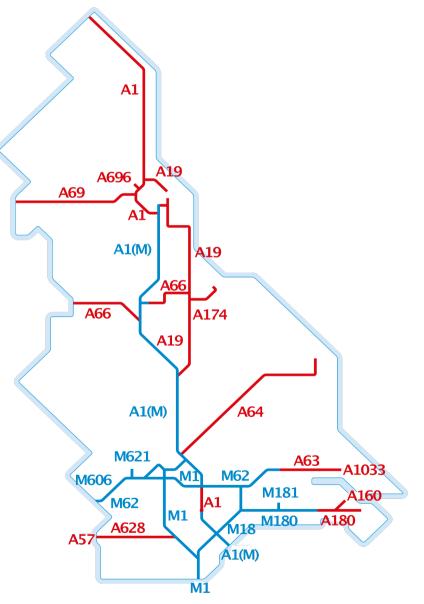
# Yorkshire and North East



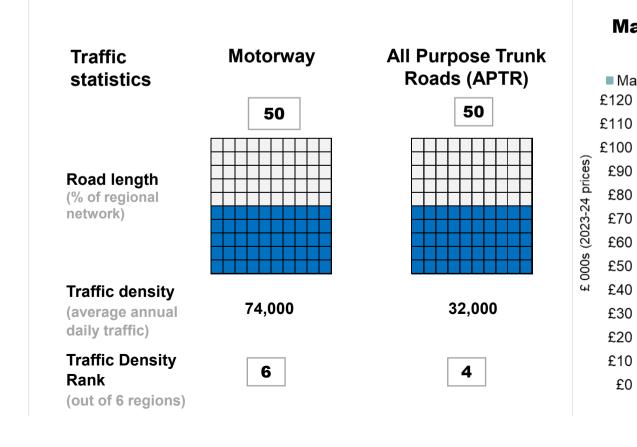
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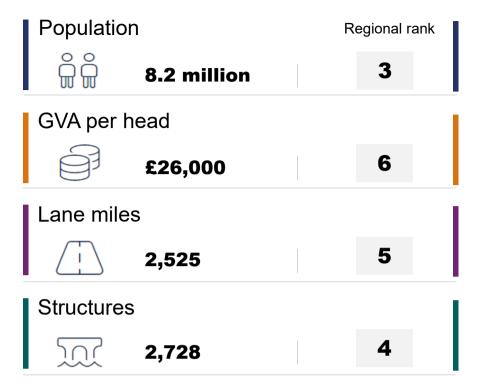
The Strategic Road Network (SRN) in **Yorkshire and the North East** covers 494 route miles (2,525 lane miles). This includes the northern segment of the M1 motorway.

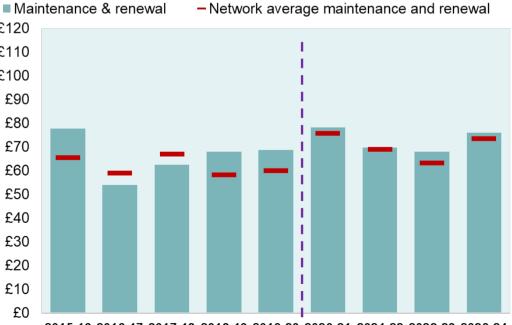
The network is almost equally split between motorways and All Purpose Trunk Roads (APTR). The traffic volume on motorways in this region is currently 74,000 per route mile, which is considerably lower than the national average of 89,000.

In Road Period 2 (RP2), maintenance and renewal funding saw its first increase in 2023-24, after a steady decline in previous years. For 2023-24, the spending on maintenance and renewal has reached £76,000 per lane mile in real terms, slightly above the national average.



#### Maintenance and renewal spending per lane mile





In 2023-24, performance in Yorkshire and the North East improved for some Key Performance Indicators (KPIs) but worsened for others.

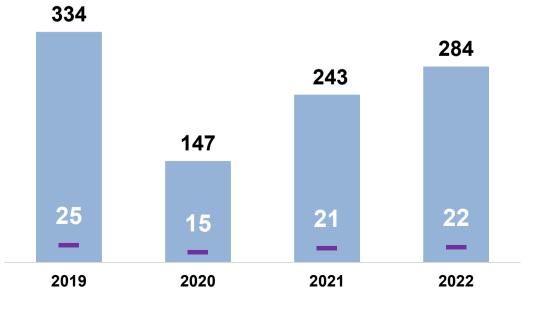
As for the rest of the SRN, average delays increased substantially in 2023-24 due mainly to rising traffic levels. Pavement condition has seen a notable increase of 0.9 percentage points to 97.9% making it the top-performing region for this indicator

