



Reference: RFI 1804052

Request:

"Under the general requirements of the Freedom of Information Act 2000, I would be grateful if you would provide the following information in relation to the road called 'Silverlink North' at cobalt, North Tyneside. In particular the location of the road between North Tyneside Council office and Proctor & Gamble office.

The information I would like to request includes;

- Dates of all safety inspections undertaken on the Silverlink north carriageway in the last two years from 12th April 2016 until 12th April 2018.

See attached spread sheet which shows the dates of the inspection carried out within the stated dates, along with all works identified.

- Details of all Silverlink north carriageway defects identified during safety inspections in the last two years from 12th April 2016 until 12th April 2018

See attached spread sheet which shows the dates of the inspection carried out within the stated dates, along with all works identified.

- Details of how carriageway safety inspections are undertaken, including whether walked or driven, the speed of the inspection vehicle and the number of persons in the vehicle.

The Silverlink North is subject to monthly walked inspections.

Walked inspections have an assigned frequency determined by the hierarchy and the carriageway will also be inspected during these walked inspections.

The inspector shall position themselves in a safe location on the footway, in such a position that it enables him/her to view the full width of the footway and carriageway to the centre line including the channel areas.

When the inspector encounters parked motor vehicles or other obstructions, such as refuse bins, they shall take reasonable steps where appropriate so as to view the obstructed area.

An inspector shall proceed along the footway identifying defects that meet the investigatory levels set out in Table 3. Any actionable defects will be processed for repair. If no actionable defects are identified on a street this will be recorded. On completing the



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inspection of one side of the street an inspector shall apply the same process to the opposite side of the street.

Listed below in table 3 are the defect investigatory levels for footways and carriageways.

Table 3

Footway investigatory level	20 mm or greater
Carriageway Investigatory level	40 mm or greater
Carriageway investigatory level at controlled pedestrian crossing point	20 mm or greater

- The intended frequency of carriageway safety inspections.

The frequency of carriageway inspections is determined by the roads hierarchy classification. Silverlink North is a main distributor road and as such has an inspection frequency of 12 per year.

- Details of all complaints and/or enquiries relating to The Silverlink North carriageway, received in the last two years from 12th April 2016 until 12th April 2018.

See attached spread sheet/screen shots showing the details of complaints/enquiries received by Highways regarding the carriageway on Silverlink North within the stated dates.

- The hierarchy classification.

Main Distributor.

- The road/section number.

U/28316694/020.

- The defect intervention criteria adopted in relation to the identification of all categories of carriageway potholes (in other words, how you define a pothole as requiring attention)

See Table 3 above.

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- The time period(s) adopted between identification and repair (temporary and permanent) of all categories of carriageway defects.

Any safety inspection defects that meet the investigatory levels set out in Table 3 are processed for appropriate action.

Our response times are as below:

Category 0 - 2 hrs (such as sink hole, missing inspection cover)

Category 1 - 24 hrs (such as a dislodged bollard)

Category 2 - 10 working days (defects which meet the investigatory levels)

Category 3 – 30 working days (such as gully cleansing, street nameplate/sign renewal)

Category 4 – Planned works (such as planned patching, minor footway schemes)

- Whether or not the authority has formally adopted all or part of the standards contained within the national code of practice for highways maintenance management.

All.