

## Appendix A

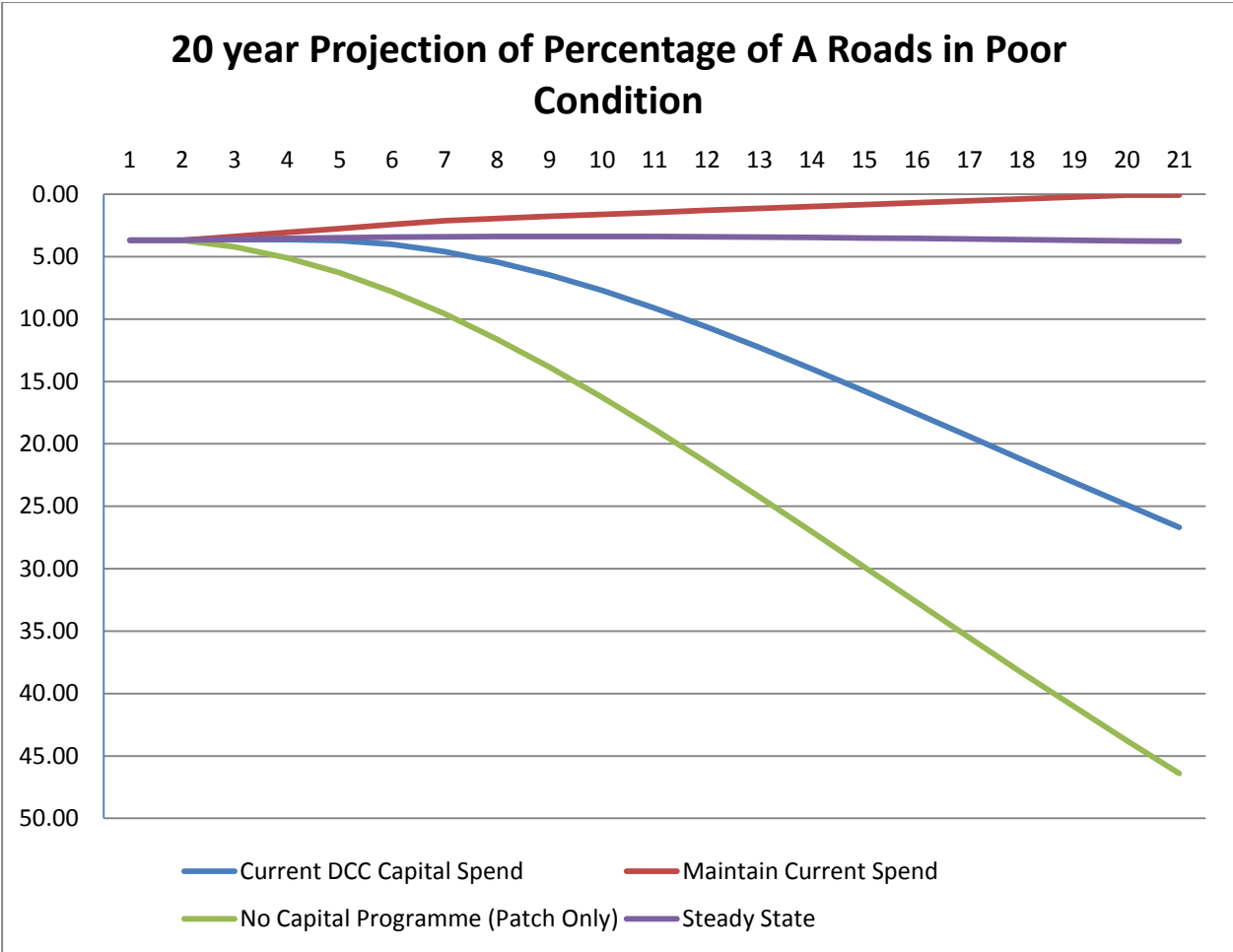
The figures below show the percentage of the overall road network in each Authority which are classed as being in 'Poor' Condition i.e. requiring maintenance. With the exception of the Vale of Glamorgan we are the only Authority to be showing a year on year improvement. This is significant when it must be borne in mind that the network is always a deteriorating asset, made worse by floods, ice and snow.

