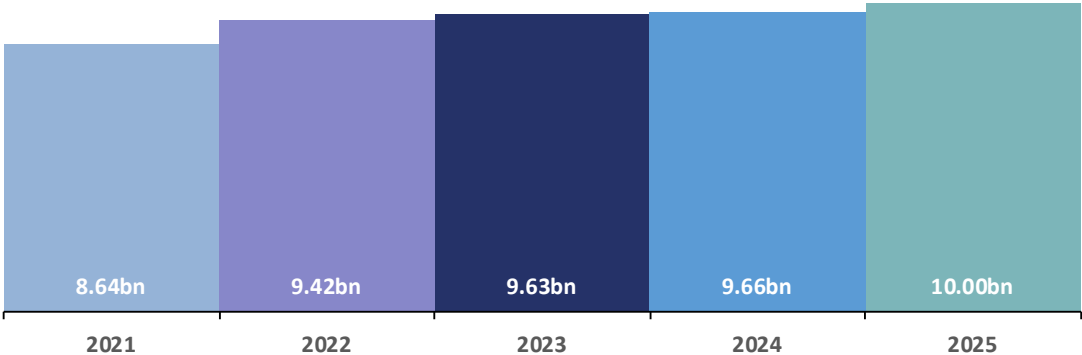
Source: National Highways
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The strategic road network comprises 494 route miles (2,544 lane miles) in the **Yorkshire and North East** region. The region’s strategic road network is almost evenly split between motorways and all-purpose trunk roads.

Compared to the other five regions, **Yorkshire and North East** has seen a slower increase in traffic volumes since 2021, with a 15.8% increase in vehicle miles travelled compared to the SRN-wide increase of 19.4%.

Network statistics	Motorway	All-purpose trunk road
Proportion of national SRN (route length)	17%	12%
Proportion of regional network (route length)	49%	51%
Traffic density per lane mile (excluding DBFO) (average annual daily traffic)	12,100	8,600
Traffic density regional rank	6/6	5/6

Traffic volumes (billion vehicle miles)



Population



8.4 million

Regional rank

3/6

GVA per head



£27,500

6/6

Lane miles



2,544

5/6

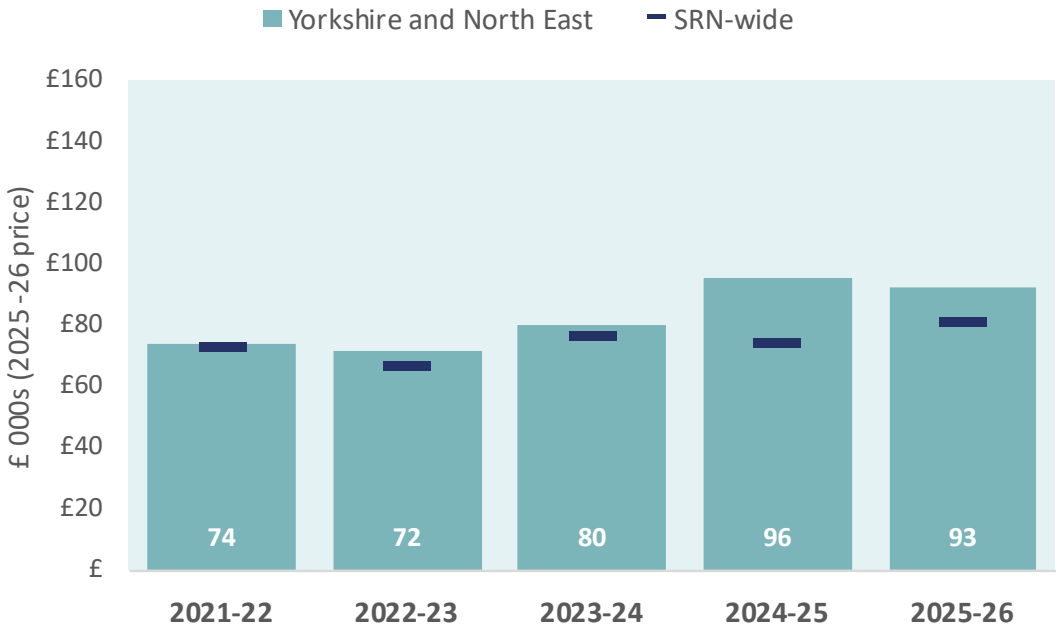
Structures



2,844

4/6

Maintenance and renewal spending per lane mile



Yorkshire and North East regional performance

Key performance indicators

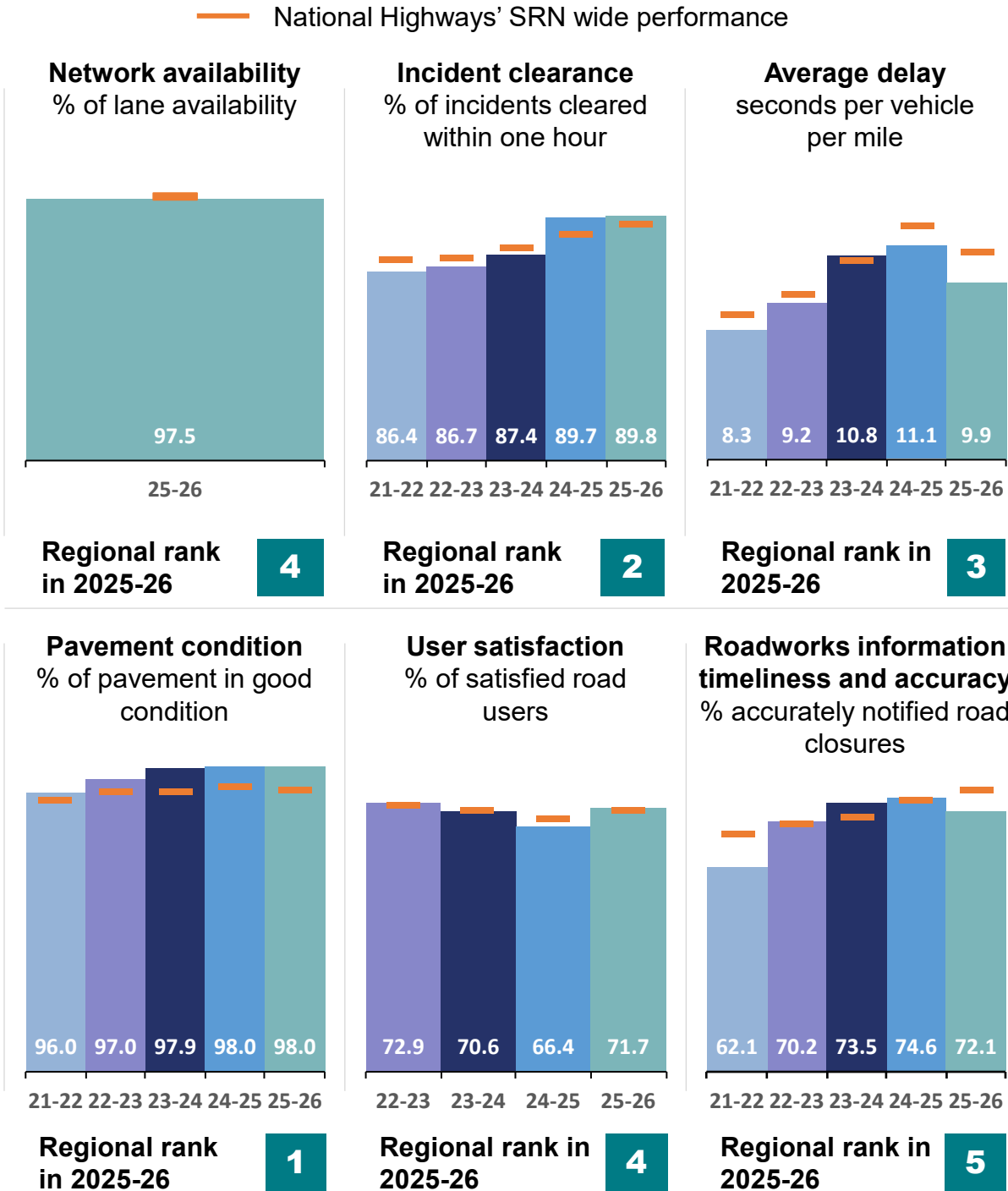
The **Yorkshire and North East** region performed well on most key performance indicators, meeting or exceeding SRN-wide performance on five out of six ranked indicators.

Average delay decreased by 11% compared to 2024-25, the second largest percentage decrease across National Highways' six regions. Despite this improvement, **Yorkshire and North East** ranked third out of six regions for average delay.

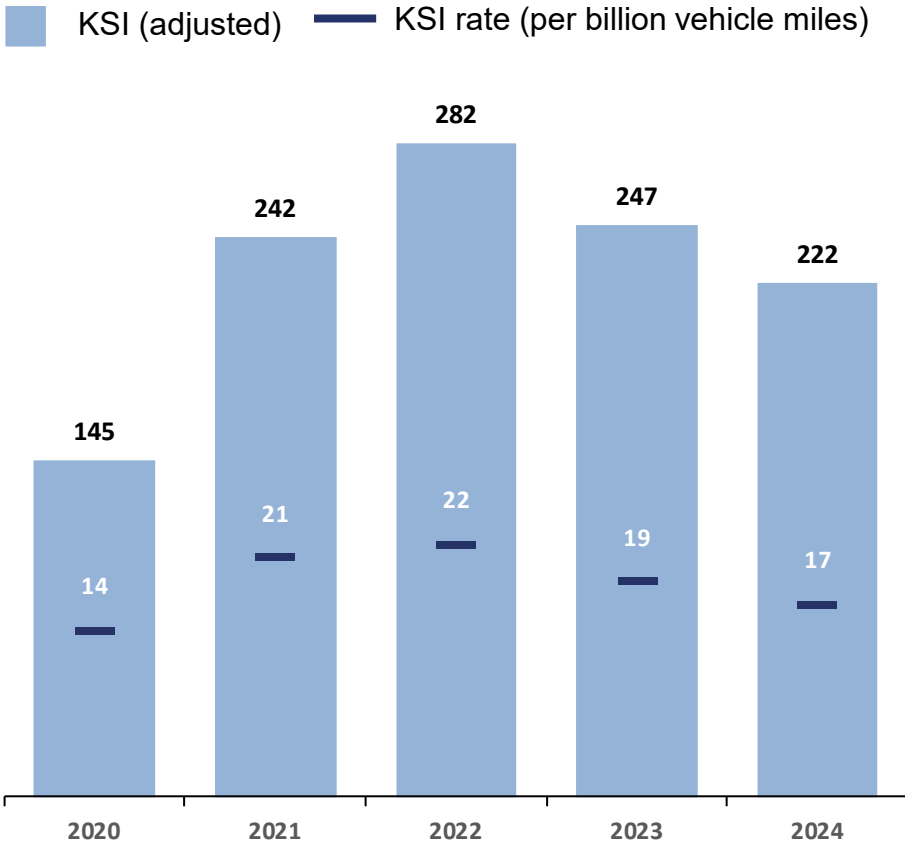
Across the remaining indicators, **Yorkshire and North East** maintained its regional ranking, except for Incident Clearance, where it moved from first to second place.

