

Appendix 1 Highways Committee Report – Performance 2012-13

Report Author: Andrew Warrington Service Director Highways


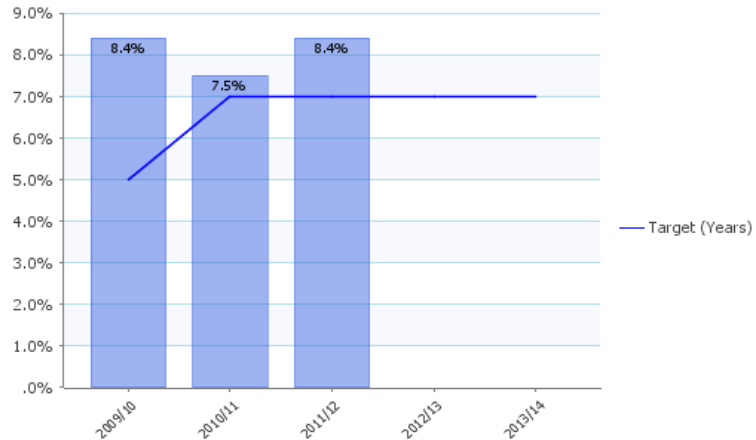



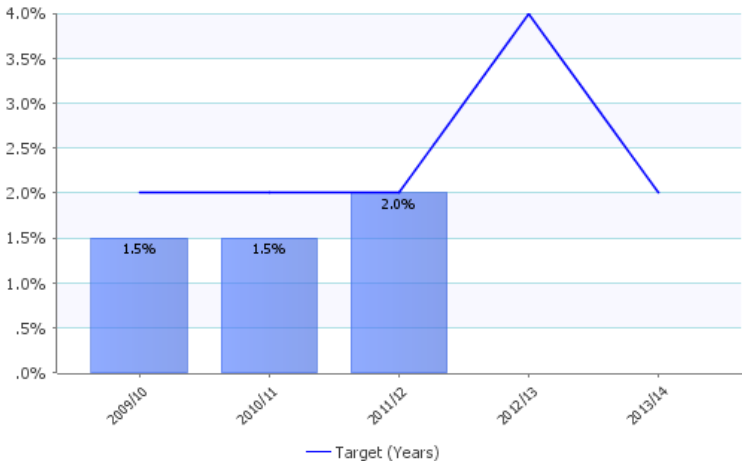
Priority A1 to foster aspiration, independence, and personal responsibility

Action	Description	Progress
To support local community delivery of Street Scene, maintenance and improvement	<p>A joint funded (NCC/T&PC or similar) Lengths-man Scheme</p> <p>NCC funded delivery of highway (urban) grass verge cutting by T&PC or similar</p> <p>Snow warden scheme to support local community action to clear snow.</p> <p>Employ farmers to assist with snow clearance</p>	<p>Pilot schemes established in 2012/13</p> <p>T&PC delivering in 2012/13</p> <p>Implemented 2011/12 Ongoing</p> <p>Implemented 2011/12 Ongoing</p>
To provide the opportunity for local people to influence decisions	Advance publication and regular updates of planned (capital) programmes of work	Monthly bulletins issued to all Councillors. Progress updates to T&H Committee Final Programme to T&H Committee February 2013.
	Continued delivery of effective consultation for all improvement schemes	On-going
	Notification of all highway works	Development of Road-Works Charter 2012/13
To encourage personal responsibility	<p>Encourage snow clearance of footways</p> <p>Encourage direct intervention in endorsement maintenance of highways</p> <p>Encourage self preparation where risk of property flooding</p>	<p>Repeat successful media from 2011/12</p> <p>Plan promotion of verge cutting, licence to cultivate, overhanging veg-clearance for Spring 2013 and “best street”, “best neighbourhood” etc.</p> <p>Continue to support EA, LRF and other partners with media promotion, flood fairs etc.</p>


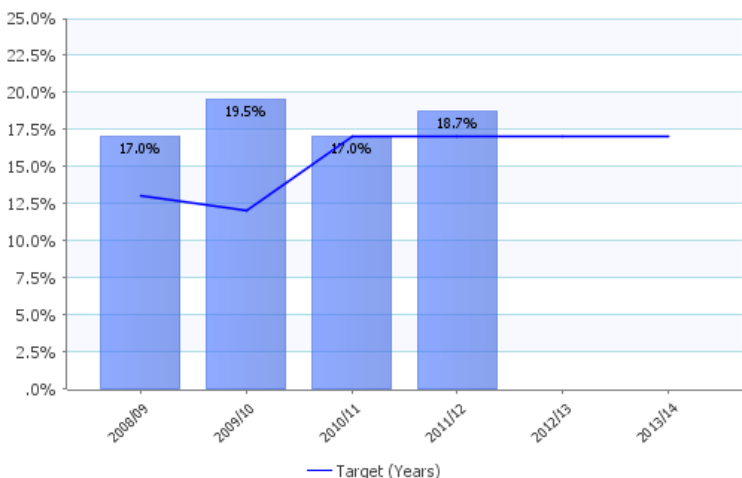
Priority B: To promote the economic prosperity of Nottinghamshire and safeguard our environment