	2010/11	2011/12	2012/13	2013/14
Carmarthenshire	11.99	15.40	17.16	<b>15.70</b>
Ceredigion	12.94	15.58	15.21	<b>15.60</b>
Conwy	9.82	9.86	9.58	<b>9.75</b>
<b>Denbighshire</b>	<b>13.10</b>	<b>11.19</b>	<b>10.05</b>	<b>9.60</b>
Gwynedd	5.95	6.42	7.69	<b>9.40</b>
Isle of Anglesey	10.36	11.48	11.15	<b>11.70</b>
Monmouthshire	8.09	9.57	7.77	<b>9.80</b>
Pembrokeshire	13.13	14.18	12.65	<b>12.00</b>
Powys	18.11	19.64	20.06	<b>20.40</b>
The Vale of Glamorgan	16.59	13.50	10.30	<b>9.90</b>

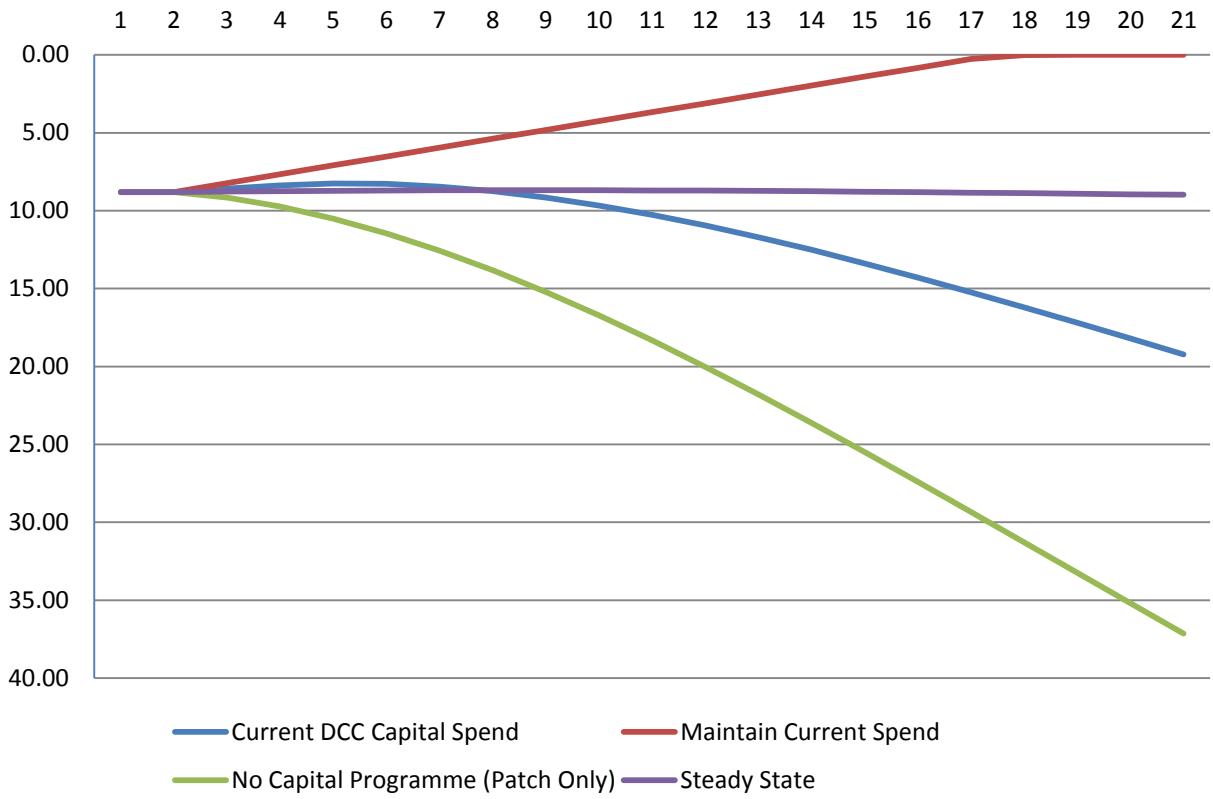
<b>Summary of the Improvement in the RCI by MAG Area</b>					
	Number of Road Sections	2011/12	2012/13	2013/14	% Improvement
Prestatyn	298	43958	33050	31320	28.7
Rhyl	397	71290	65760	62802.5	11.9
Elwy	289	50603	45011.3	42070	16.9
Denbigh	313	53721	48140	44847.5	16.5
Ruthin	335	61271	53565	51410	16.1
Dee Valley	162	21191	20766.3	19691.25	7.1
<b>TOTAL</b>	<b>1794</b>	<b>302033</b>	<b>266293</b>	<b>252141.25</b>	<b>16.5</b>