Network availability is a new indicator for 2025-26, with **Yorkshire and North East** meeting the national level target of 97.5%.

The number of people killed or seriously injured has fallen over the last three years, alongside a reduction in the KSI rate over the same period.



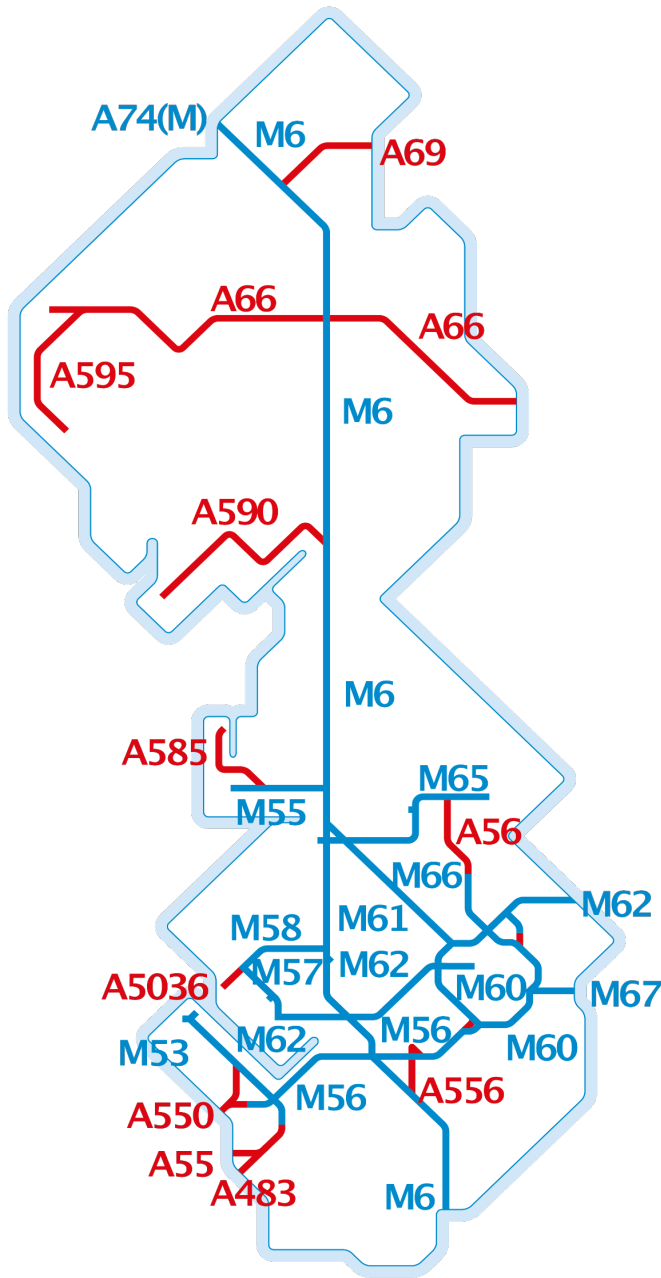
Road safety (Number of people killed or seriously injured (KSI))



Biodiversity (number of biodiversity units delivered)



North West



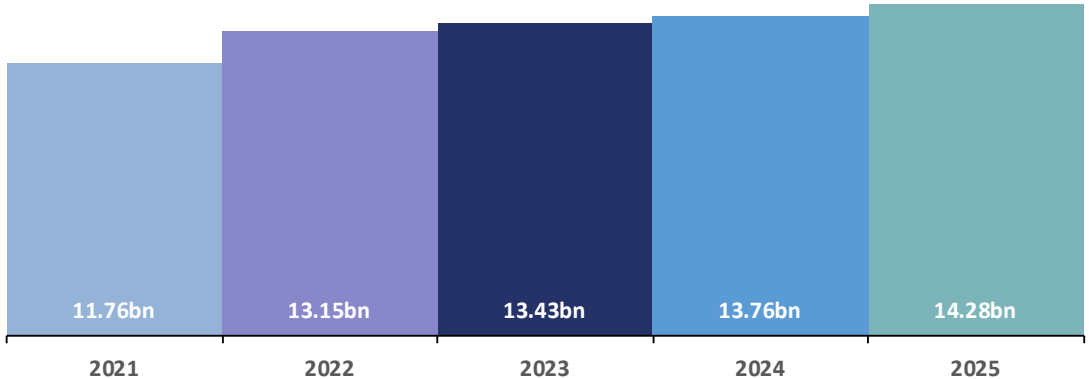
Source: National Highways
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The strategic road network in the **North West** region is 540 route miles (3,235 lane miles) in length. It is the only National Highways region where the motorway network is longer than the all-purpose trunk road network.

The **North West** region recorded the largest increase in traffic volumes of all National Highways regions from 2021 to 2025, at 21.4%. Despite this, traffic density per lane mile remains lower than in most other regions for both motorways and all-purpose trunk roads.

Network statistics	Motorway	All-purpose trunk road
Proportion of national SRN (route length)	26%	8%
Proportion of regional network (route length)	70%	30%
Traffic density per lane mile (excluding DBFO) (average annual daily traffic)	13,000	7,900
Traffic density regional rank	5/6	6/6

Traffic volumes (billion vehicle miles)