Action	Description	Progress
To support the provision of transport infrastructure associated with new developments	Supporting Planning Authorities in the development of Local Development associated traffic modelling and infrastructure plans	Individual Districts are at different stages of the LDF process and are being supported by NCC in the production of the framework documents, with varying completion dates.

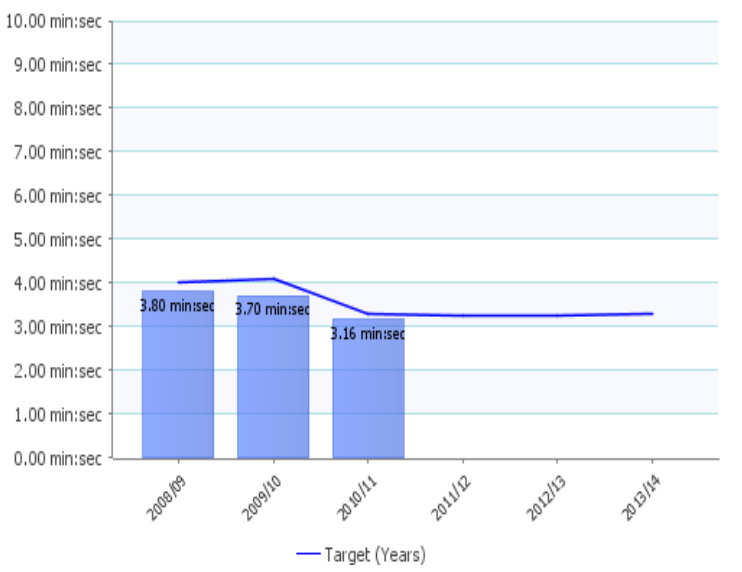
Indicator	Maximise or minimise	Actual vs Target	Trend Chart	Improvements												
Strategic Action: SBA06 Monitor, maintain and seek to improve the condition of the County roads network (The 4,391km local network)																
SBP09 Roads where maintenance should be considered - non-principal (Annual indicator unchanged from previous quarter)	Aim to Minimise	<p>Actual (data available year-end 2012/13)</p> <p>Target 7.0%</p>  <p>Previous Years Data</p> <table border="1"> <thead> <tr> <th></th> <th>Target</th> <th>Actual</th> </tr> </thead> <tbody> <tr> <td>2011/12</td> <td>7.0%</td> <td>8.4%</td> </tr> <tr> <td>2010/11</td> <td>7.0%</td> <td>7.5%</td> </tr> <tr> <td>2009/10</td> <td>5.0%</td> <td>8.4%</td> </tr> </tbody> </table>		Target	Actual	2011/12	7.0%	8.4%	2010/11	7.0%	7.5%	2009/10	5.0%	8.4%		<p>The year-end actual figure of 8.4% had missed the target of 7.0%. Highways will continue to reinforce safety inspections and maintenance work on parts of the network.</p> <p>As part of the planned maintenance highways are implementing a wide surface dressing programme and continuing with resurfacing. Results should be reflected in future survey years.</p>
	Target	Actual														
2011/12	7.0%	8.4%														
2010/11	7.0%	7.5%														
2009/10	5.0%	8.4%														

