DATA QUALITY PROJECT – PHASE 1 ONRC AND PERFORMANCE MEASURES

Requirements	Improvement programme scope
A. Traffic counting: We have sufficient data to confidently develop traffic estimates for the network reflecting the demand in terms of both traffic volume and loading.	1. Provide industry guidance around why to have a structured count programme and how to develop a robust traffic counting programme, including best practise examples. 2. Training to be available for RCAs on how to implement this.
B. Traffic demand: We have confidence in the demand on the network through well maintained traffic estimate data for effective planning.	1. Provide industry guidance on why and how to maintain traffic estimate data and convert a robust count programme into an informative AADT for each road section, including providing best practise examples.[1] 2. Training to be available for RCAs on how to maintain estimate data.
C. Record of maintenance activity: Level of maintenance activity known for efficient planning and reporting.	1. Provide industry guidance or communication on why this data is important and how to maintain the dataset. 2. Provide industry guidance on the best practise for the process of managing this dataset. 3. Encourage RCAs to carry out internal auditing of the dataset and process.
D. Road roughness: A roughness dataset better reflecting network condition and allowing efficient planning.	1. Undertake research to determine the most appropriate interval/ frequency to collect this data and output measure (IRI vs NAASRA). 2. HSD roughness table to be populated when data collection methodology allows (ie lasers).
E. Surfacing records: A robust, timely process for the capturing and recording of as built surfacing data.	1. Provide industry guidance or communication on why this data is important and how to manage it. 2. Provide best practise examples for the process of managing this dataset. 3. Undertake a detailed review of the process and data requirements, investigate issues and identify changes.
F. Treatment Length Segmentation: We have consistency in segmentation of the network for effective programming and planning.	1. Provide industry guidance on the use of TL segmentation and maintenance.
G. Smooth Travel Exposure: We have confidence in the STE results reported.	1. Report STE based on the source roughness table (PMRT only). 2. Identify other reporting of STE that also need to be changed.
H. Carriageway: We have consistency in network definition in terms of number of lanes and sealed/ unsealed.	1. A standard/ guidance is developed to define the number of lanes associated with a carriageway section. 2. Include a validation check on data import to PMRT. 3. Guidance document to also define best practice for carriageway sectioning associated with short sealed sections on an unsealed road (ie bridge approaches).
I. Crash knowledge: Complete crash data.	1. Guidance is provided around how to load crash data to RAMM.

[1] A review of Traffic Estimation Module is a separate project underway by REG.