Population



7.7 million

Regional rank

4/6

GVA per head



£32,000

2/6

Lane miles



3,235

2/6

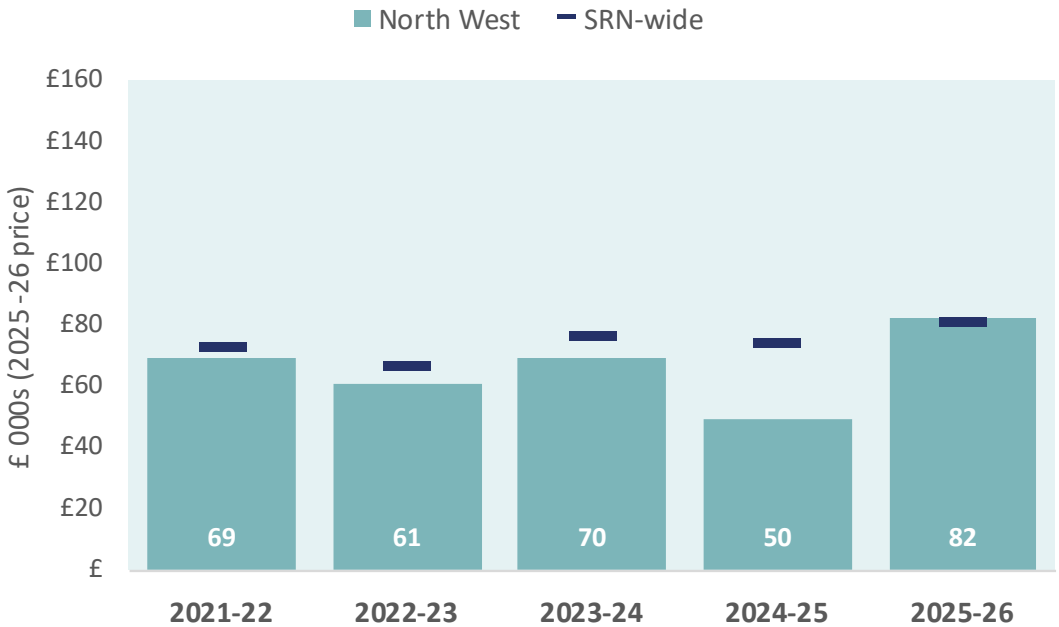
Structures



3,297

3/6

Maintenance and renewal spending per lane mile



North West regional performance

Key performance indicators

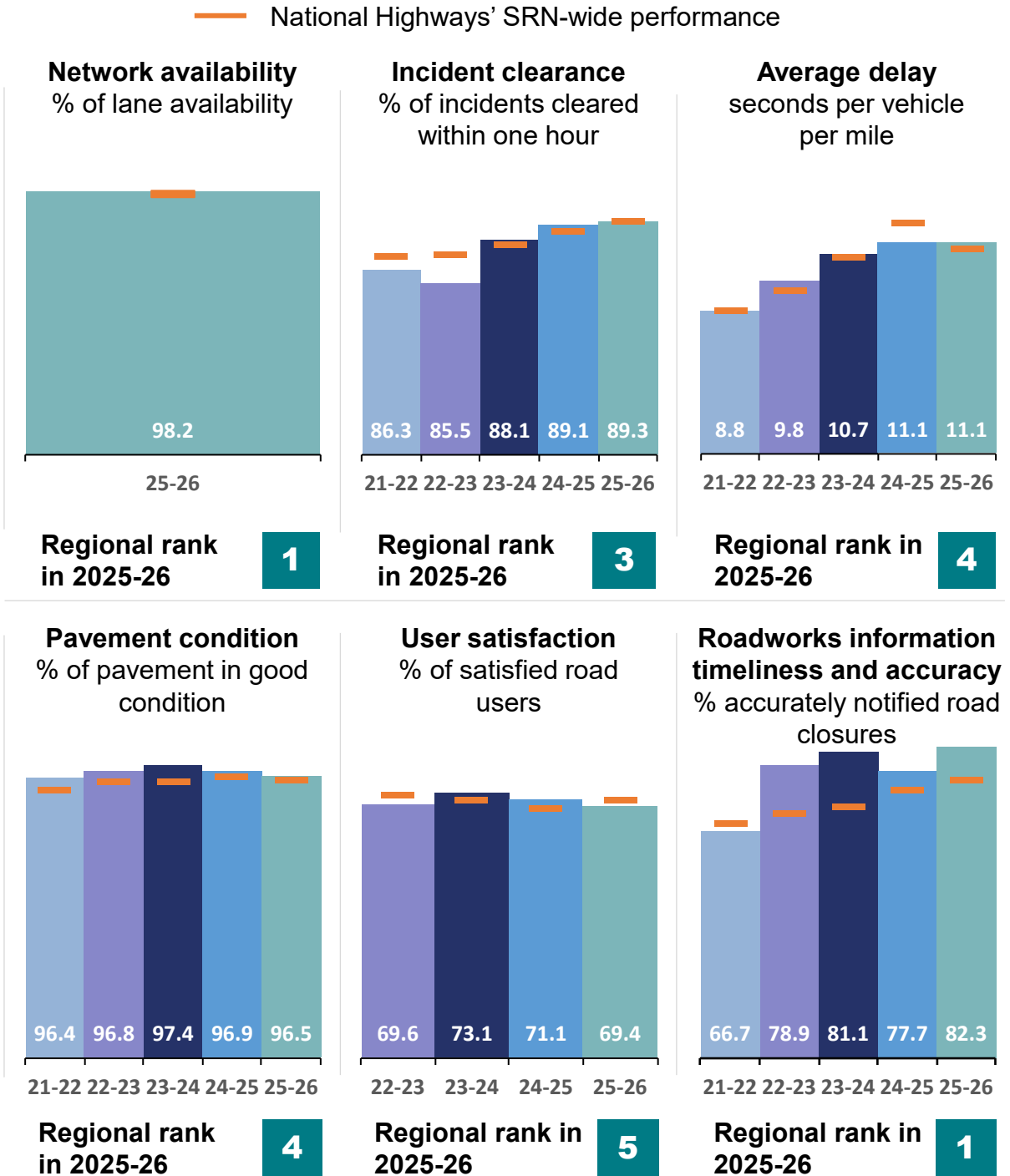
The **North West** region was the joint highest-performing region for network availability, alongside Midlands and South West. Network availability is a new indicator monitored for the first time during 2025-26.

With the exception of average delay and user satisfaction, the **North West** region met or exceeded SRN-wide performance across the remaining four indicators.

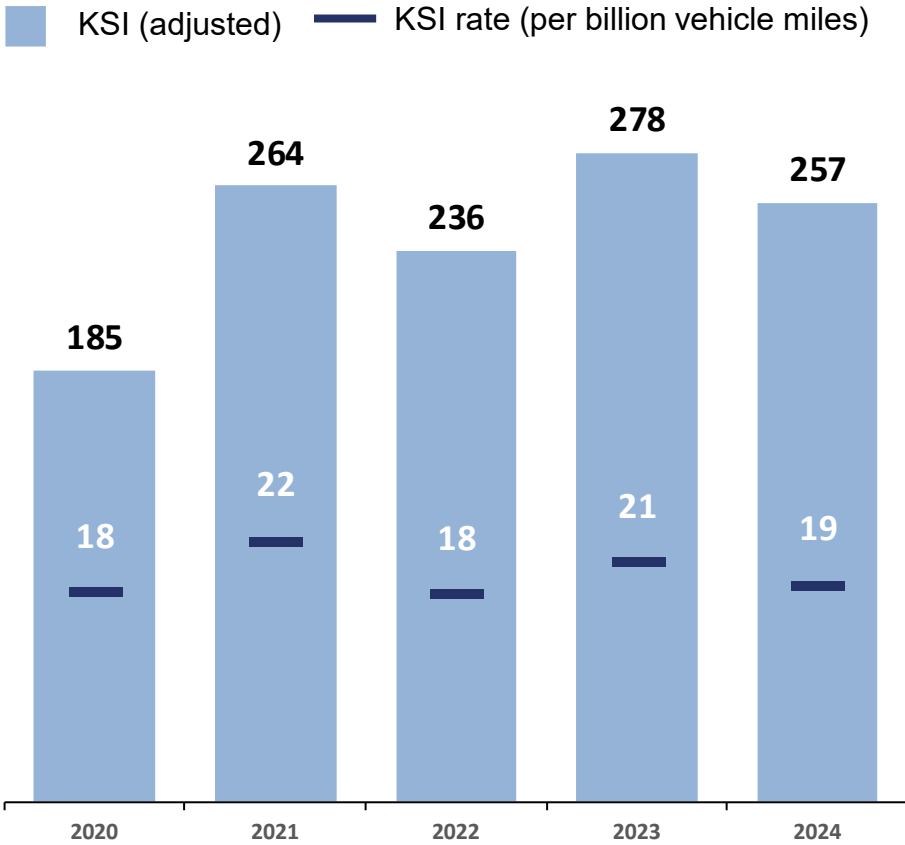
Although pavement condition remains above the SRN-wide performance, pavement condition in the **North West** region has declined for two consecutive years. If this trend continues, the region is likely to fall below the SRN-wide performance.

User satisfaction fell below the SRN-wide performance in 2025-26, leaving the **North West** ranked fifth out of six regions for this measure.

The number of KSIs on the network, as well as the rate of KSIs has fluctuated in recent years. Both measures decreased between 2023 and 2024.



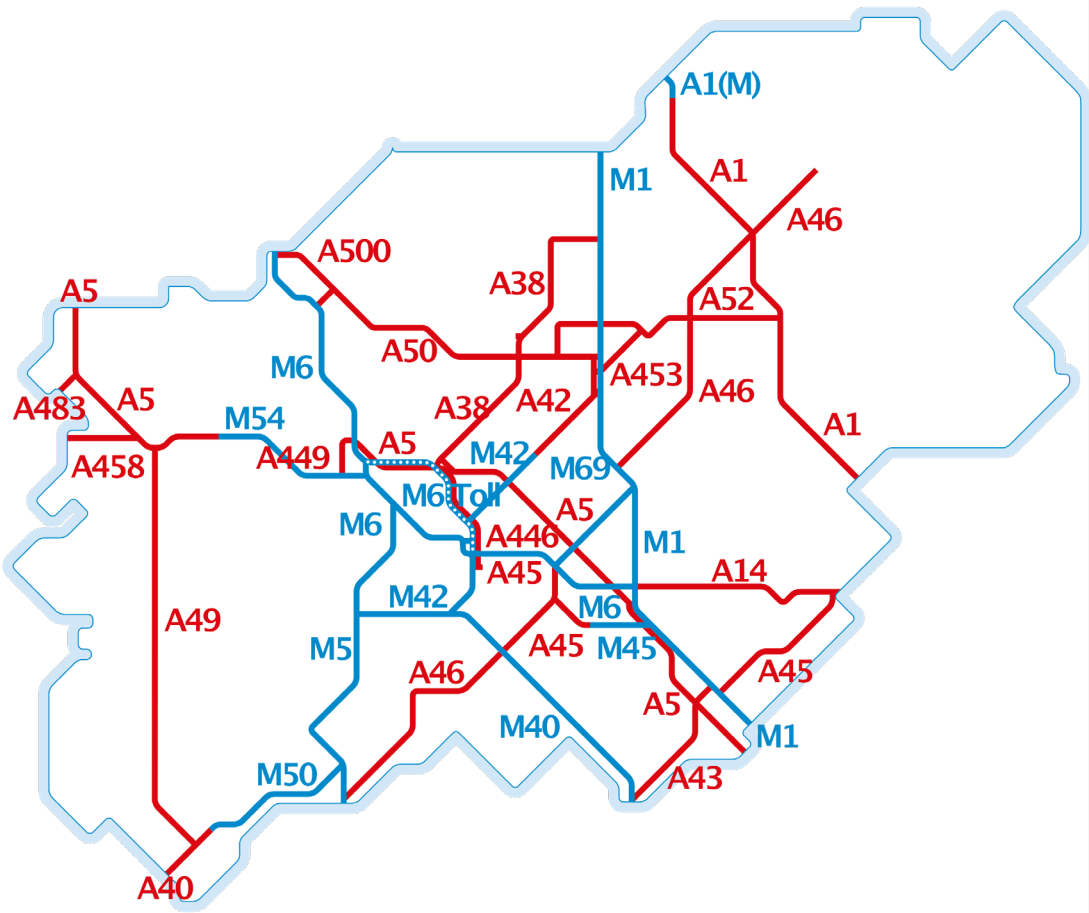
Road safety (Number of people killed or seriously injured (KSI))



Biodiversity (number of biodiversity units delivered)



Midlands



Source: National Highways
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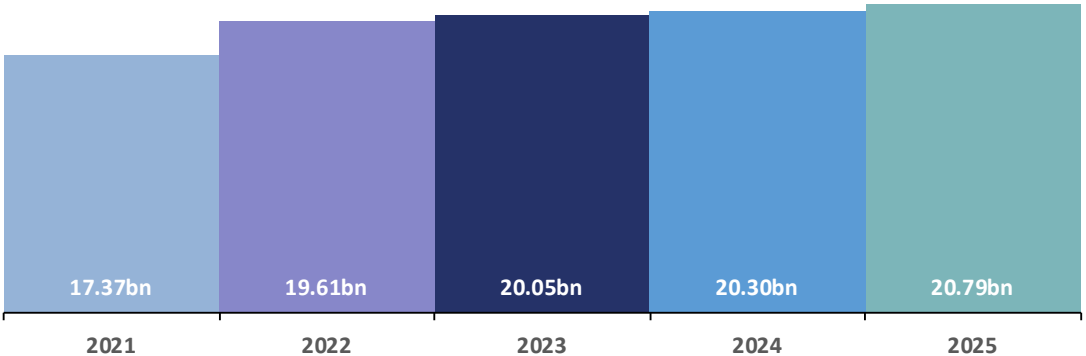
The strategic road network in the **Midlands** region is the largest of National Highways’ regions by a significant margin, at 916 route miles and 4,618 lane miles. The next largest region is the North West with 540 route miles and 3,235 lane miles.