<p>SBP08 Roads where maintenance should be considered - principal (KPI)</p> <p>(Annual indicator unchanged from previous quarter)</p>	<p>Aim to Minimise</p>	<p>Actual (data available year-end 2012/13)</p> <p>Target 4.0%</p> <p></p> <p>Previous Years Data</p> <table border="1"> <thead> <tr> <th></th> <th>Target</th> <th>Actual</th> </tr> </thead> <tbody> <tr> <td>2011/12</td> <td>2.0%</td> <td>2.0%</td> </tr> <tr> <td>2010/11</td> <td>2.0%</td> <td>1.5%</td> </tr> <tr> <td>2009/10</td> <td>2.0%</td> <td>1.5%</td> </tr> </tbody> </table>		Target	Actual	2011/12	2.0%	2.0%	2010/11	2.0%	1.5%	2009/10	2.0%	1.5%	 <table border="1"> <caption>Trend Chart Data</caption> <thead> <tr> <th>Year</th> <th>Actual (%)</th> <th>Target (%)</th> </tr> </thead> <tbody> <tr> <td>2009/10</td> <td>1.5%</td> <td>2.0%</td> </tr> <tr> <td>2010/11</td> <td>1.5%</td> <td>2.0%</td> </tr> <tr> <td>2011/12</td> <td>2.0%</td> <td>2.0%</td> </tr> <tr> <td>2012/13</td> <td>-</td> <td>2.0%</td> </tr> <tr> <td>2013/14</td> <td>-</td> <td>2.0%</td> </tr> </tbody> </table>	Year	Actual (%)	Target (%)	2009/10	1.5%	2.0%	2010/11	1.5%	2.0%	2011/12	2.0%	2.0%	2012/13	-	2.0%	2013/14	-	2.0%	<p>The Highway Services Structural Maintenance Capital Programme 2012/13 is on target to be fully delivered during the financial year.</p> <p>The Highway Maintenance Capital Programme (2011/12) was fully delivered</p> <p>The year-end actual figure of 2.0% had achieved the target of 2.0%.</p> <p>The County Council continues to maintain the road networks in a steady state condition as a result of a continuing and sustained level of investment. This is reinforced by a continual safety inspections and maintenance work by Highway Services being undertaken on parts of the network.</p>
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Indicator	Maximise or minimise	Actual vs Target	Trend Chart	Improvements
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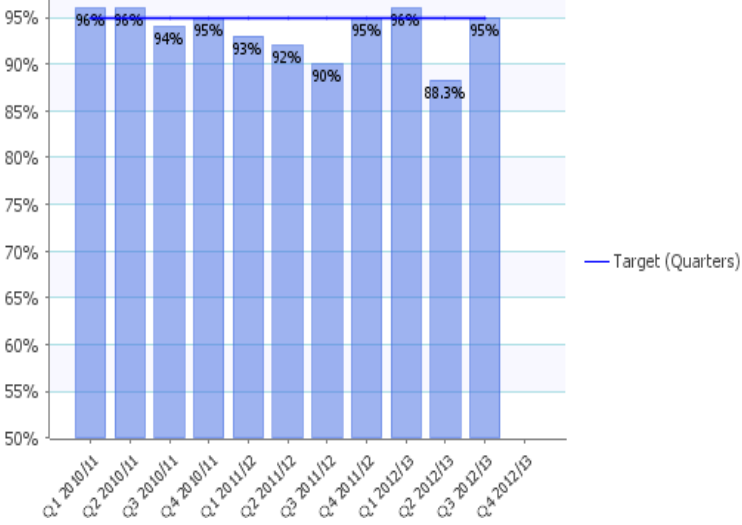
<p>SBP10 Roads where maintenance should be considered - unclassified (KPI)</p> <p>(Annual indicator unchanged from previous quarter)</p>	<p>Aim to Minimise</p>	<p>Actual (data available year-end 2012/13)</p> <p>Target 17.0%</p>  <p>Previous Years Data</p> <table border="1"> <thead> <tr> <th></th> <th>Target</th> <th>Actual</th> </tr> </thead> <tbody> <tr> <td>2011/12</td> <td>17.0%</td> <td>18.7%</td> </tr> <tr> <td>2010/11</td> <td>17.0%</td> <td>17.0%</td> </tr> <tr> <td>2009/10</td> <td>12.0%</td> <td>19.5%</td> </tr> </tbody> </table>		Target	Actual	2011/12	17.0%	18.7%	2010/11	17.0%	17.0%	2009/10	12.0%	19.5%		<p>The year end actual figure of 18.7% has missed the target of 17.0%. Highways will continue to reinforce safety inspections and maintenance work on parts of the network.</p> <p>As part of the planned maintenance, highways are implementing a wide surface dressing programme and continuing with resurfacing. Results should be reflected in future survey years.</p>
	Target	Actual														
2011/12	17.0%	18.7%														
2010/11	17.0%	17.0%														
2009/10	12.0%	19.5%														

