
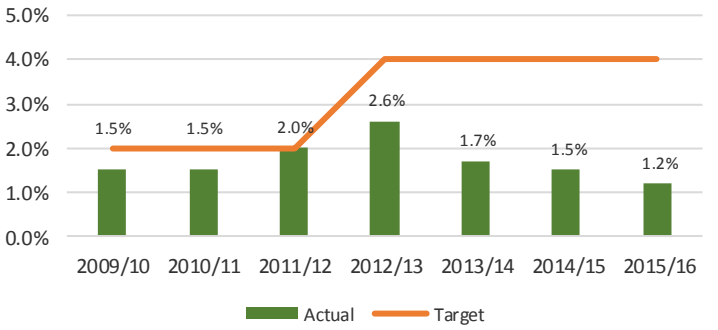

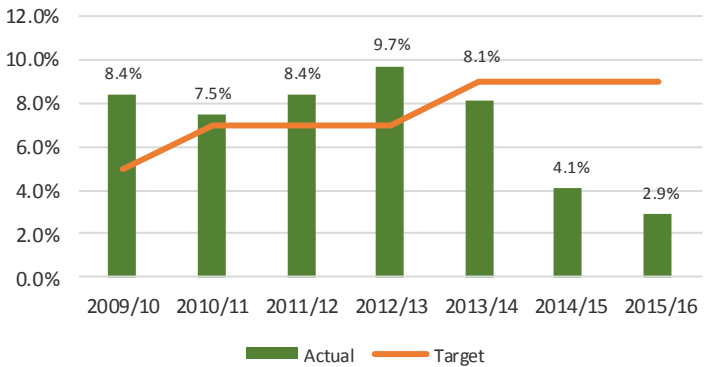

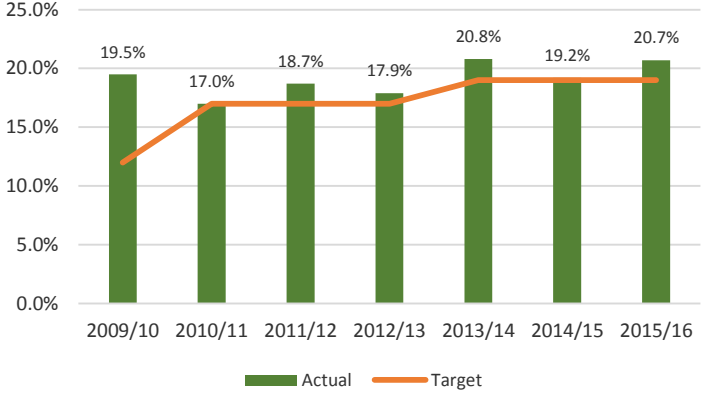






National Road Condition Indicators (Annual Measures)

Appendix 2

Indicator	Maximise or Minimise	Actual Versus Target	Trend Chart	Comments																								
Roads where maintenance should be considered – principal (KPI)	Aim to Minimise	<p>Actual</p> <p>1.2%</p> <p>Target</p> <p>4.0%</p> <p></p>	 <table border="1"> <caption>Actual vs Target Data for Principal Roads</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>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>1.2%</td><td>4.0%</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	2.6%	4.0%	2013/14	1.7%	4.0%	2014/15	1.5%	4.0%	2015/16	1.2%	4.0%	<p>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 overrun figure.</p>
Year	Actual (%)	Target (%)																										
2009/10	1.5%	2.0%																										
2010/11	1.5%	2.0%																										
2011/12	2.0%	2.0%																										
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2015/16	1.2%	4.0%																										
Roads where maintenance should be considered – non principal	Aim to Minimise	<p>Actual</p> <p>2.9%</p> <p>Target</p> <p>9.0%</p> <p></p>	 <table border="1"> <caption>Actual vs Target Data for Non-Principal Roads</caption> <thead> <tr> <th>Year</th> <th>Actual (%)</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>2.9%</td><td>9.0%</td></tr> </tbody> </table>	Year	Actual (%)	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	2.9%	9.0%	<p>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 overrun figure.</p>
Year	Actual (%)	Target (%)																										
2009/10	8.4%	5.0%																										
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Indicator	Maximise or Minimise	Actual Versus Target	Trend Chart	Improvements																								
Roads where maintenance should be considered – unclassified KPI	Aim to Minimise	<p>Actual 20.7%</p> <p>Target 19.0%</p> 	 <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>19.5%</td> <td>19.0%</td> </tr> <tr> <td>2010/11</td> <td>17.0%</td> <td>19.0%</td> </tr> <tr> <td>2011/12</td> <td>18.7%</td> <td>19.0%</td> </tr> <tr> <td>2012/13</td> <td>17.9%</td> <td>19.0%</td> </tr> <tr> <td>2013/14</td> <td>20.8%</td> <td>19.0%</td> </tr> <tr> <td>2014/15</td> <td>19.2%</td> <td>19.0%</td> </tr> <tr> <td>2015/16</td> <td>20.7%</td> <td>19.0%</td> </tr> </tbody> </table>	Year	Actual (%)	Target (%)	2009/10	19.5%	19.0%	2010/11	17.0%	19.0%	2011/12	18.7%	19.0%	2012/13	17.9%	19.0%	2013/14	20.8%	19.0%	2014/15	19.2%	19.0%	2015/16	20.7%	19.0%	<p>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 has increased slightly compared to the previous year. 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 country.</p>
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Key Symbols table:

Status	Indicators
	Below target by more than 10%
	Below target by up to 10%
	On or above target
	No reported data or no target