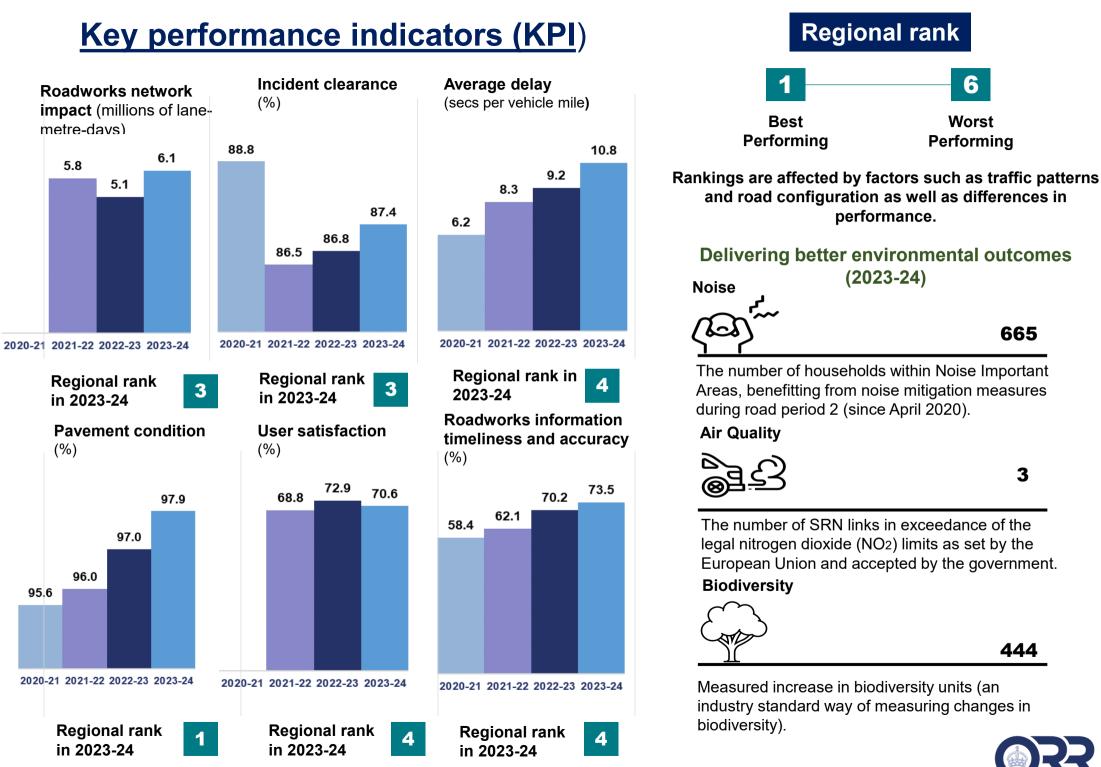
The number of people killed or seriously injured (KSIs) on the network increased by 17% from 2021 to 2022, the largest rise ir casualties across National Highways' regions.

#### Road safety (killed or seriously injured, KSIs)

KSI (Adjusted for changes in police recording methods)

-KSI rate (per billion vehcile miles)

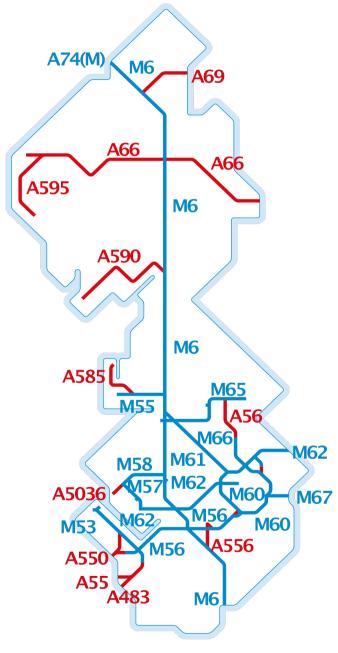




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**RAIL AND ROAD** 

# **North West**



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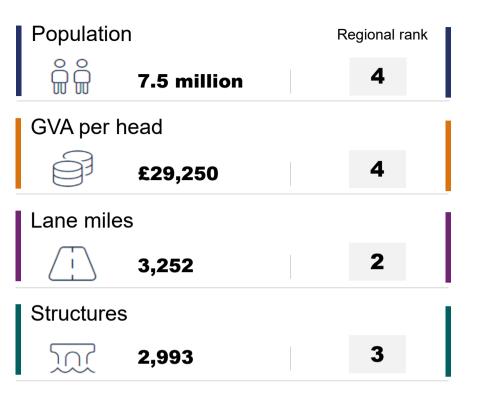
The North West region spans 546 route miles, extending from Carlisle in the north to the city of Manchester in the south. Although most of the network is directly managed by National Highways, certain roads, including the A69, are operated under Design, Build, Finance, and Operate (DBFO) agreements.

The majority of the Strategic Road Network (SRN) in the region consists of motorways, accounting for 70% of the total. The All Purpose Trunk Roads (APTR) in this region are the most heavily trafficked within the network.

In Road Period 2 (RP2), maintenance and renewal funding saw its first increase in 2023-24, after a steady decline in previous years. Despite the increase, this is still below the national average (£73,000) at £66,000 per lane mile.

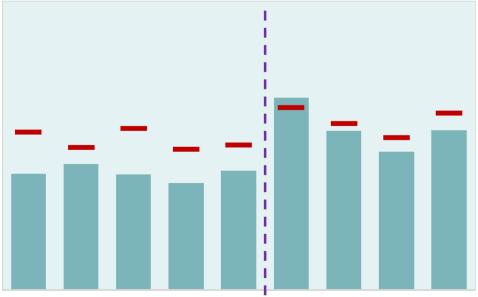
Traffic statistics	Motorway	All Purpose Trunk Roads (APTR)
Road length (% of regional network)	69	31
Traffic density (average annual daily traffic)	86,000	25,000
Traffic Density Rank (out of 6 regions)	5	6

	Mair
	£120
£ 000s (2023-24 prices)	£110
	£100
	£90
	£80
	£70
	£60
	£50
	£40
	£30
	£20
	£10
	£0



#### Maintenance and renewal spending per lane mile

ntenance & renewal - Network average maintenance and renewal



In 2023-24, the North West improved its ranking against most of the Key Performance Indicators (KPIs) but slipped back to third place for average delay.