Strategic Action: SBA05 Transport infrastructure developments

<p>SBP07 Journey time per mile during the morning peak (average mins)</p> <p>(Annual indicator unchanged from previous quarter)</p>	<p>Aim to Minimise</p>	<p>Indicator is measured in academic year from Sept 2011 to Sept 2012.</p> <p>Journey time survey data is provided by the DfT and the actual data for 2011/12 will not be available until Spring 2013.</p> <p>Target 3.26 min:sec</p> <p>Previous Years Data</p> <table border="1"> <thead> <tr> <th></th> <th>Target</th> <th>Actual</th> </tr> </thead> <tbody> <tr> <td>2010/11</td> <td>3.30</td> <td>3.16</td> </tr> <tr> <td>2009/10</td> <td>4.10</td> <td>3.70</td> </tr> </tbody> </table>		Target	Actual	2010/11	3.30	3.16	2009/10	4.10	3.70		<p>A453 Dualling scheme DfT announced approval of the A453 widening scheme in March 2012. Advanced works on the scheme began in October 2012 ahead of the main construction works. These include activities such as archaeology and ecology works, fencing and site clearance. The main construction works are due to begin between January and March 2013 (exact date to be confirmed). It is expected that the urban section of the improvement scheme will open in June 2015 with the rural section scheduled for August 2015.</p> <p>Improvements to Hucknall Town Centre Government has provisionally approved an £8.5 million contribution to the project subject to required statutory procedures being followed by NCC.</p> <p>Following consultation carried out during 2012 and following comments received as part of an earlier planning application several subtle changes have been built into the project to try and remove a number of</p>
	Target	Actual											
2010/11	3.30	3.16											
2009/10	4.10	3.70											