Two-thirds of the region’s strategic road network is comprised of all-purpose trunk roads.

The **Midlands** region has the lowest per lane mile expenditure on maintenance and renewals.

Network statistics	Motorway	All-purpose trunk road
Proportion of national SRN (route length)	23%	27%
Proportion of regional network (route length)	37%	63%
Traffic density per lane mile (excluding DBFO) (average annual daily traffic)	14,700	9,900
Traffic density regional rank	2/6	3/6

Traffic volumes (billion vehicle miles)



Population Regional rank



GVA per head



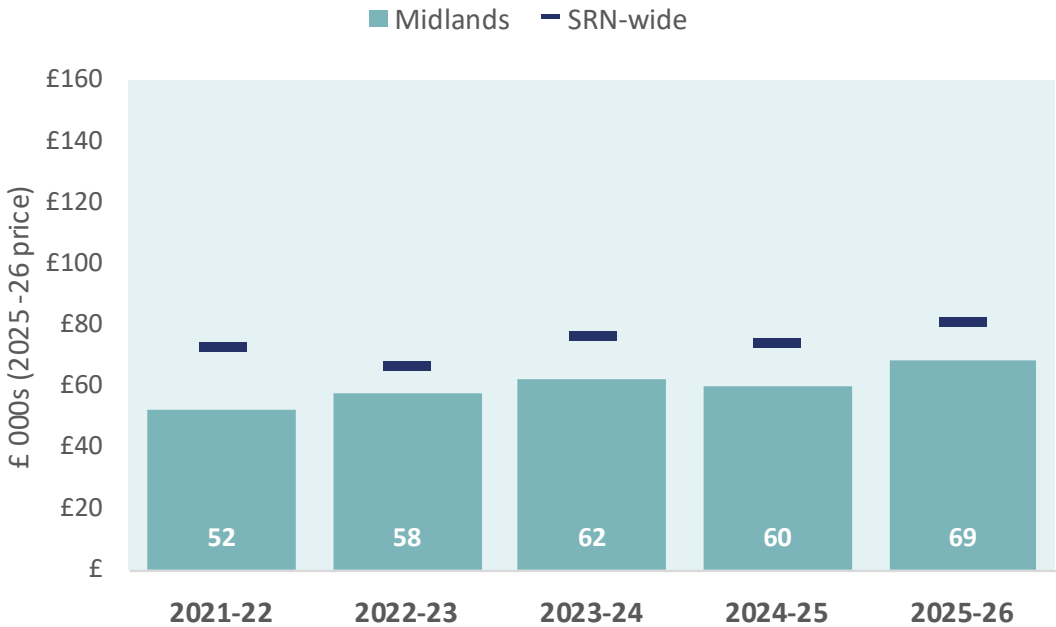
Lane miles



Structures



Maintenance and renewal spending per lane mile



Midlands regional performance

Key performance indicators

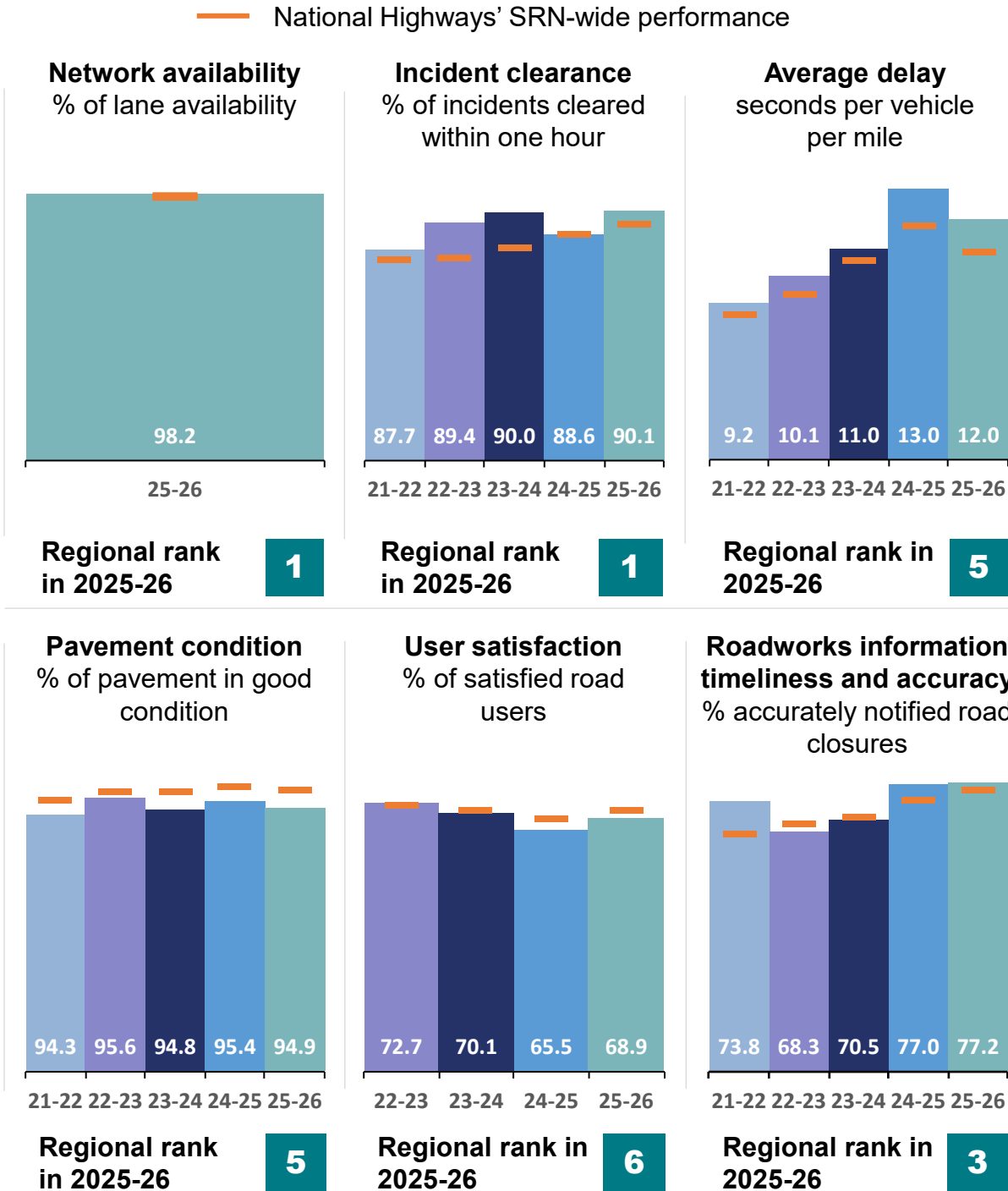
Although average delay decreased and user satisfaction improved in 2025-26, the **Midlands** region continued to experience relatively high levels of delay and recorded the lowest user satisfaction score of any region.

Pavement condition performance remains below the SRN-wide performance, with 94.9% of pavement assessed as being in good condition compared with 96.3% nationally.

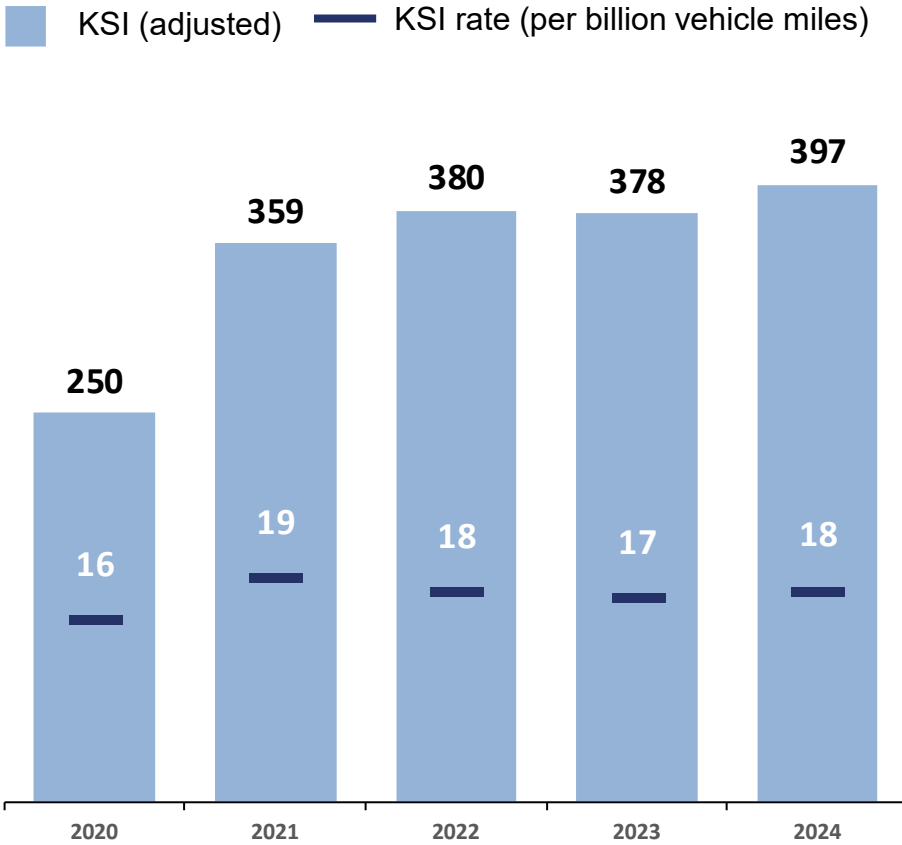
Performance in network availability, roadworks information timeliness and accuracy, and incident clearance all exceeded the SRN-wide level of performance.