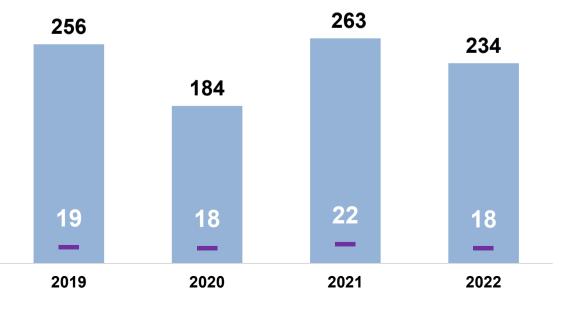
The impact of roadworks lessened, and the region improved the accuracy and timeliness of the way in which it provides road works information. The North West delivered more noise mitigation to households than any other region in 2023-24, as it has done over the duration of Road Period 2.

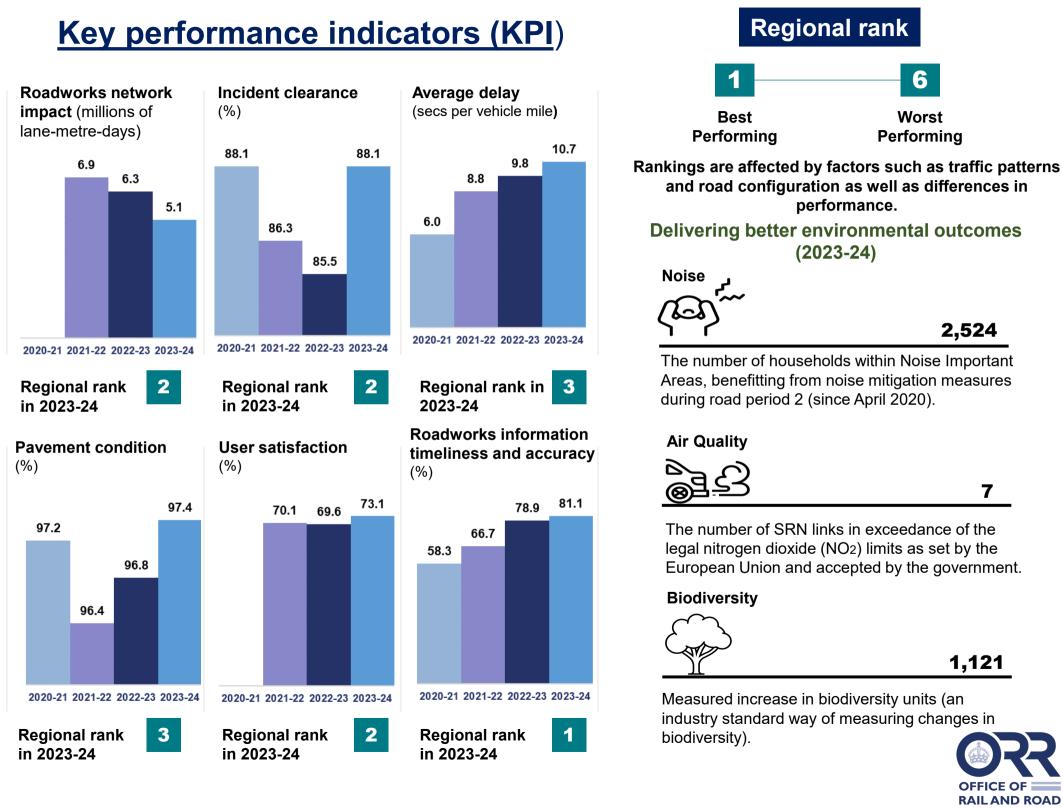
The number of people killed or seriously injured (KSIs) on the network fell by 11% between 2021 to 2022, representing the largest decrease of National Highways' regions.

#### Road safety (killed or seriously injured, KSIs)

KSI (Adjusted for changes in police recording methods)

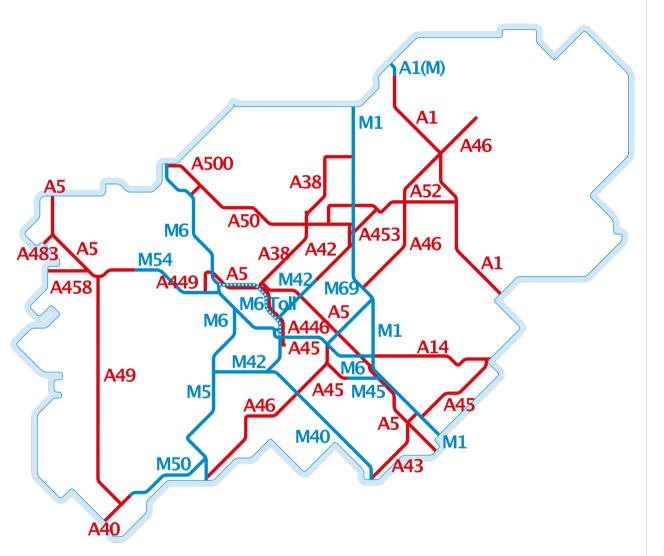
-KSI rate (per billion vehcile miles)





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# Midlands



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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, including the M6, fall under the direct management of National Highways. However, some routes such as the A50, are operated through Design, Build, Finance, and Operate (DBFO) arrangements.

Maintenance and renewals expenditure increased for the third consecutive year to £59,000 per lane mile but remains below the national average.

The Midlands stands out as one of the most heavily trafficked regions in the SRN, with its motorways handling 97,000 vehicles per route mile annually, 9% above the average.