				<p>local concerns. A planning application including these changes was submitted to Nottinghamshire County Council Planning Department in December 2012.</p> <p>The scheme includes pedestrianising the High Street between the South Street /Baker Street junction and Watnall Road junction and the construction of a new road running parallel with the High Street to accommodate the displaced traffic.</p> <p>Subject to procedure being concluded it is anticipated that works could commence during Winter 2014/15 with completion scheduled for Spring/Summer 2016.</p> <p>Mansfield Bus Station Construction has progressed well and the bus station is due to become operational during March 2013. To complement the opening of the new station a number of additional passenger improvements are planned throughout the town as well as a new bus fleet being launched to serve two routes operating in the area.</p> <p>It is intended that the new bus station will:</p> <ul style="list-style-type: none">- Replace the old bus station with a fully accessible facility by providing a state of the art modern bus station meeting all bus passenger needs- Improve access to the train station to provide interchange opportunities between rail and bus- Contribute towards economic regeneration- Enhance the passenger waiting environment with a customer service information office, retail units, toilets and electronic displays- Increase the current bus passenger numbers by 5% (these are forecast to increase by 5% from 5.2m to 5.47m by 2015). <p>A614 Rose Cottage signalisation New traffic signals are to be installed at the junction of the A614 and B6034 (to Edwinstowe) known locally as Rose Cottage. The scheme aims to reduce</p>
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				<p>journey time delays for traffic joining the A614 from the B6034 (including traffic from the nearby Center Parcs holiday village); improve road safety at the junction; as well as improve accessibility to Rufford Country Park for pedestrians and cyclists travelling from Edwinstowe and Center Parcs. Works started on 15 October 2012 and the scheme is due to be completed by mid-February 2013 (assuming no delays/disruptions e.g. poor weather).</p>
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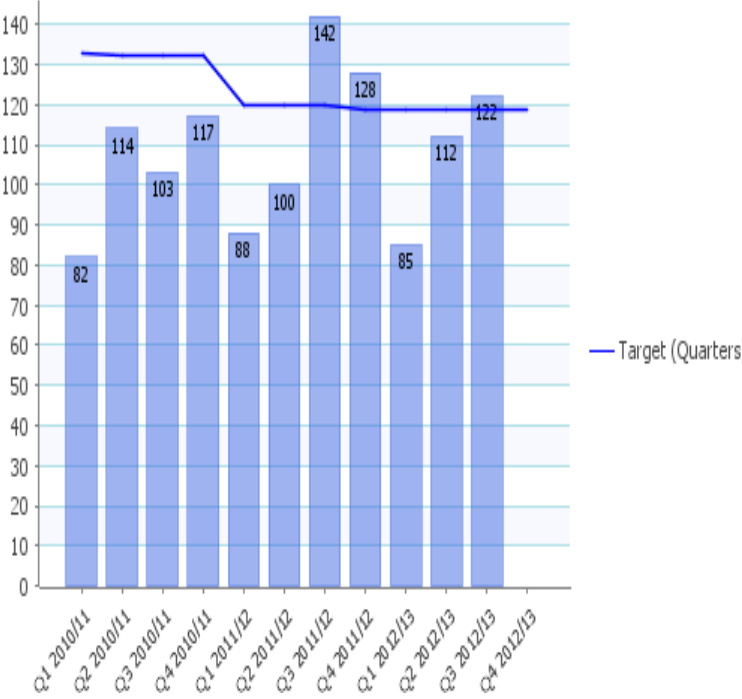
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Performance measures without a strategic action																																																				