Of particular note is the improvement in incident clearance, where the **Midlands** moved from fifth to first place amongst the six regions. This follows a temporary dip in performance in 2024-25, having ranked first from 2021-22 to 2023-24.

The **Midlands** is one of three regions to record an increase in the number of people killed or seriously injured between 2023 and 2024. However, the KSI rate has remained relatively stable since 2021.



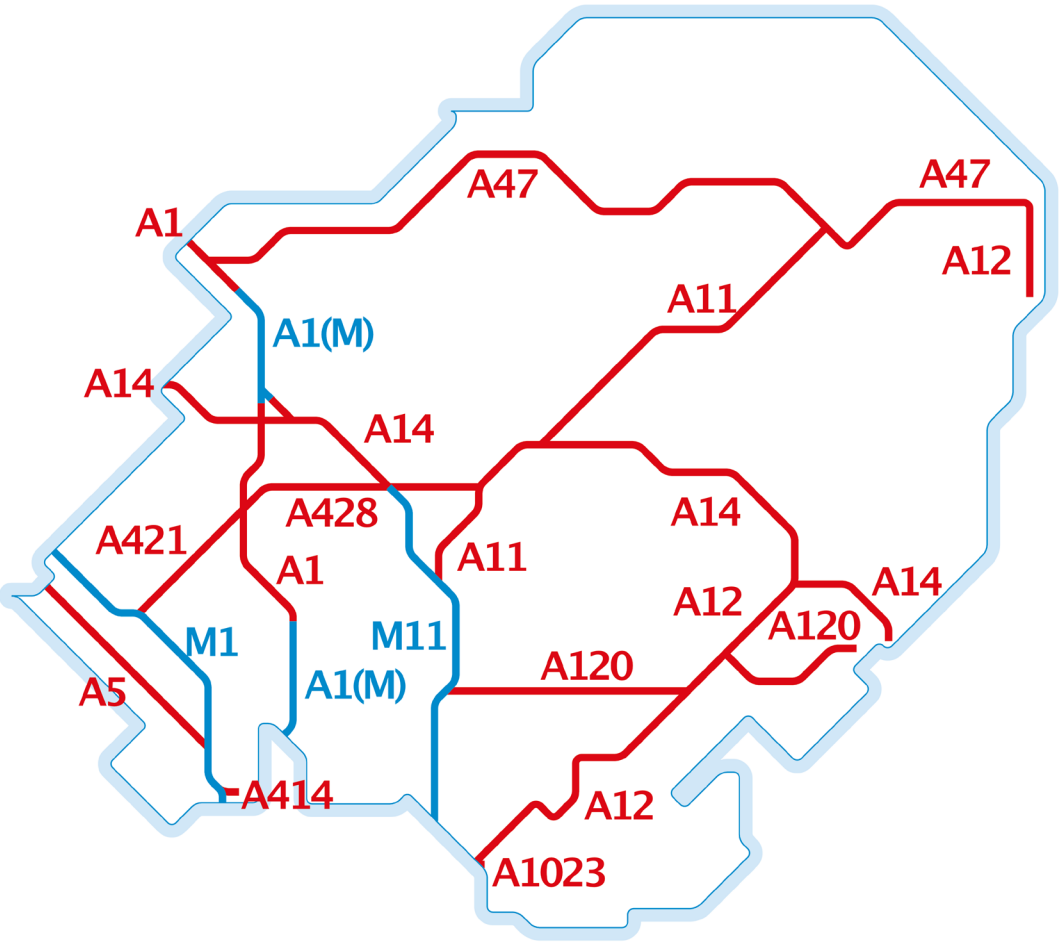
Road safety (Number of people killed or seriously injured (KSI))



Biodiversity (number of biodiversity units delivered)



East



Source: National Highways
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Office of Rail and Road | National Highways’ regional performance summary 2025-26

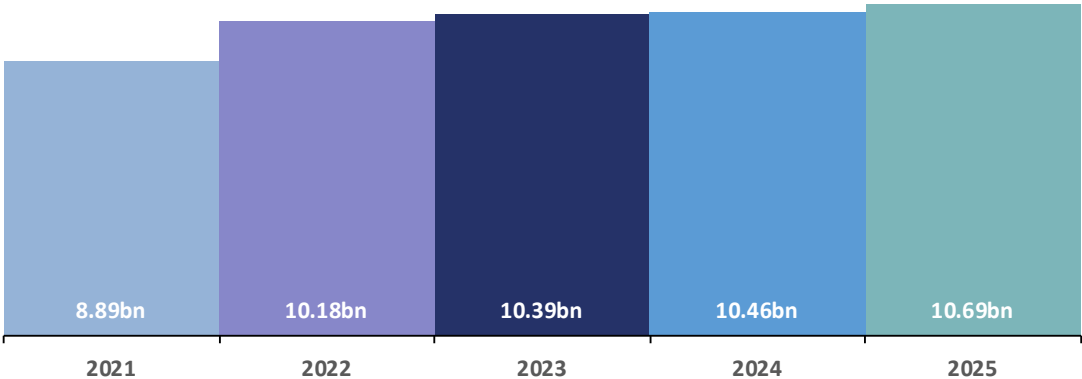
The strategic road network in the **East** region is 564 route miles (2,640 lane miles) in length.

The **East** region’s all-purpose trunk roads comprise 83% of the region’s strategic road network route length. This is the highest proportion among National Highways’ six regions.

Traffic density on the region’s all-purpose trunk roads is second highest of the six regions.

Network statistics	Motorway	All-purpose trunk road
Proportion of national SRN (route length)	7%	22%
Proportion of regional network (route length)	17%	83%
Traffic density per lane mile (excluding DBFO) (average annual daily traffic)	14,500	10,100
Traffic density regional rank	3/6	2/6

Traffic volumes (billion vehicle miles)