#### Traffic statistics

**Road length** 

(% of regional

Traffic density

daily traffic)

Traffic Density

(out of 6 regions)

Rank

(average annual

network)

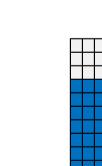
Motorway

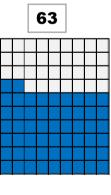
37

97,000

1

**All Purpose Trunk** Roads (APTR)





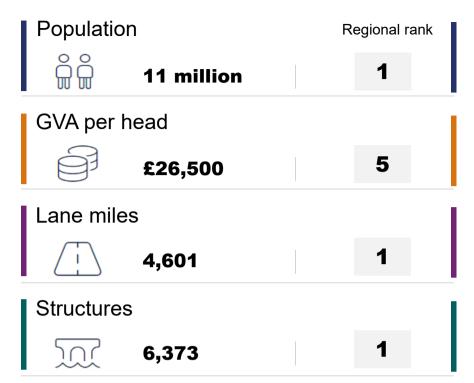
38,000

3

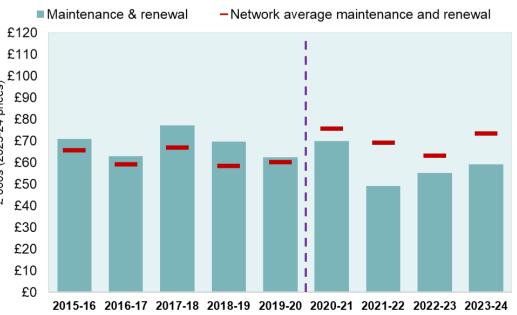
4

(2023-

000s



#### Maintenance and renewal spending per lane mile

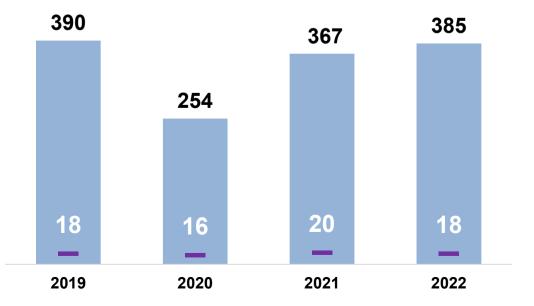


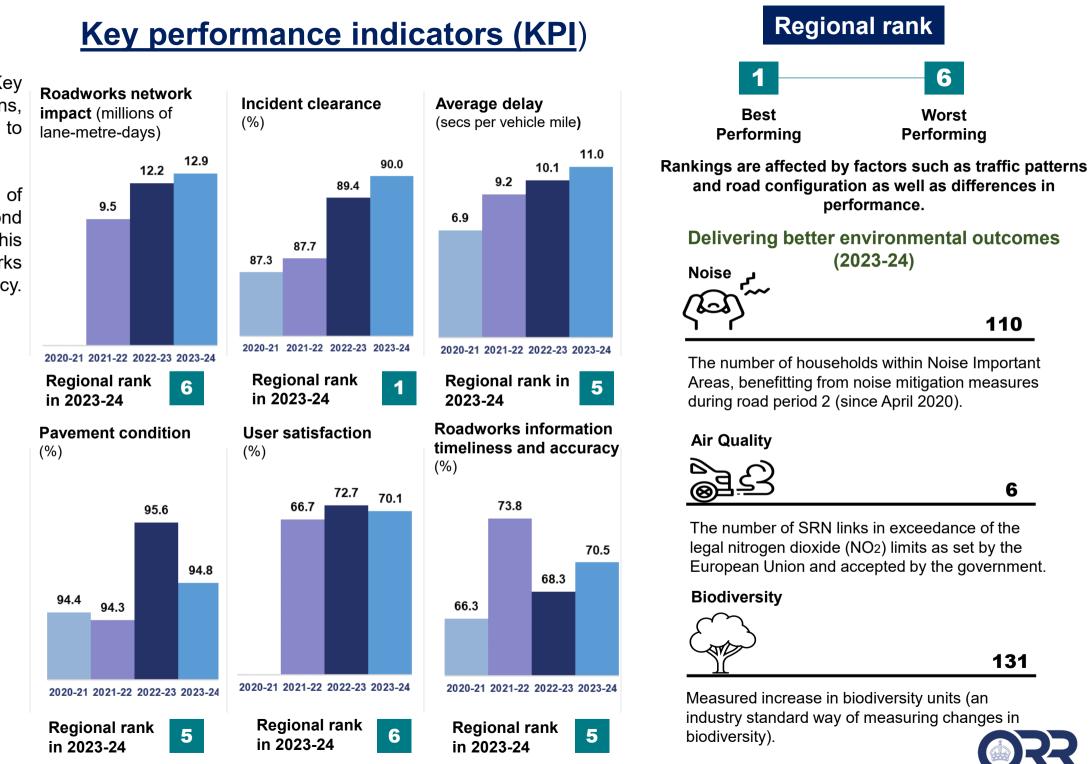
The **Midlands** ranks amongst the lower performing for several Key Performance Indicators. Average delays are higher than most regions, reflecting the high levels of traffic on the network. This is likely to contribute to low levels of user satisfaction.

Performance did improve in some areas in 2023-24. The proportion of motorway incidents cleared within an hour increase for the second consecutive year, making the Midlands the best-performing region in this category. Additionally, the region achieved better scores for roadworks network impact and roadworks information timeliness and accuracy. Despite this, performance remains below average in these areas.

