

21. NYCC Highways & Transportation

c. To receive the response from NYCC Highways and Transportation in response to aforementioned submission

Hi Lisa

Thank you for your response to the consultation at Tinley Garth, Kirkbymoorside and subsequent email dated 14 May. Apologies for the delay in my response.

To identify the list of planned maintenance schemes, the County Council undertakes regular condition surveys (both machine and visual) of the whole of the highway network on an annual or biennial schedule depending upon road category. These surveys are the first part of the County Council's asset management based approach to highway maintenance and those defective roads are placed on the council's list for planned maintenance, both preventative maintenance and resurfacing and reconstruction, depending on surveyed defects. Tinley Garth has been subject to these surveys but as yet has not been prioritised for a surfacing scheme.

The County Council operate a comprehensive highway inspection regime with local highway officers carrying out regular inspections both on a routine and reactive basis. Following inspections repairs are ordered where defects meet the intervention level for example a pothole - a pothole becomes a standard defect which requires maintenance at a depth of 40mm. Tinley Garth is an unclassified road, the U102, category 4B on the network hierarchy: a local access road, It is subject to an annual safety inspection.

I can advise that the Highways Officer acknowledges the condition of Tinley Garth and has submitted the location for resurfacing however I can confirm that as yet funding has not been allocated for a scheme to be included in the 2018/2019 programme and until such time monitoring will continue and temporary repairs carried out to any dangerous defects that meet the intervention criteria.

Highway maintenance is the County Council's top transport priority and, as a result, we spend in excess of £50 million per year on highway maintenance which includes reactive repairs, such as potholes and a capital programme of planned maintenance including resurfacing and reconstruction. Despite this significant investment in maintenance it is simply not possible to repair all defects.

I have been advised that we will be putting forward a public consultation, on the proposal to extend the double yellow lines on Dale End within the week, however, unfortunately there are no plans to make changes to the traffic restrictions at Piercy End at this time.

If you have any further queries, please do not hesitate in contacting me.

Kind regards

Vikki

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