<p>DC01 % of development control applications dealt with within 21 days (Quarterly)</p>	<p>Aim to Maximise</p>	<p>Actual 95%</p> <p>Target 95%</p> <p style="text-align: center;"></p> <p>Previous Years Data</p> <table border="1" data-bbox="674 938 904 1038"> <thead> <tr> <th></th> <th>Target</th> <th>Actual</th> </tr> </thead> <tbody> <tr> <td>2011/12</td> <td>95%</td> <td>95%</td> </tr> <tr> <td>2010/11</td> <td>95%</td> <td>95%</td> </tr> </tbody> </table>		Target	Actual	2011/12	95%	95%	2010/11	95%	95%	 <table border="1" data-bbox="976 655 1715 1182"> <thead> <tr> <th>Quarter</th> <th>Actual (%)</th> <th>Target (%)</th> </tr> </thead> <tbody> <tr><td>Q1 2010/11</td><td>96%</td><td>95%</td></tr> <tr><td>Q2 2010/11</td><td>96%</td><td>95%</td></tr> <tr><td>Q3 2010/11</td><td>94%</td><td>95%</td></tr> <tr><td>Q4 2010/11</td><td>95%</td><td>95%</td></tr> <tr><td>Q1 2011/12</td><td>93%</td><td>95%</td></tr> <tr><td>Q2 2011/12</td><td>92%</td><td>95%</td></tr> <tr><td>Q3 2011/12</td><td>90%</td><td>95%</td></tr> <tr><td>Q4 2011/12</td><td>95%</td><td>95%</td></tr> <tr><td>Q1 2012/13</td><td>96%</td><td>95%</td></tr> <tr><td>Q2 2012/13</td><td>88.3%</td><td>95%</td></tr> <tr><td>Q3 2012/13</td><td>95%</td><td>95%</td></tr> <tr><td>Q4 2012/13</td><td>95%</td><td>95%</td></tr> </tbody> </table>	Quarter	Actual (%)	Target (%)	Q1 2010/11	96%	95%	Q2 2010/11	96%	95%	Q3 2010/11	94%	95%	Q4 2010/11	95%	95%	Q1 2011/12	93%	95%	Q2 2011/12	92%	95%	Q3 2011/12	90%	95%	Q4 2011/12	95%	95%	Q1 2012/13	96%	95%	Q2 2012/13	88.3%	95%	Q3 2012/13	95%	95%	Q4 2012/13	95%	95%	<p>A total of 566 applications dealt with in the 3rd quarter, of which 538 applications dealt with within 21 days and 28 applications dealt with outside the 21 day period resulting in an improved performance of 95% compared to the previous quarter. However, there was a drop in applications received on the run up to Christmas.</p>
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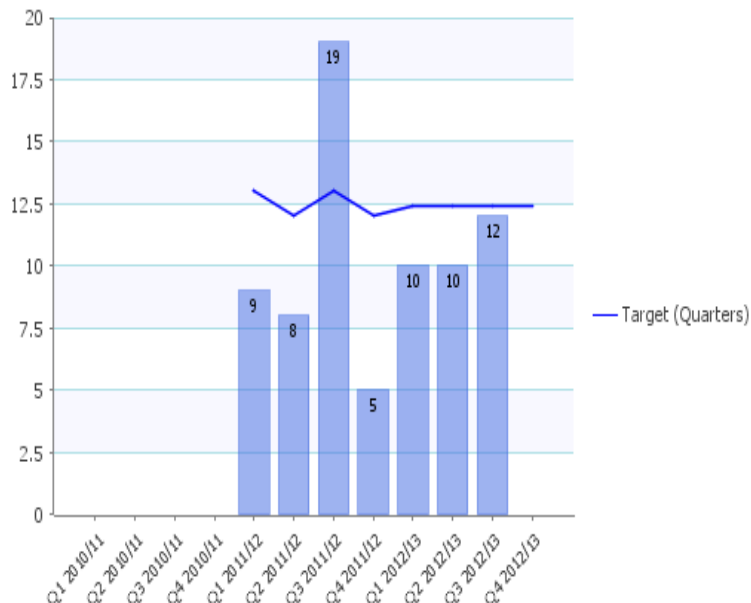
<p>DC02 % of development control pre-application/informal enquiries dealt with within 21 days (Quarterly)</p>	<p>Aim to Maximise</p>	<p>Actual 91%</p> <p>Target 90%</p> <p></p> <p>Previous Years Data</p> <table border="1"> <thead> <tr> <th></th> <th>Target</th> <th>Actual</th> </tr> </thead> <tbody> <tr> <td>2011/12</td> <td>90%</td> <td>98%</td> </tr> <tr> <td>2010/11</td> <td>90%</td> <td>93%</td> </tr> </tbody> </table>		Target	Actual	2011/12	90%	98%	2010/11	90%	93%	 <table border="1"> <caption>DC02 Performance Data</caption> <thead> <tr> <th>Quarter</th> <th>Actual (%)</th> <th>Target (%)</th> </tr> </thead> <tbody> <tr><td>Q1 2010/11</td><td>97%</td><td>90%</td></tr> <tr><td>Q2 