### Road safety (killed or seriously injured, KSIs)

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

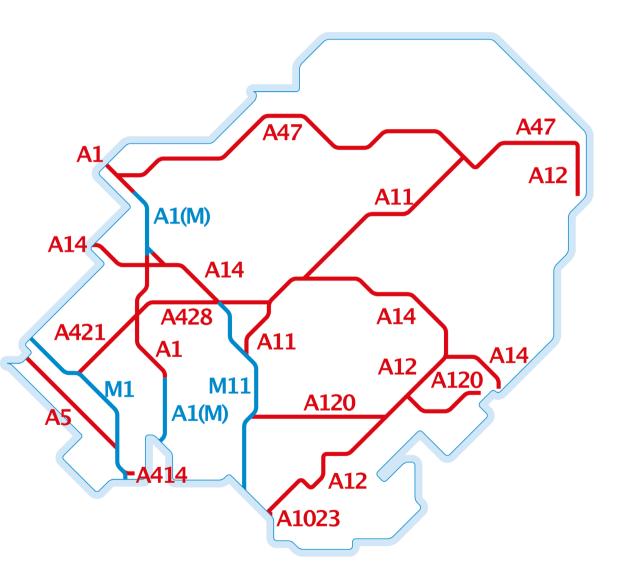




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# East



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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 564 route miles (2,599 lane miles).

Motorways account for the lowest proportion of the network at just 17% of all strategic roads and the amount of traffic on those roads is relatively high.

Expenditure on maintenance and renewals has risen during Road Period 2 and, per lane mile, is substantially higher than the national average. This is in contrast to Road Period 1 when investment levels were consistently below the average.

Motorway

17

93,000

4

Traffic

statistics

Road length

(% of regional

Traffic density

**Traffic Density** 

(out of 6 regions)

daily traffic)

Rank

(average annual

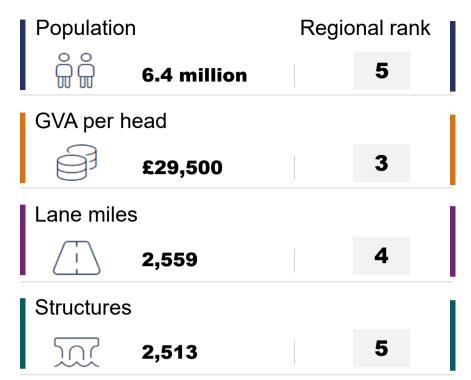
network)

Roads (APTR) 83

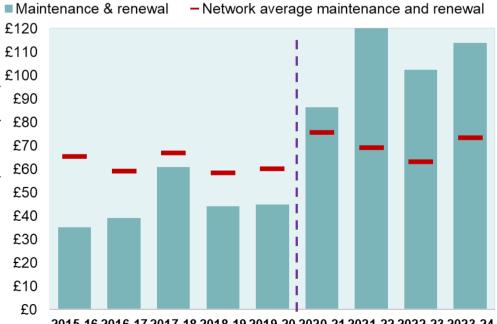
42,000

All Purpose Trunk

2



#### Maintenance and renewal spending per lane mile

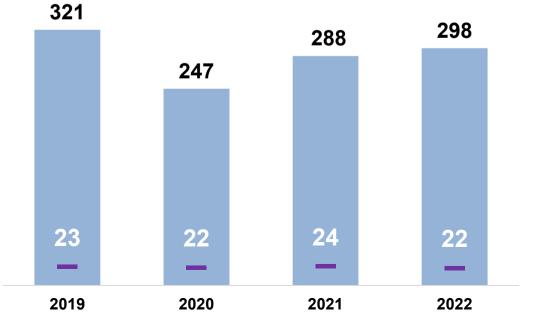


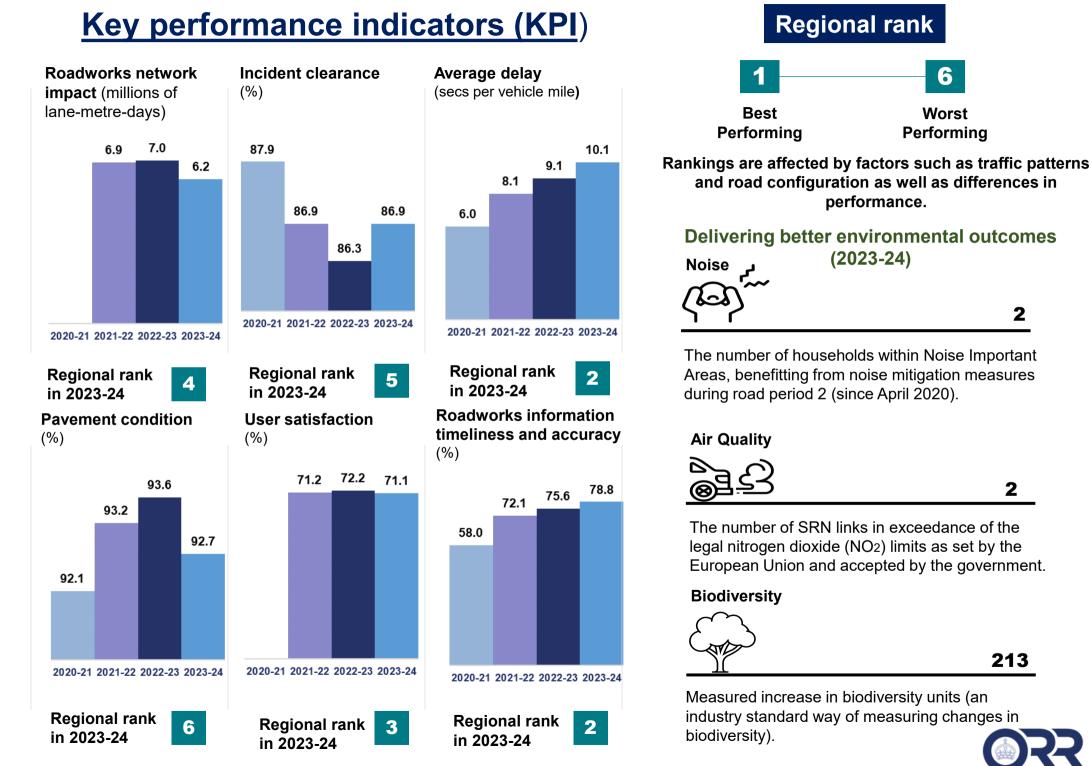
Pavement condition has long been an issue in the **East**. The high proportion of All Purpose Trunk Roads (ATPR), as well as the presence of some concrete road surfaces contribute to lower road surface quality although research undertaken by ORR suggests these are not the only factors. The gap in performance between the East and the national average widened as the proportion of roads meeting required standards fell by nearly 1% in 2023-24.