Population



6.6 million

Regional rank

5/6

GVA per head



£31,750

4/6

Lane miles



2,640

4/6

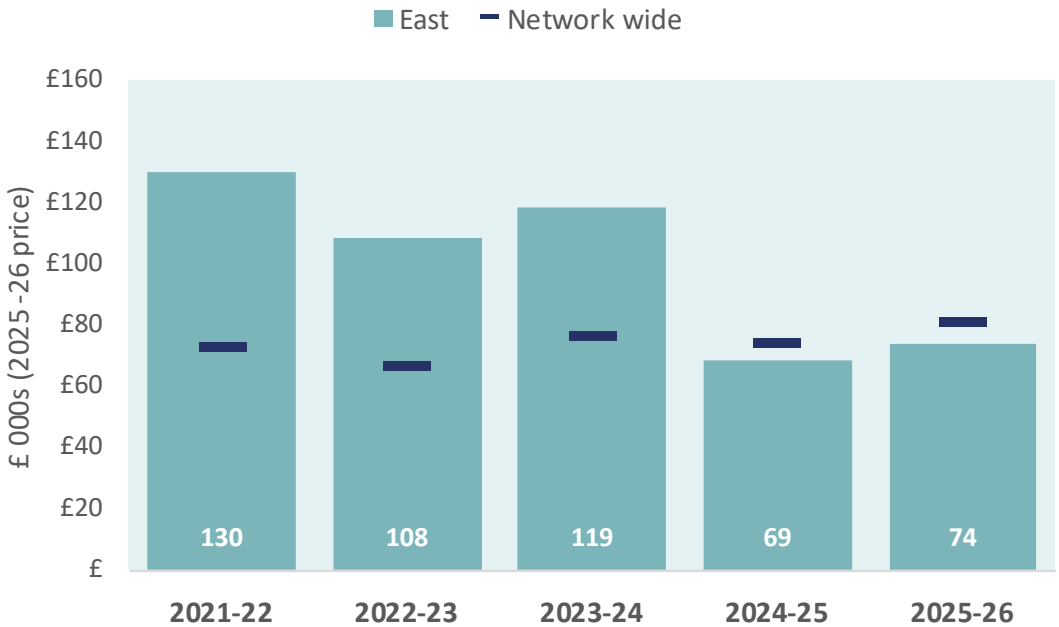
Structures



2,757

5/6

Maintenance and renewal spending per lane mile



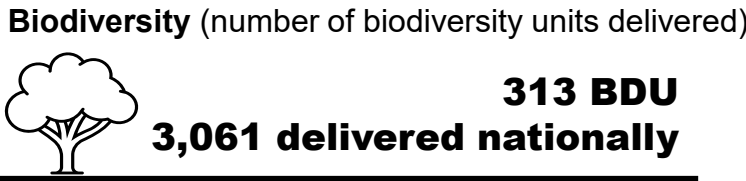
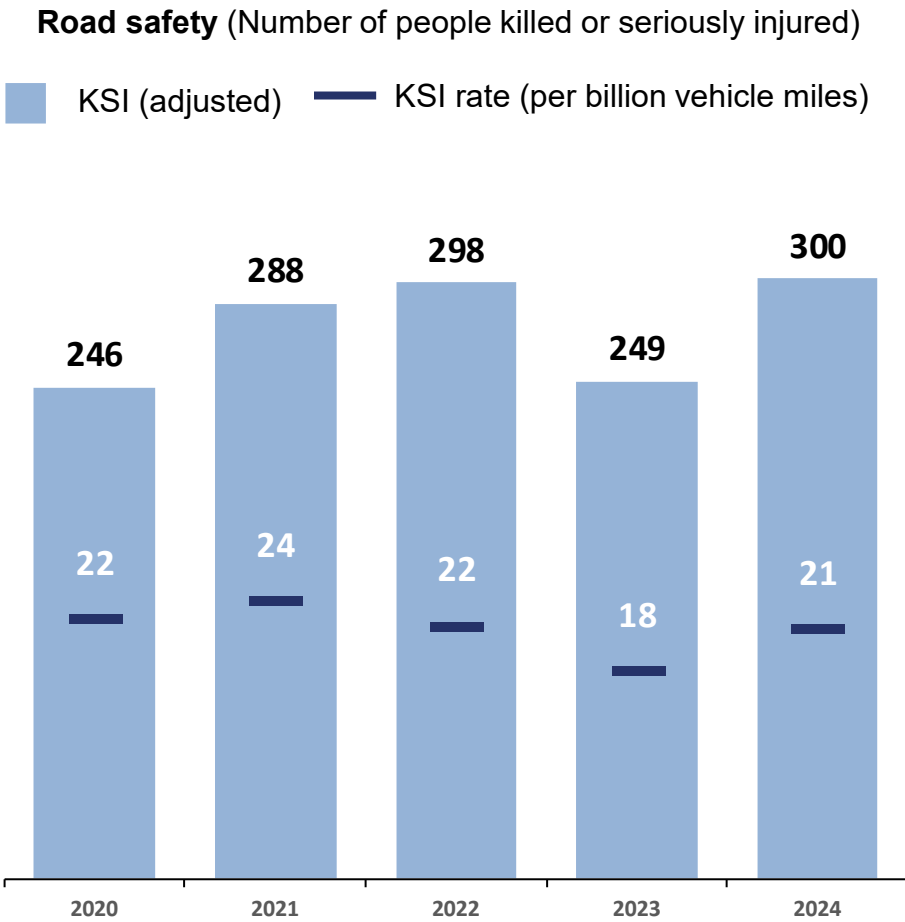
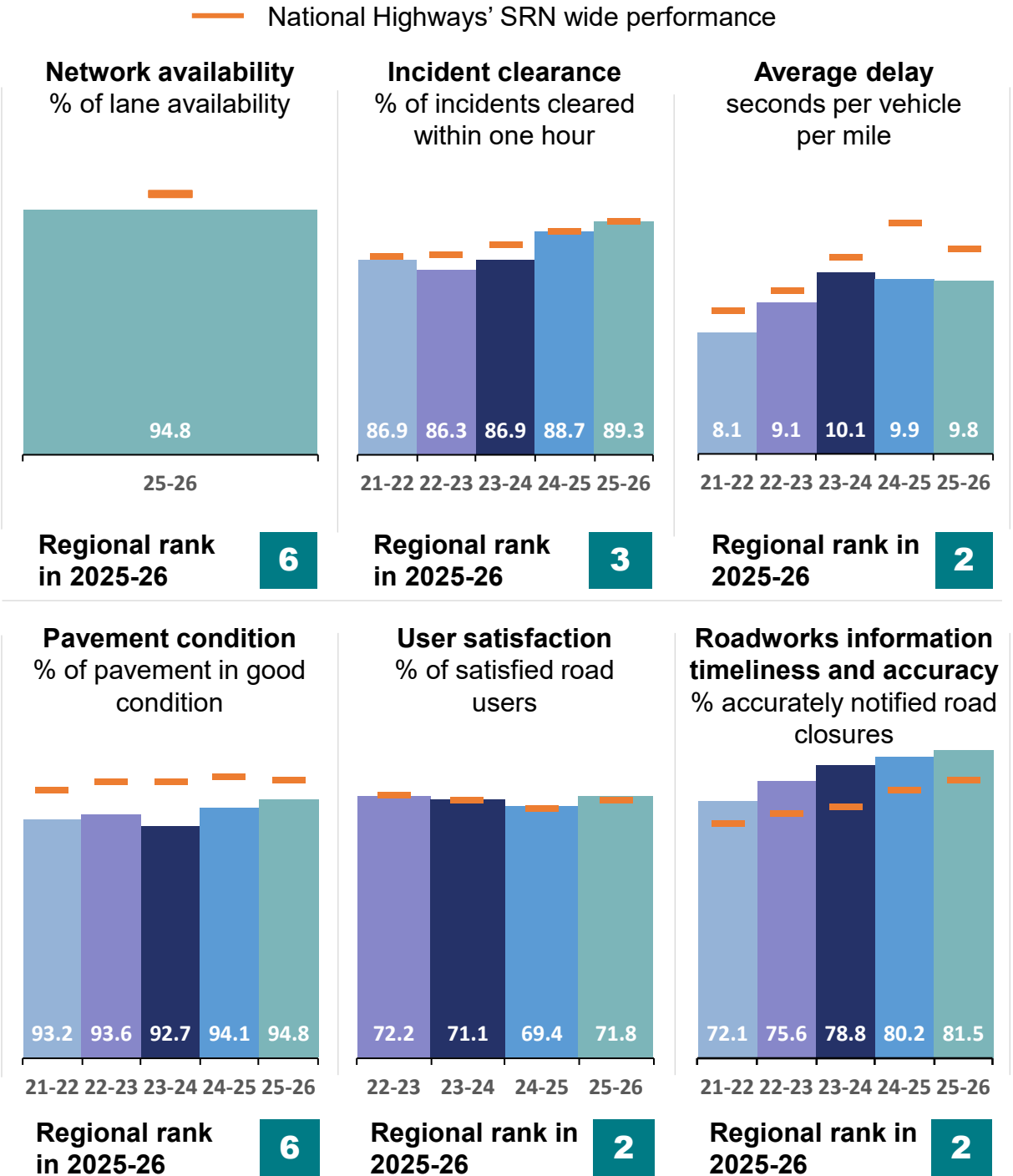
Key performance indicators

The **East** region has improved performance across all five KPIs that have been monitored over multiple years and is among the better-performing regions for average delay, roadworks information timeliness and accuracy, and user satisfaction.

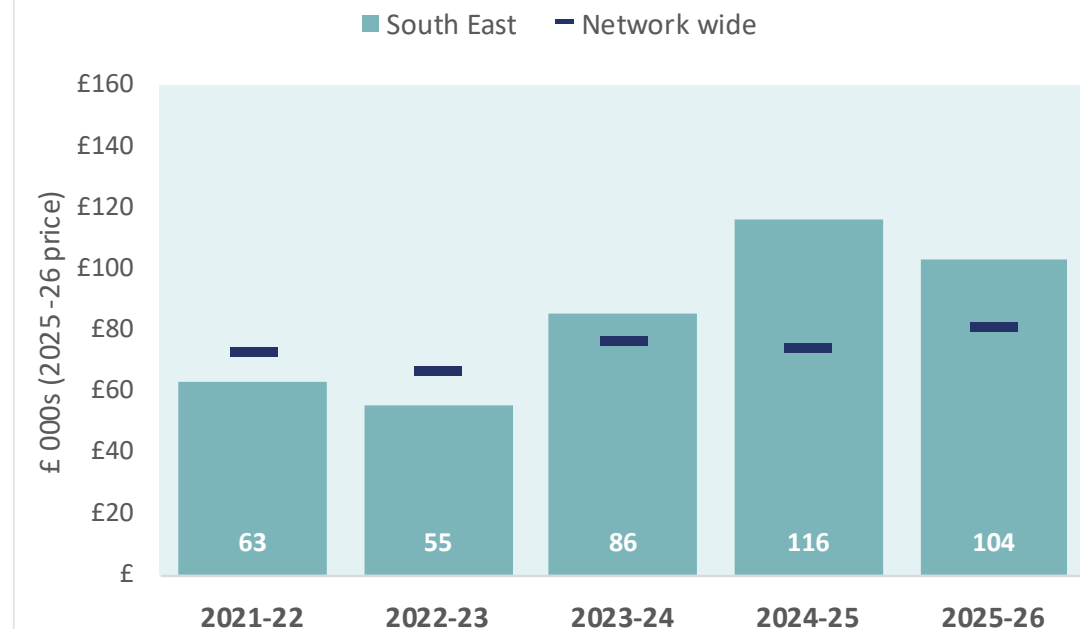
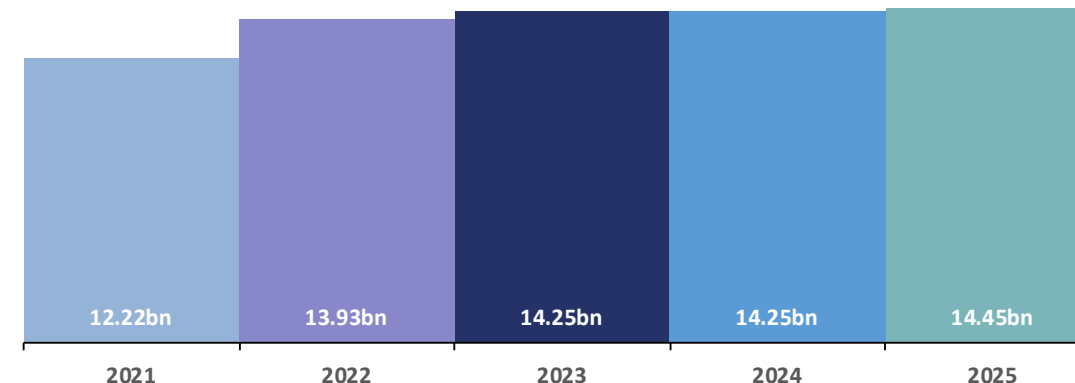
Pavement condition in the **East** has improved each year since 2023-24, narrowing the gap to SRN-wide performance for a second consecutive year. Nevertheless, it remains the weakest-performing region for this measure.

The **East** region is also the lowest performing region for network availability.

The number of people killed or seriously injured increased in 2024, compared to 2023 alongside an increase in the KSI rate. The **East** has the second highest KSI rate of National Highways' six regions at 21 killed or seriously injured casualties per billion vehicle miles.