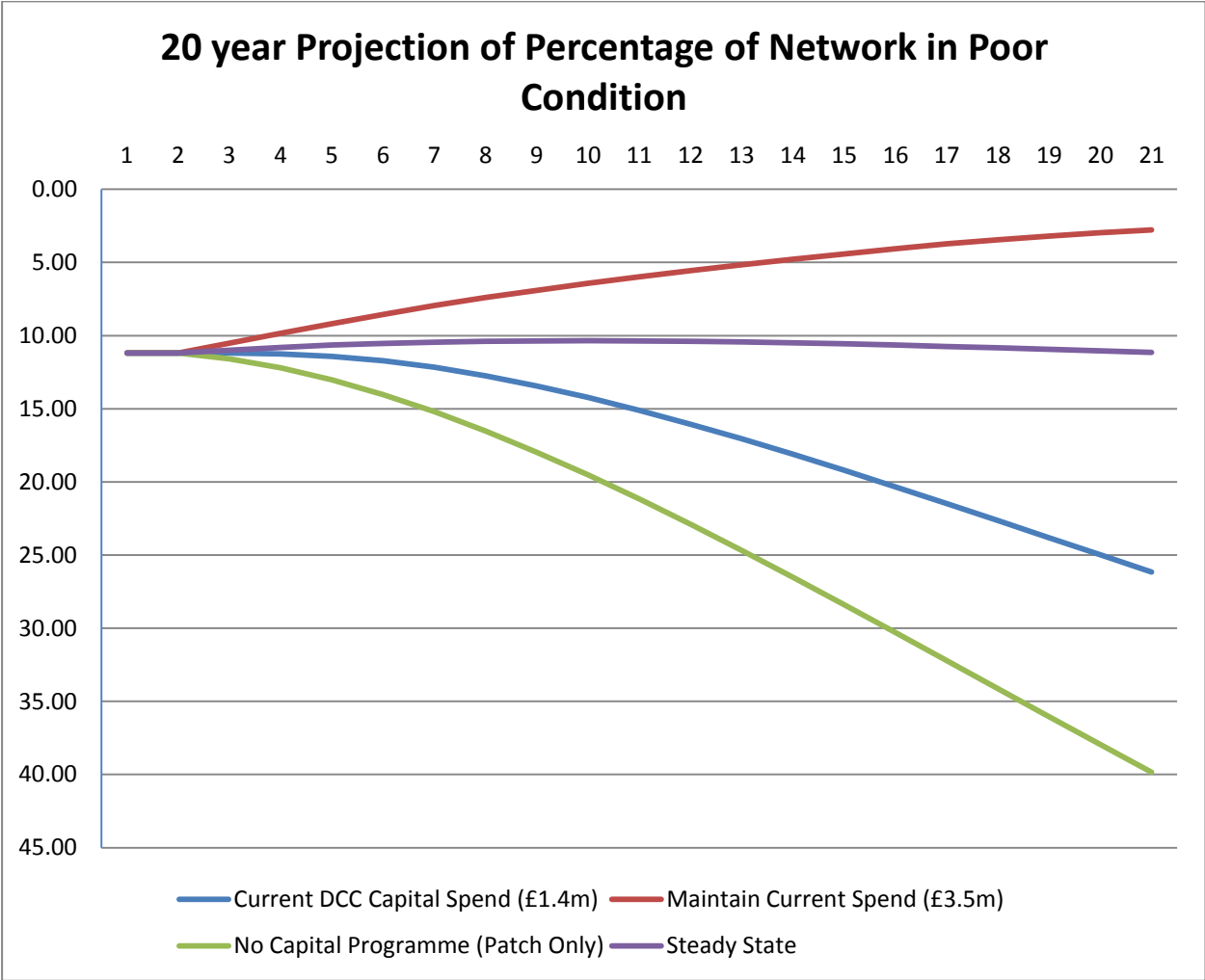
**Appendix B – Sample Graphs showing the likely change in Road Condition P.I. given a range of budget scenarios.**