Rising traffic levels explain the small increase in killed or seriously injured casualties (KSIs) on roads in the East between 2021 and 2022. The casualty rate (KSIs per billion vehicle mile) fell slightly.

### Road safety (killed or seriously injured, KSIs)

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

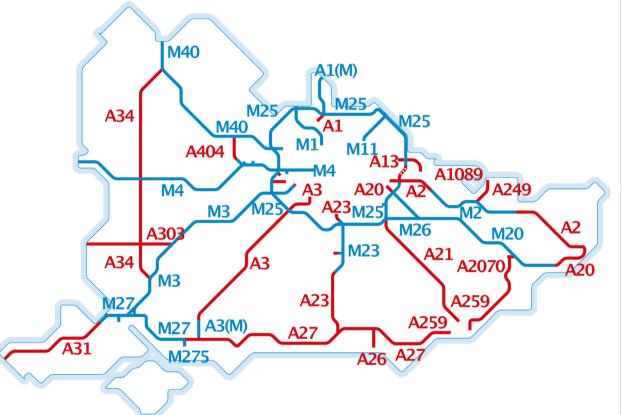




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# South East

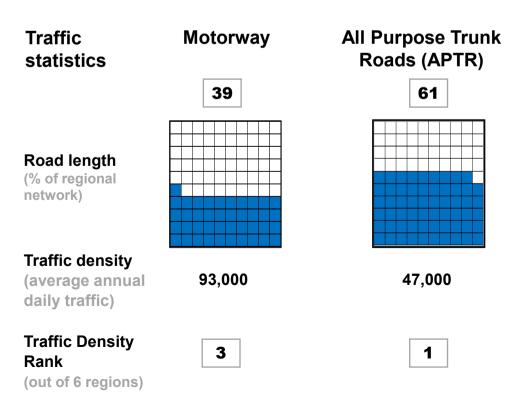


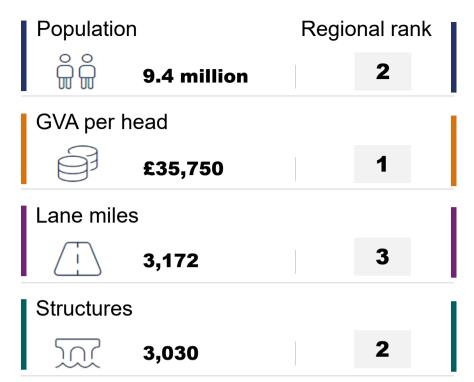
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The Strategic Road Network (SRN) in the South East includes the M25, connecting routes around London, and strategic roads across Kent, Sussex, Surrey, Hampshire, Berkshire, Buckinghamshire, and Oxfordshire.

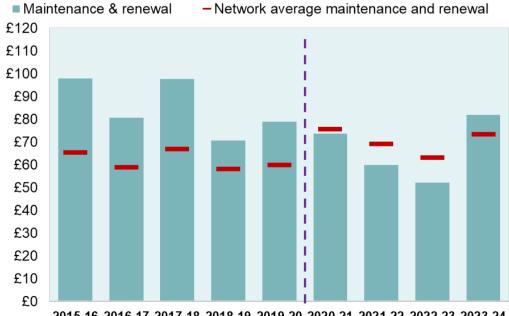
While the M25 and some connecting roads are operated via Design Build Finance and Operate (DBFO) arrangements, National Highways directly manages the rest of the network.

Overall the South East is the most heavily trafficked region. The regions' All Purpose Trunk Roads (ATPR) have the highest traffic density on the SRN and its motorways have the third highest level of traffic density.