2010/11</td><td>98%</td><td>90%</td></tr> <tr><td>Q3 2010/11</td><td>97%</td><td>90%</td></tr> <tr><td>Q4 2010/11</td><td>93%</td><td>90%</td></tr> <tr><td>Q1 2011/12</td><td>95%</td><td>90%</td></tr> <tr><td>Q2 2011/12</td><td>86%</td><td>90%</td></tr> <tr><td>Q3 2011/12</td><td>98%</td><td>90%</td></tr> <tr><td>Q4 2011/12</td><td>98%</td><td>90%</td></tr> <tr><td>Q1 2012/13</td><td>96%</td><td>90%</td></tr> <tr><td>Q2 2012/13</td><td>92.4%</td><td>90%</td></tr> <tr><td>Q3 2012/13</td><td>91%</td><td>90%</td></tr> <tr><td>Q4 2012/13</td><td>91%</td><td>90%</td></tr> </tbody> </table>	Quarter	Actual (%)	Target (%)	Q1 2010/11	97%	90%	Q2 2010/11	98%	90%	Q3 2010/11	97%	90%	Q4 2010/11	93%	90%	Q1 2011/12	95%	90%	Q2 2011/12	86%	90%	Q3 2011/12	98%	90%	Q4 2011/12	98%	90%	Q1 2012/13	96%	90%	Q2 2012/13	92.4%	90%	Q3 2012/13	91%	90%	Q4 2012/13	91%	90%	<p>A total of 152 pre application enquiries dealt with in the 3rd quarter, of which 139 enquiries dealt with within 21days and 13 enquiries dealt with over the 21 day period resulting in an improved performance of 91% exceeding the target of 90%.</p>
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<p>SPL32 Number of LIS carried out in rural/market towns (Quarterly)</p>	<p>Aim to Maximise</p>	<p>Actual 56</p> <p>Target 52</p> <p></p> <p>Previous Years Data</p> <table border="1"> <thead> <tr> <th></th> <th>Target</th> <th>Actual</th> </tr> </thead> <tbody> <tr> <td>2011/12</td> <td>234</td> <td>261</td> </tr> <tr> <td>2010/11</td> <td>70</td> <td>76</td> </tr> </tbody> </table>		Target	Actual	2011/12	234	261	2010/11	70	76	 <table border="1"> <caption>SPL32 version 2 Number of LIS carried out in rural/market towns</caption> <thead> <tr> <th>Quarter</th> <th>Actual</th> <th>Target</th> </tr> </thead> <tbody> <tr><td>Q1 2011/12</td><td>19</td><td>52</td></tr> <tr><td>Q2 2011/12</td><td>41</td><td>52</td></tr> <tr><td>Q3 2011/12</td><td>62</td><td>52</td></tr> <tr><td>Q4 2011/12</td><td>139</td><td>52</td></tr> <tr><td>Q1 2012/13</td><td>31</td><td>52</td></tr> <tr><td>Q2 2012/13</td><td>43</td><td>52</td></tr> <tr><td>Q3 2012/13</td><td>56</td><td>52</td></tr> <tr><td>Q4 2012/13</td><td>56</td><td>52</td></tr> </tbody> </table>	Quarter	Actual	Target	Q1 2011/12	19	52	Q2 2011/12	41	52	Q3 2011/12	62	52	Q4 2011/12	139	52	Q1 2012/13	31	52	Q2 2012/13	43	52	Q3 2012/13	56	52	Q4 2012/13	56	52	<p>A total of 56 Local Improvement schemes completed in the 3rd quarter.</p>												
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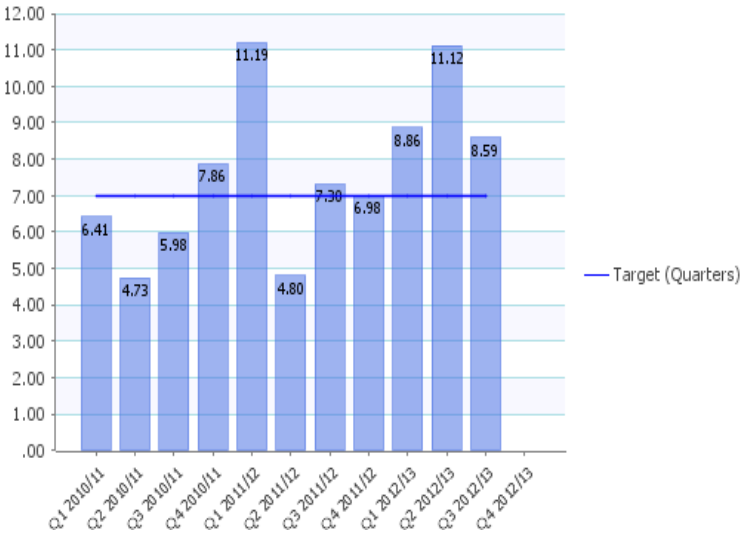
Priority C: to make Nottinghamshire a safe place to live