For each chart the Year 1 Condition is the ACTUAL performance indicator for the latest available figures and these are then realistically projected forward based on the levels of funding attributed to each colour as indicated. For clarification 'Current DCC Capital Spend' is £1.4 million whereas 'Current Spend' includes the LGBI element and therefore equates to £3.5 million



## 20 Year Projection of Percentage of B Roads in Poor Condition





**Appendix C – Suggested Carriageway Hierarchy**

<b>Category</b>	<b>Hierarchy Description</b>	<b>Type of Road – General Description</b>	<b>Suggested Roads in Category</b>	<b>Detailed Description</b>
2	Strategic Route	Principal 'A' Roads between primary destinations	A547 Rhuddlan – Borth Crossroads A5104 Rhydtalog – Corwen A525 Ruthin – Wrexham boundary	Routes for fast moving long distance traffic in rural areas where speed limits are generally in excess of 40 mph
3a	Main Distributor	Major urban network and inter primary links, short to medium distance travel	Remainder of the 'A' Road network B5429 Rhuddlan – A55 B4401 Corwen – Gwynedd boundary	Routes between strategic routes and linking urban centres to the strategic network. In urban areas the speed limits are usually less than 40 mph
3b	Secondary Distributor	Classified Road (B and C Class) and Unclassified urban bus route	Remainder of the 'B' Road Network. Bryn Cwnin Road, Rhyl Lon Parcwr, Ruthin	In rural areas these roads link the larger villages and new routes to the strategic and main distributor network. In urban areas the speed limit is usually 30 mph or less
4a	Local Roads	Local Interconnecting Roads	Remainder of the Class 'C' Network Gellifor – B5429 Eryrys – B5430	In Rural areas these roads link smaller villages to the distributor roads. In urban areas serve residential and industrial centres
4b	Local Access Roads	Access Roads to limited number of properties	Remainder of Unclassified Road Network which are metalled	In rural areas these roads serve small settlements, may be single lane width and unsuitable for HGVs. In urban areas these are generally residential roads

**Appendix D – Suggested defect criteria and repair times**

## 1A TYPES OF HIGHWAY DEFECT (CARRIAGEWAYS)

The following are **examples** of highway defects together with a description of those classed as **Category 1 (24 hour), Category 2 (28 day), Category 3 (3 Month)**.

The list is not exhaustive and the Inspector will need to use his or her judgement as to what is likely to be hazardous. **Category 1 (24 Hour)** defects should be made safe or repaired within a period of 24 hours of discovery.

### Carriageways

Defect	Cat 1 (24 Hour)	Cat 2 (28 Day)	Cat 3 (3month)	Notes
Pothole Depressions Rutting Gap/crack Sunken ironwork	25mm deep or greater within a controlled crossing. Greater than 50mm deep elsewhere	<b>As Cat 3 (3 month)</b> unless the defect is likely to deteriorate within 28 days.	Less than 25mm deep within a pedestrian crossing. Up to but not exceeding 50mm deep elsewhere.	Repairs should be programmed if a candidate for planned resurfacing.
Debris, spillage, contamination	Diesel/oil spillage etc. if reported within working hours (9:00 to 17:00) this service is managed by Street Cleansing			Diesel/oil spillage etc. mud on road. If reported outside working this service is managed by Highways Services
Defective gully grates, manholes, service covers constituting a hazard.	Missing or collapsed covers. Broken gully grates, manholes, service covers etc. At 50mm or greater trip within the frame.	Raised or low gully grates, manhole/service covers.		Utility should be dealt with under The New Roads and Street Works Act Section 81 via the Network Management Team.
Surface water discharging across highway.	Where excess water requires signing and guarding.	<b>As Cat 3 (3 month)</b> unless the defect is likely to deteriorate within 28 days.	Minor discharge across the carriageway.	Where applicable serve notice to landowner. During Winter Maintenance the Manager needs to be informed.