
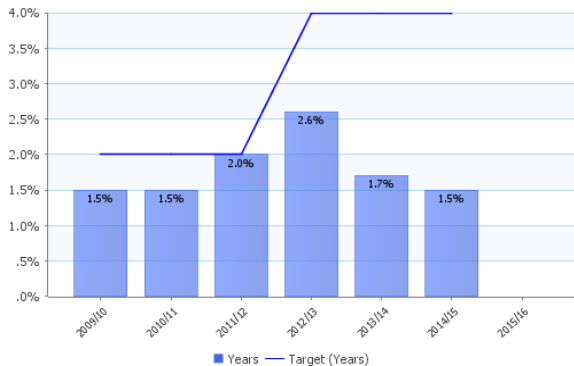

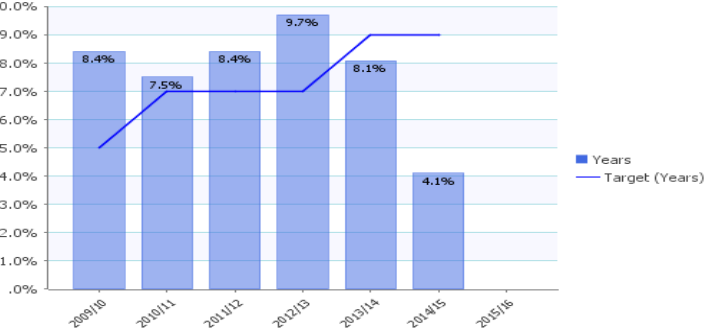




National Road Condition Indicators (Annual Measures)

PI Description	Maximise or Minimise	Actual Value	Target	Status	Performance Data Trend Chart	Comments																								
Roads where maintenance should be considered - principal (KPI)	Aim to Minimise	1.50%	4.00%		 <table border="1"> <caption>Performance Data Trend Chart - Principal Roads</caption> <thead> <tr> <th>Year</th> <th>Actual Value (%)</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>2.6%</td><td>4.0%</td></tr> <tr><td>2013/14</td><td>1.7%</td><td>4.0%</td></tr> <tr><td>2014/15</td><td>1.5%</td><td>4.0%</td></tr> <tr><td>2015/16</td><td>-</td><td>4.0%</td></tr> </tbody> </table>	Year	Actual Value (%)	Target (%)	2009/10	1.5%	2.0%	2010/11	1.5%	2.0%	2011/12	2.0%	2.0%	2012/13	2.6%	4.0%	2013/14	1.7%	4.0%	2014/15	1.5%	4.0%	2015/16	-	4.0%	The condition of the A road network has shown a steady improvement since 2012 due to ongoing maintenance. Due to our survey cycle (direction of travel in alternating years) and tolerances between different TRL accredited survey companies of +/- 1%, there can be variation in the outturn figure.
Year	Actual Value (%)	Target (%)																												
2009/10	1.5%	2.0%																												
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2014/15	1.5%	4.0%																												
2015/16	-	4.0%																												
Roads where maintenance should be considered - non-principal	Aim to Minimise	4.10%	9.00%		 <table border="1"> <caption>Performance Data Trend Chart - Non-Principal Roads</caption> <thead> <tr> <th>Year</th> <th>Actual Value (%)</th> <th>Target (%)</th> </tr> </thead> <tbody> <tr><td>2009/10</td><td>8.4%</td><td>5.0%</td></tr> <tr><td>2010/11</td><td>7.5%</td><td>7.0%</td></tr> <tr><td>2011/12</td><td>8.4%</td><td>7.0%</td></tr> <tr><td>2012/13</td><td>9.7%</td><td>7.0%</td></tr> <tr><td>2013/14</td><td>8.1%</td><td>9.0%</td></tr> <tr><td>2014/15</td><td>4.1%</td><td>9.0%</td></tr> <tr><td>2015/16</td><td>-</td><td>9.0%</td></tr> </tbody> </table>	Year	Actual Value (%)	Target (%)	2009/10	8.4%	5.0%	2010/11	7.5%	7.0%	2011/12	8.4%	7.0%	2012/13	9.7%	7.0%	2013/14	8.1%	9.0%	2014/15	4.1%	9.0%	2015/16	-	9.0%	The condition of the B & C road network, whilst appearing to be greatly improved over a single year has actually occurred over the last 2-3 years. Due to our survey cycle (direction of travel in alternating years) and tolerances between different TRL accredited survey companies of +/- 1%, there can be variation in the outturn figure.
Year	Actual Value (%)	Target (%)																												
2009/10	8.4%	5.0%																												
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Roads where maintenance should be considered - unclassified (KPI)	Aim to Minimise	19.20%	19.00%		 <table border="1"> <caption>Performance Data Trend Chart - Unclassified Roads</caption> <thead> <tr> <th>Year</th> <th>Actual Value (%)</th> <th>Target (%)</th> </tr> </thead> <tbody> <tr><td>2009/10</td><td>17.0%</td><td>13.0%</td></tr> <tr><td>2010/11</td><td>19.5%</td><td>13.0%</td></tr> <tr><td>2011/12</td><td>17.0%</td><td>19.0%</td></tr> <tr><td>2012/13</td><td>18.7%</td><td>19.0%</td></tr> <tr><td>2013/14</td><td>17.9%</td><td>19.0%</td></tr> <tr><td>2014/15</td><td>20.8%</td><td>19.0%</td></tr> <tr><td>2015/16</td><td>19.2%</td><td>19.0%</td></tr> </tbody> </table>	Year	Actual Value (%)	Target (%)	2009/10	17.0%	13.0%	2010/11	19.5%	13.0%	2011/12	17.0%	19.0%	2012/13	18.7%	19.0%	2013/14	17.9%	19.0%	2014/15	20.8%	19.0%	2015/16	19.2%	19.0%	The condition of the Unclassified road network showed a spike in the percentage of roads requiring maintenance in 2013. Prior to this, the condition had remained steady over 3 years, the result for this year have dropped down to a level consistent with those previous years. The overall trend is that there is a steady deterioration year on year. The current survey cycle for U/C roads has each road surveyed once every 3 years on a district by district basis so there will always be a lag in the overall RCI data for the whole county.
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