#### Maintenance and renewal spending per lane mile

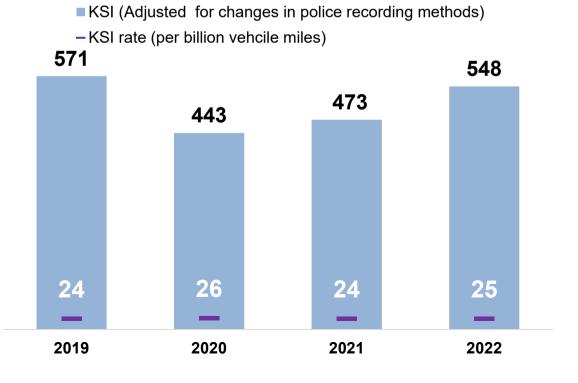


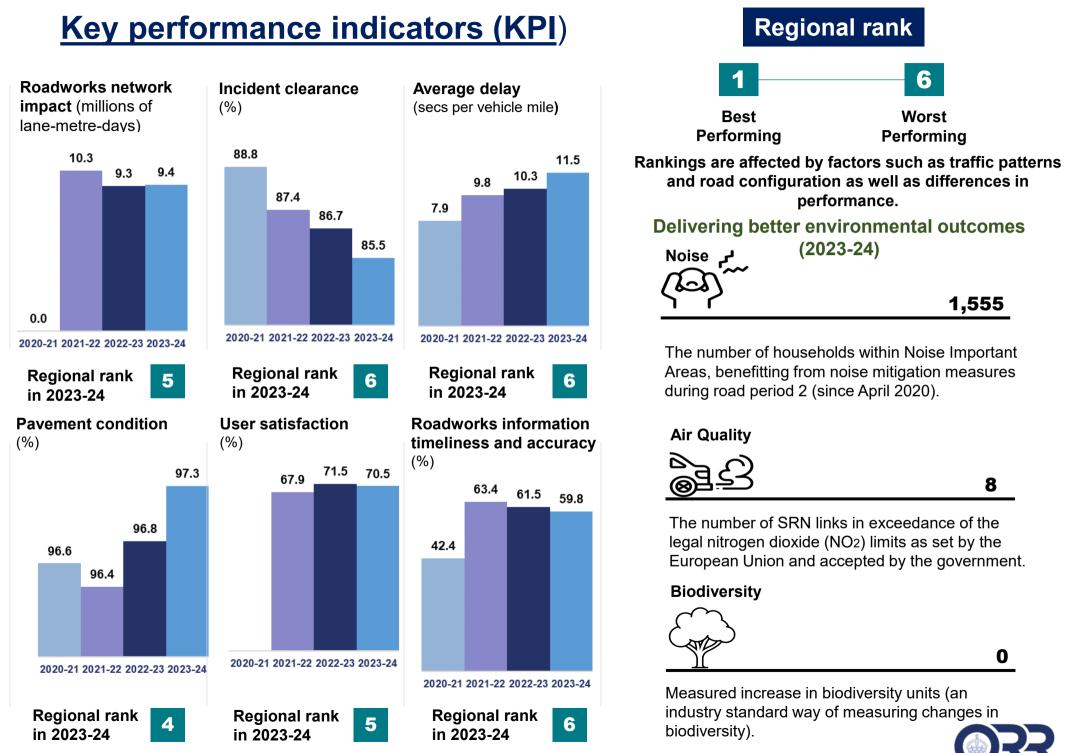
Average delays in the **South East** increased by more than a second per vehicle mile in 2023-24 and the region's roads continue to suffer the highest level of delays. Average delay in the South East was 11.5 seconds compared with the national average of 10.6 seconds.

Pavement condition improved during 2023-24 although other key performance measures remained stable or worsened slightly.

The number of people killed or seriously injured (KSIs) on the SRN in the South East increased from 473 in 2021 to 548 in 2022. Higher traffic levels contributed to the increase although the rate of casualties per billion vehicle miles also increased slightly.

#### Road safety (killed or seriously injured, KSIs)

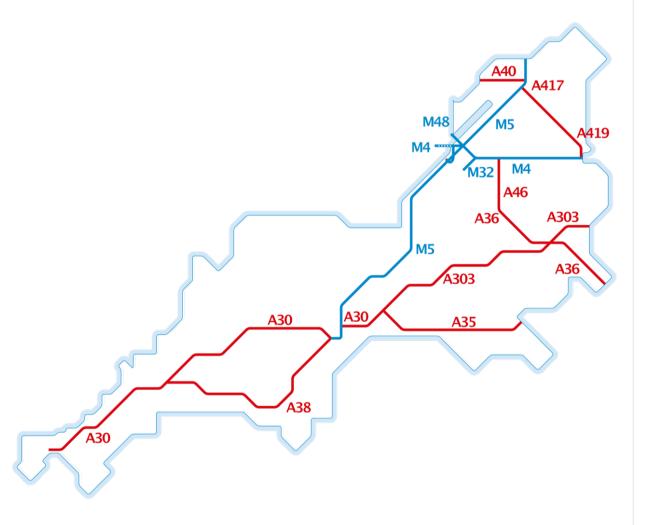




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# **South West**

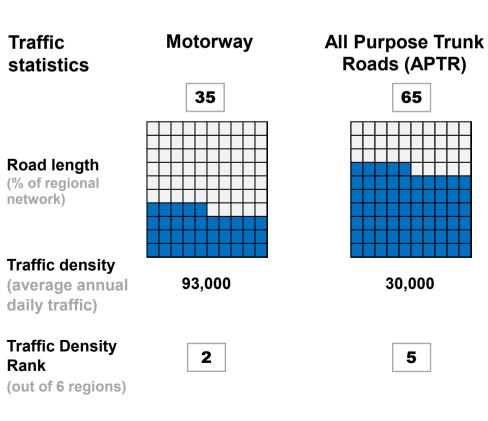


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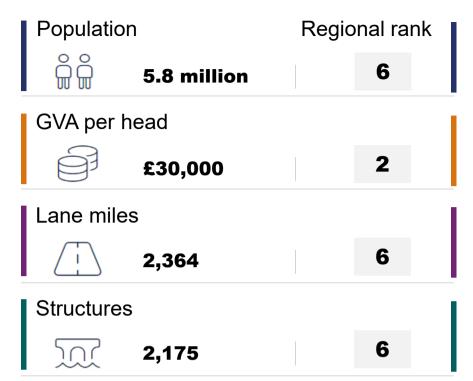
The South West network includes parts of the M4 and M5 motorways, and strategic roads in Gloucestershire, Somerset, Cornwall, Dorset, Devon, and Wiltshire. The A417, A30, A35, and some connecting roads are operated Build Finance and Operate (DBFO) Design via arrangements, while National Highways directly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

The South West is the smallest network when measured in lane miles. The region's motorways experience higher than average traffic volumes, while its All Purpose Trunk Roads (ATPR) have lower than average traffic levels compared to the rest of the Strategic Road Network (SRN).