Maintenance and renewal expenditure per lane mile is the highest of the six regions.



South East regional performance

Key performance indicators

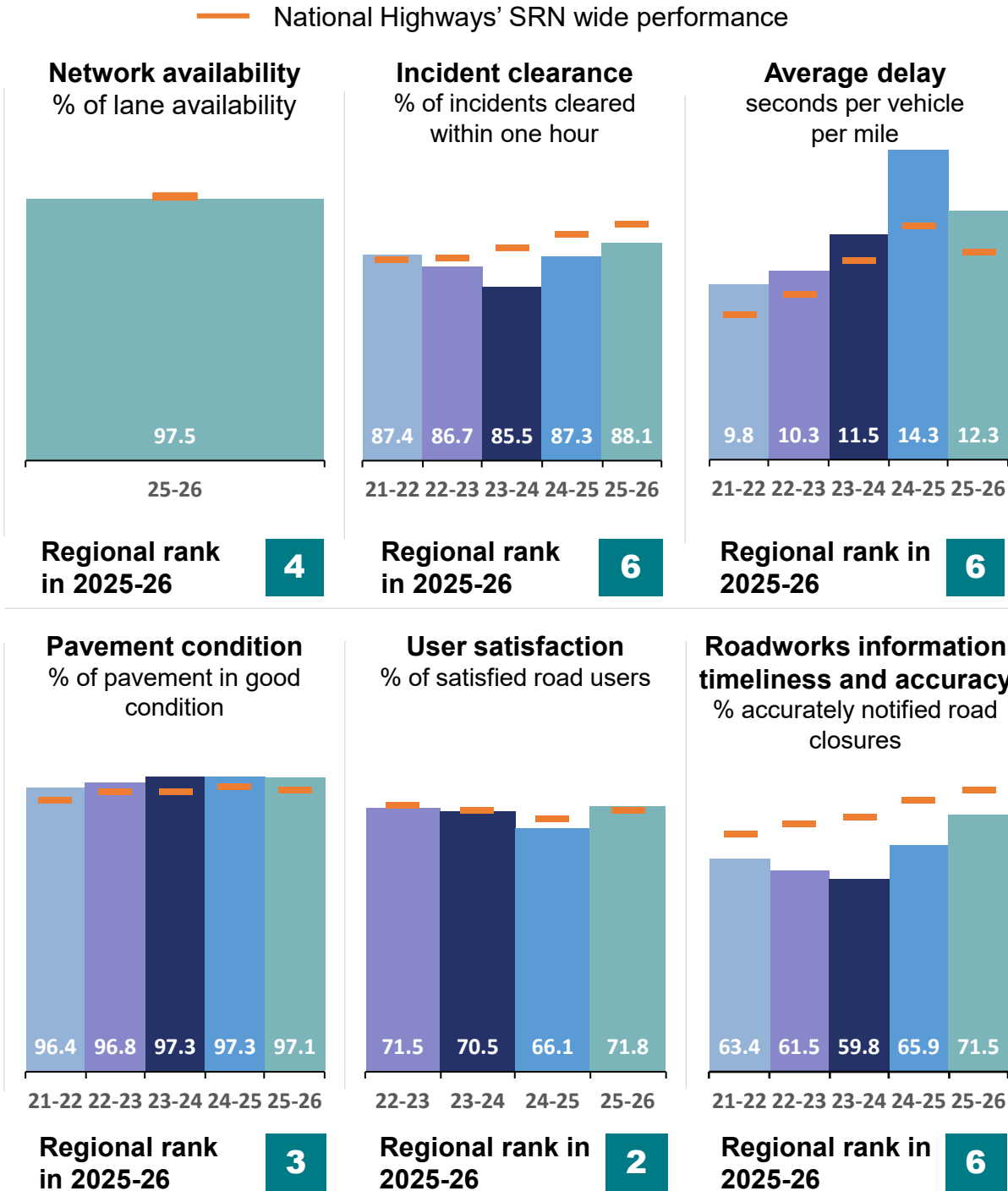
The **South East** region is the lowest performing region for three of the six KPIs, more than any other National Highways region. However, it is the joint second-highest performing region for road user satisfaction.

Average delay fell by 14.0% compared with 2024-25, the largest percentage reduction of any region. Despite this improvement, the **South East** remained the lowest-ranked region for average delay.

Similarly, despite significant improvement in the two years since 2023-24, the **South East** remained the lowest-ranked region for roadworks information timeliness and accuracy.

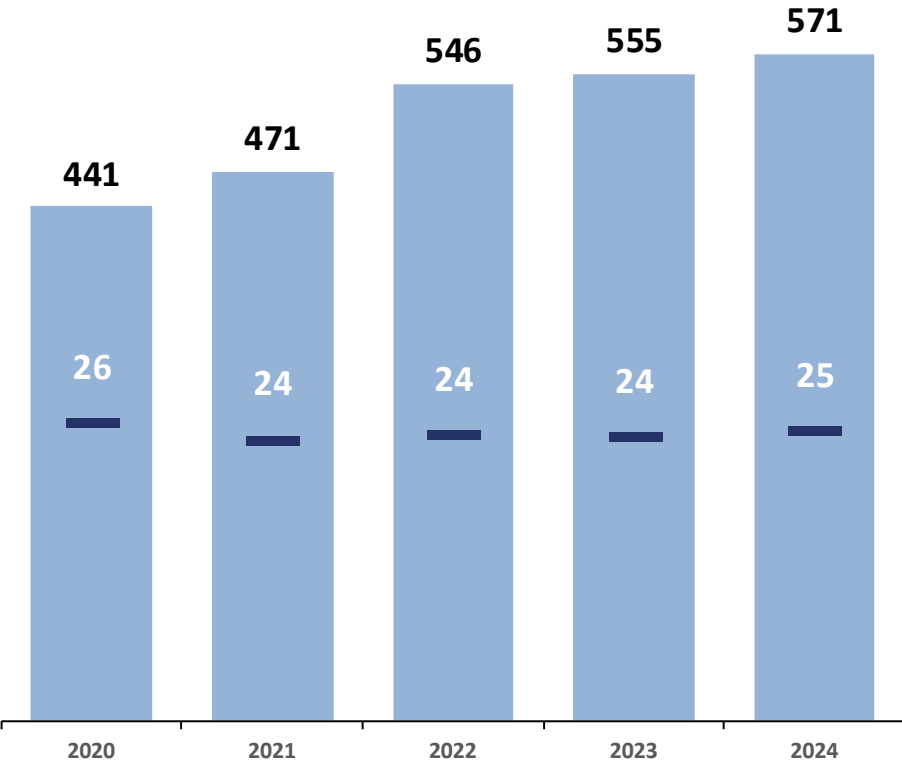
The number of people killed or seriously injured has increased each year. The KSI rate is the highest of the six regions and has remained broadly unchanged since 2020.

The number of biodiversity units delivered in the **South East** was the highest of National Highways' six regions.



Road safety (Number of people killed or seriously injured)

KSI (adjusted) KSI rate (per billion vehicle miles)



Biodiversity (number of biodiversity units delivered)



South West

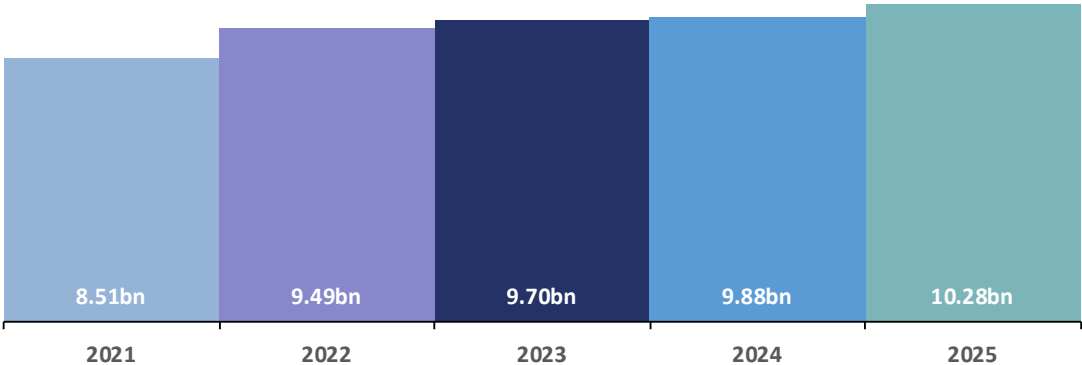
The strategic road network comprises 518 route miles (2,405 lane miles) in the **South West** region. One third of the region’s strategic road network is comprised of motorways.

The region has the lowest population, lane miles, and number of structures.

The **South West** region experienced the largest increase in traffic of 4.1% between 2024 and 2025. Traffic density per lane mile for motorways is the highest of National Highways’ six regions.