<u>Action</u>	<u>Description</u>	<u>Progress</u>
Improve the perception of how safe people feel in their area	Management of traffic speed Pedestrian accessibility	Action is supported by a programme of spend on speed management, including interactive signs, pedestrian access improvements and pedestrian crossing facilities.









Indicator	Maximise or minimise	Actual vs Target	Trend Chart	Improvements																																																			
Strategic Action: SCA07 Through our road casualties reduction plan, work to further reduce the number of road deaths and serious injuries on Nottinghamshire roads																																																							
SCP16/CS101 People killed or seriously injured in road traffic accidents (KPI) (Quarterly)	Aim to Minimise	Actual 122 Target 119  Previous Years Data <table border="1" data-bbox="667 726 952 901"> <thead> <tr> <th></th> <th>Target</th> <th>Actual</th> </tr> </thead> <tbody> <tr> <td>2011/12</td> <td>479</td> <td>458</td> </tr> <tr> <td>2010/11</td> <td>529</td> <td>416</td> </tr> <tr> <td>2009/10</td> <td>529</td> <td>446</td> </tr> </tbody> </table>		Target	Actual	2011/12	479	458	2010/11	529	416	2009/10	529	446	 <table border="1" data-bbox="974 375 1713 1077"> <thead> <tr> <th>Quarter</th> <th>Actual</th> <th>Target (Quarters)</th> </tr> </thead> <tbody> <tr><td>Q1 2010/11</td><td>82</td><td>119</td></tr> <tr><td>Q2 2010/11</td><td>114</td><td>119</td></tr> <tr><td>Q3 2010/11</td><td>103</td><td>119</td></tr> <tr><td>Q4 2010/11</td><td>117</td><td>119</td></tr> <tr><td>Q1 2011/12</td><td>88</td><td>119</td></tr> <tr><td>Q2 2011/12</td><td>100</td><td>119</td></tr> <tr><td>Q3 2011/12</td><td>142</td><td>119</td></tr> <tr><td>Q4 2011/12</td><td>128</td><td>119</td></tr> <tr><td>Q1 2012/13</td><td>85</td><td>119</td></tr> <tr><td>Q2 2012/13</td><td>112</td><td>119</td></tr> <tr><td>Q3 2012/13</td><td>122</td><td>119</td></tr> <tr><td>Q4 2012/13</td><td>122</td><td>119</td></tr> </tbody> </table>	Quarter	Actual	Target (Quarters)	Q1 2010/11	82	119	Q2 2010/11	114	119	Q3 2010/11	103	119	Q4 2010/11	117	119	Q1 2011/12	88	119	Q2 2011/12	100	119	Q3 2011/12	142	119	Q4 2011/12	128	119	Q1 2012/13	85	119	Q2 2012/13	112	119	Q3 2012/13	122	119	Q4 2012/13	122	119	<p>Whilst the figure for quarter 3 is slightly above the agreed target for this quarter, early indications for quarter 4 suggest the predicted reduction in casualties for the year will be achieved and we are still on line to meet the agreed 2020 targets.</p> <p>This measure has been supported by annual programme of engineering measures to target locations with high a number of treatable collisions. For example, the County Council is committed to reducing casualties on the A614 and has recently implemented safety cameras from Leapool to Ollerton Roundabout to ensure drivers travel at a safe speed.</p> <p>Introduction of a pedestrian campaign, in which messages to teenagers encourage them to “Ditch the Distraction” and focus on the traffic.</p> <p>Progress has been made against the measures identified in “Nottinghamshire’s Decade of Action for Road Safety” – an action plan for the period 2011-2020.</p>
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<p>CS102 Number of children killed or seriously injured in road traffic accidents (against 2020 target) (Quarterly)</p>	<p>Aim to Minimise</p>	<p>Actual 12 Target 12.4</p> <p></p> <p>Previous Years Data</p> <table border="1"> <thead> <tr> <th></th> <th>Target</th> <th>Actual</th> </tr> </thead> <tbody> <tr> <td>2011/12</td> <td>50</td> <td>41</td> </tr> </tbody> </table>		Target	Actual	2011/12	50	41	 <table border="1"> <caption>Quarterly Data from Trend Chart</caption> <thead> <tr> <th>Quarter</th> <th>Actual</th> <th>Target (Quarters)</th> </tr> </thead> <tbody> <tr><td>Q1 2011/12</td><td>9</td><td>12.4</td></tr> <tr><td>Q2 2011/12</td><td>8</td><td>11.8</td></tr> <tr><td>Q3 2011/12</td><td>19</td><td>13.0</td></tr> <tr><td>Q4 2011/12</td><td>5</td><td>12.0</td></tr> <tr><td>Q1 2012/13</td><td>10</td><td>12.4</td></tr> <tr><td>Q2 2012/13</td><td>10</td><td>12.4</td></tr> <tr><td>Q3 2012/13</td><td>10</td><td>12.4</td></tr> <tr><td>Q4 2012/13</td><td>12</td><td>12.4</td></tr> </tbody> </table>	Quarter	Actual	Target (Quarters)	Q1 2011/12	9	12.4	Q2 2011/12	8	11.8	Q3 2011/12	19	13.0	Q4 2011/12	5	12.0	Q1 2012/13	10	12.4	Q2 2012/13	10	12.4	Q3 2012/13	10	12.4	Q4 2012/13	12	12.4	<p>Given these latest figures, we are on line to meet the agreed 2020 agreed targets.</p> <p>This measure has been supported by annual programme of engineering measures to target locations with high a number of treatable collisions. For example, the County Council is committed to reducing casualties on the A614 and has recently implemented safety cameras from Leepool to Ollerton Roundabout to ensure drivers travel at a safe speed.</p> <p>Introduction of a pedestrian campaign, in which messages to teenagers encourage them to “Ditch the Distraction” and focus on the traffic.</p> <p>Progress has been made against the measures identified in “Nottinghamshire’s Decade of Action for Road Safety” – an action plan for the period 2011-2020.</p>
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Indicator	Maximise or minimise	Actual vs Target	Trend Chart	Improvements
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<p>BV215a The average number of days taken to repair a street light fault, which is under the control of the Local Authority (Quarterly)</p>	<p>Aim to Minimise</p>	<p>Actual 8.59 Target 7.00</p>  <p>Previous Years Data</p> <table border="1"> <thead> <tr> <th></th> <th>Target</th> <th>Actual</th> </tr> </thead> <tbody> <tr> <td>2011/12</td> <td>7.0</td> <td>6.98</td> </tr> <tr> <td>2010/11</td> <td>7.0</td> <td>7.86</td> </tr> <tr> <td>2009/10</td> <td>7.0</td> <td>6.02</td> </tr> </tbody> </table>		Target	Actual	2011/12	7.0	6.98	2010/11	7.0	7.86	2009/10	7.0	6.02		<p>A total of 6,117 street lighting faults were reported in the 3rd quarter which is almost double the previous quarter. Despite this significant increase in fault numbers the average repair time has fallen by 2.53 days to 8.59. Automatic email warning information is now sent to the responsible engineers to allow them to take prompt corrective action and along with awareness raising sessions there is an improved response. Further improvements are expected as the new processes are consolidated.</p>
	Target	Actual														
2011/12	7.0	6.98														
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<p>Highways TPP01 Number of defects identified/reported</p>	<p>Aim to Minimise</p>	<p>To be developed</p>		<p>Indicator and definitions to be developed using analysis information from Highways Asset Management system. Indicator to be reported from April 2013</p>												
<p>Highways TPP02 Average number of days to repair a category 1 (urgent) defect</p>	<p>Aim to Minimise</p>	<p>To be developed</p>		<p>Indicator to be developed as above</p>												
<p>Highways TPP03 Average number of days to repair a category 2 (high) defect</p>	<p>Aim to Minimise</p>	<p>To be developed</p>		<p>Indicator to be developed as above</p>												
<p>Highways TPP04 Average number of days to repair a category 2 (low) defect</p>	<p>Aim to Minimise</p>	<p>To be developed</p>		<p>Indicator to be developed as above</p>												

PI Status		Long Term Trends		Short Term Trends	
	Alert		Improving		Improving

 Warning	 No Change	 No Change
 OK	 Getting Worse	 Getting Worse
 Unknown		
 Data Only		