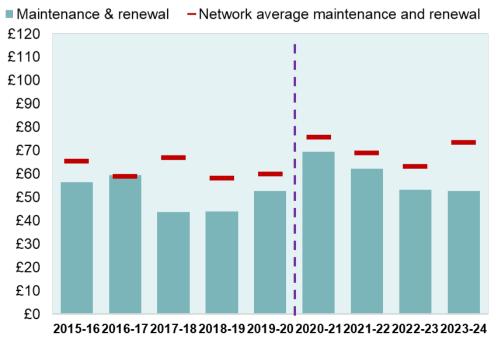
Spending on maintenance and renewal has tended to be lower, per lane mile, than in other regions.



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#### Maintenance and renewal spending per lane mile



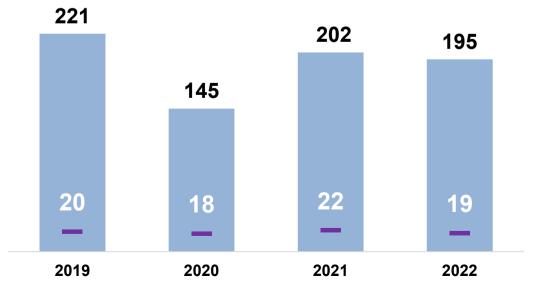
The South West exhibits the highest levels of user satisfaction despite the proportion of users reporting that they were satisfied with their journeys falling by around 5% in 2023-24. An increase in delays on the network may be a contributory factor although delays remain lower than in other regions.

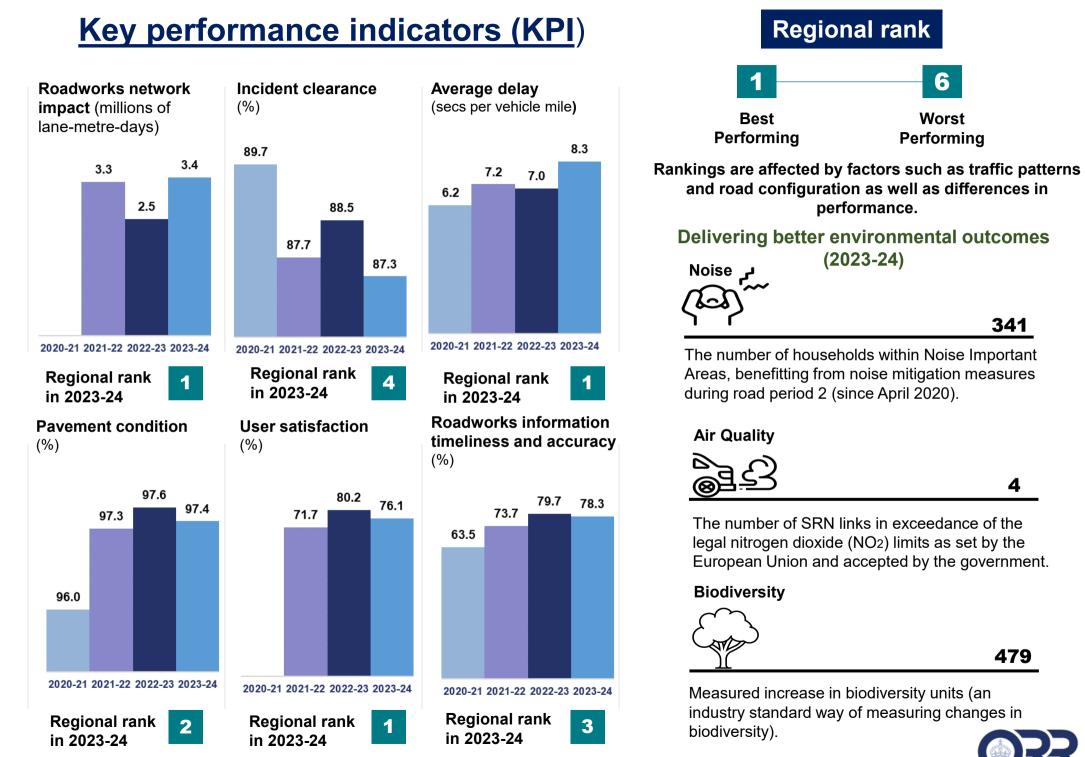
The number of people killed or seriously injured (KSIs) on strategic roads in the South West fell slightly between 2021 and 2022 despite rising traffic levels. The rate of casualties per billion vehicle miles fell from 22 to 19 and is lower than the average for the SRN as a whole.

### Road safety (killed or seriously injured, KSIs)

KSI (Adjusted for changes in police recording methods)

-KSI rate (per billion vehcile miles)





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## **Regional dashboards: methods and data sources**

#### **Regional performance data**

- Regional KPI and PI data is provided sourced from National Highways.
- Regional User Satisfaction data is taken from Transport Focus' Strategic Roads User • Survey 2023-24 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 calculating by dividing the number of casualties by the level of traffic in billion • vehicle kilometres travelled in each region (see 'Traffic data').

#### **Regional stats, road length, spending and traffic**

#### Population

Regional population estimates for mid-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 2022 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**

#### **Road lengths**

- (HAPMS) and represent a snapshot for 31 March 2024.

#### Spending per lane mile

- Centrally managed funds have been excluded.
- price base by applying the Consumer Prices Index (CPI).
- section lengths multiplied by the number of permanent running lanes.

#### **Traffic data**

- Transport's Road Traffic Statistics team.

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.

Data were sourced from National Highways' pavement management information system

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

Maintenance and renewal spending by region was provided by National Highways.

Data for 2023-24 are actuals. Data for previous years have been converted to a 2023-24

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

Traffic data are for calendar years and is provided directly by the Department for

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

The source data gives vehicle kilometres in 2023 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.