Network statistics	Motorway	All-purpose trunk road
Proportion of national SRN (route length)	12%	16%
Proportion of regional network (route length)	34%	66%
Traffic density per lane mile (excluding DBFO) (average annual daily traffic)	15,000	8,700
Traffic density regional rank	1/6	4/6

Traffic volumes (billion vehicle miles)



Population



5.9 million

Regional rank

6/6

GVA per head



£32,000

3/6

Lane miles



2,405

6/6

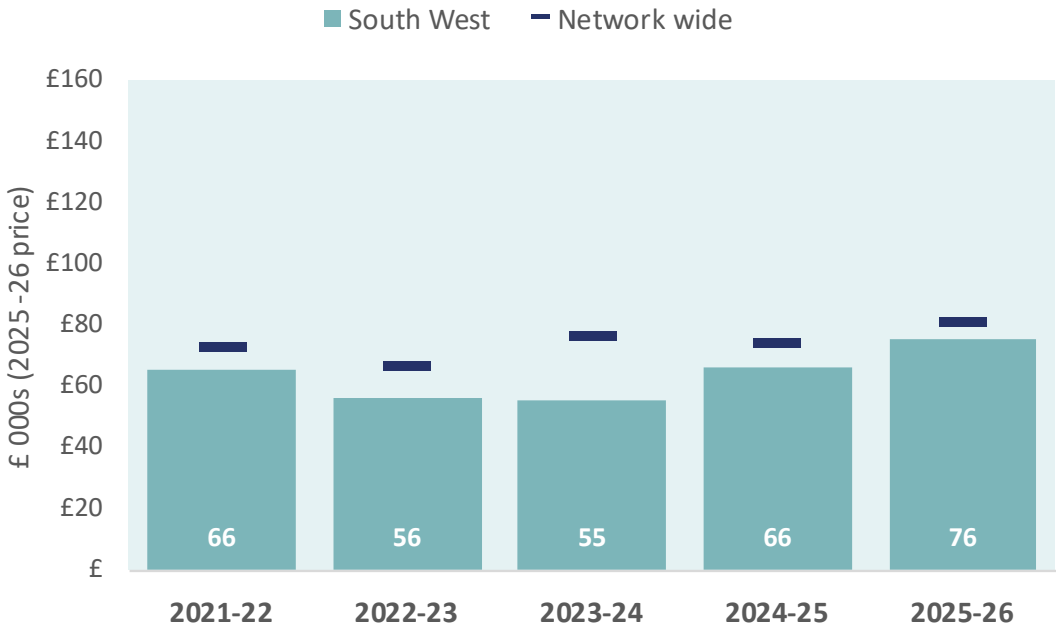
Structures



2,198

6/6

Maintenance and renewal spending per lane mile



South West regional performance

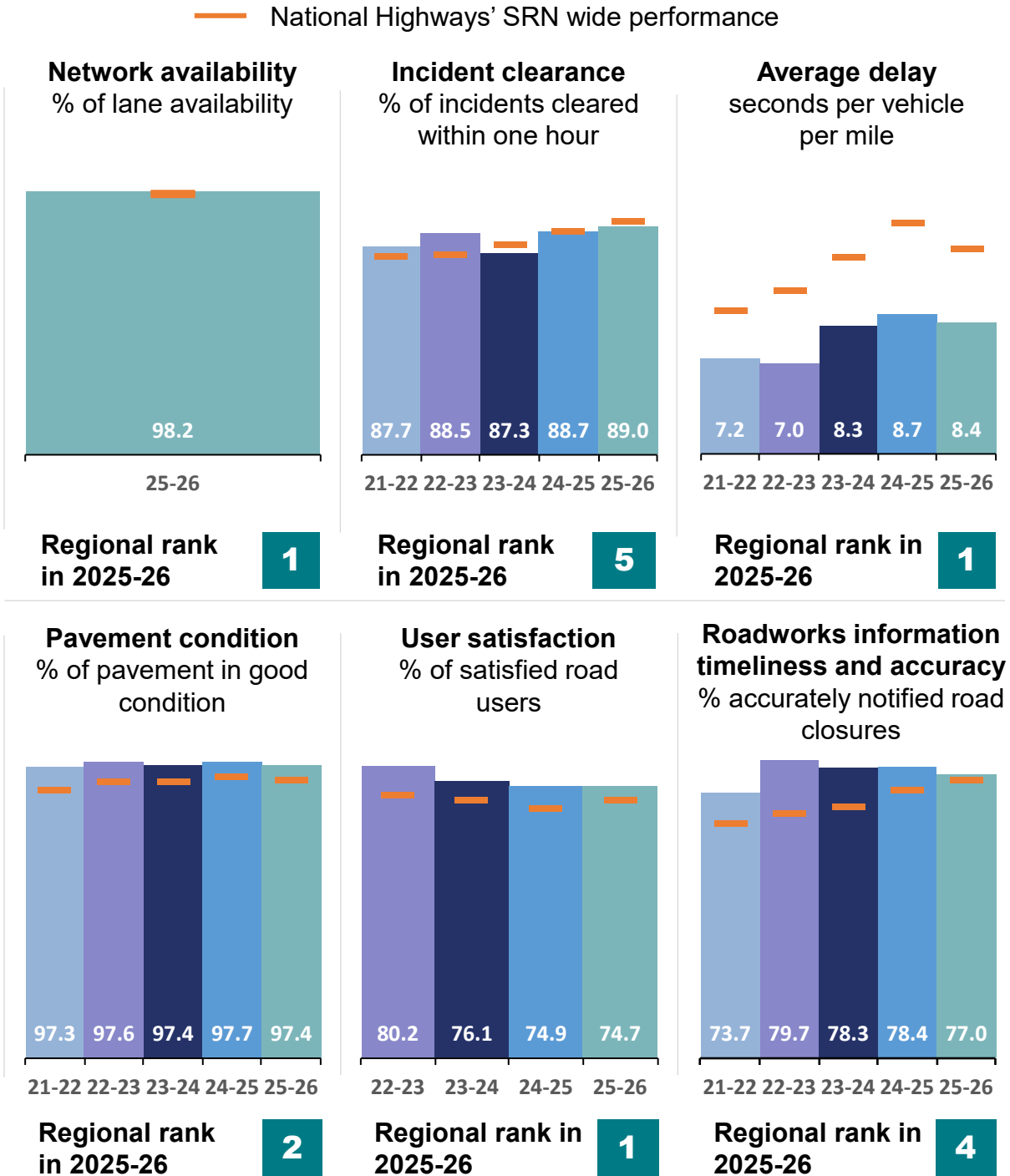
Key performance indicators

The **South West** region performed strongly in 2025-26 and is the highest ranked region for three key performance indicators: network availability, average delay and road user satisfaction.

While traffic levels have gradually increased, average delay has decreased from 2024-25 to 2025-26. The region continues to record lower average delays than any other region. This is likely to contribute to its relatively high levels of user satisfaction.

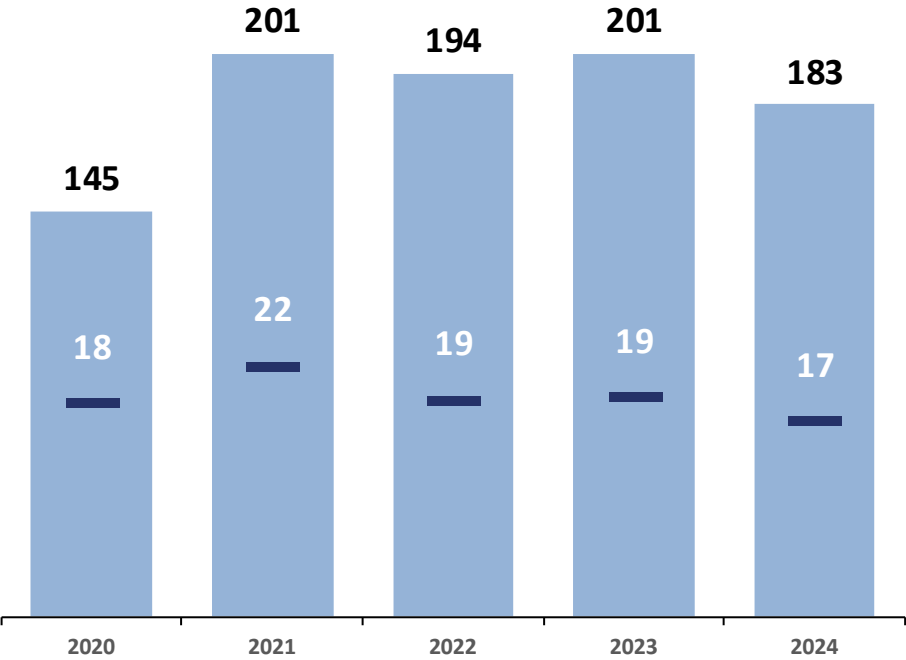
Incident clearance has improved compared with the previous year. However, other regions improved by a greater margin, resulting in a lower relative ranking for this indicator.

The number of people killed or seriously injured decreased between 2023 and 2024, alongside a reduction in the KSI rate. The **South West** has the joint lowest KSI rate of the six regions, alongside the Yorkshire and North East region.



Road safety (Number of people killed or seriously injured)

■ KSI (adjusted) — KSI rate (per billion vehicle miles)



Biodiversity (number of biodiversity units delivered)



Regional summaries: methods and data sources

Regional performance data

- The KPIs and PIs included in the regional summaries are a subset of the indicators we use to hold National Highways to account for its performance nationally. Performance targets apply to national-level performance only.
- Regional User Satisfaction data is taken from Transport Focus' Strategic Road Users datahub. Data for all other indicators is provided by National Highways.
- With the exception of road safety and road user satisfaction, regional KPI data excludes performance on roads under design, build, finance, operate (DBFO) contracts.
- The national target for pavement condition KPI was revised following a methodological change introduced in April 2022. 2021-22 figures are therefore not directly comparable to figures from 2022-23 onwards.

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 miles travelled in each region (see 'Traffic data').

Regional road length, spending and traffic data

Population

- Regional population estimates for mid-2025 were sourced from the Office for National Statistics (ONS) and are rounded to the nearest 100,000 in the dashboards.

GVA per head

- Gross value added (GVA) data for 2023 were sourced from ONS and divided by regional population to give GVA per head. Results are rounded to the nearest £250 in the dashboards.

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 2026.
- Route and lane lengths are the sum of the main carriageway lengths only (e.g., excluding slip roads) and exclude lengths of roads under DBFO contracts as these are not managed by National Highways.

Spending per lane mile

- Maintenance and renewal spending by region was provided by National Highways. Centrally managed funds, DBFO expenditure, and DBFO lane lengths have been excluded.
- Data for 2025-26 are actuals. Data for previous years have been converted to a 2025-26 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 was 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 2025 by road and vehicle type. To calculate 'traffic density', vehicle kilometres is converted to miles and then converted to annual average daily traffic flow by dividing annual vehicle miles (for all vehicle types) by lane length (as defined above) and then by 365 days to give a daily average. DBFO-managed roads are excluded. Traffic density has been rounded to the nearest hundred.