

Report for Thornton Dale PC meeting 7th February 2017

Responsible Councillor - Janet Sanderson

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**Slip road &
railings
ownership
Query**

The NYCC Corporate Asset Management team have confirmed that this land is not owned by the County Council and there is no evidence to support any claim that the 'slipway' area is Highway Maintainable at Public Expense. A land registry search was also undertaken and this confirmed that as suspected the land is not registered so it is not possible to determine ownership. In these cases, properties abutting the area are able to put in a claim for ownership, but it seems unlikely that either of the two properties would wish to do so.

It has also been confirmed that there is no public right of way down the slip road however it has been noted that the area is frequently used as a vantage point for viewing and taking pictures of the Thatched Cottage.

The following information from PRow officer may be of interest -

I have had a look at the map and schedule produced by the PC during the initial stages of the Definitive Map production processes, and it is only the FP on the other side of the beck, No. 25.97/008, which is recorded. I note that in the Schedule (completed by the PC in 1951) for FP No. 25.97/008, there is a comment made by the PC that the FP was repaired by the PC in 1896 and that it is mentioned in Minutes of the PC dated 11 December 1896!. Whilst I realise this does not help at all with the 'slipway,' it is possible that the very old Minutes of the PC may be of some help. Another possibility is the Rural District Council Minutes which are held by North Yorkshire Archives Service; there may be reference to maintenance undertaken by the RDC

<p>Village Centre Wall Restoration & Replacement of Safety Railings</p>	<p>The Thornton Beck Group (TBG) have applied to NYCC for a locality grant and RDC for a community grant. The project will undertake improvement work to the wall abutting the Highway from the island crossing outside the Alms Houses to Old Post Office and to replace the railings on the slip road mentioned above.</p> <p>The project has come in at a total cost of £3,050. The NYCC locality grant of £1,995 has already been awarded and we await the approval of the RDC Community Grant application of £1,000. This leaves a shortfall of £55 should the RDC grant be awarded and £1,055 if we are unsuccessful.</p>
<p>Pavement in front of Lavenders</p>	<p>Should either element of the grant fail to attract support, then a smaller portion of the work will still be able to be undertaken. The project has come in at a very modest cost due to support from Highways area 4 and the contractor undertaking the work kindly donating some of the materials to be used.</p> <p>Complaints have been received regarding the use of tarmac for the temporary repairs to the footpath in front of Lavenders. The area has been put forward for an improvement scheme. There is no date attached to this and it has been noted that there are other previous repairs in tarmac that have a raised ledge. I have asked for any improvement work to be made using York stone and if this “improvement” work is not imminent, that more permanent repair work is done in appropriate stone.</p>
<p>Beck Isle Wall project</p>	<p>NYMNP have accepted the third quotation, we have full grant funding for the project and work will begin imminently for completion by 10th March.</p>
<p>Cameras in village centre</p>	<p>Two cameras were noted in the village centre apparently aimed at the Puffin crossing. There was concern that these may have been used in conjunction with a break in at the Pace cycle shop. Highways Area 4 commissioned Mouchel to report on traffic movement in the village and issues associated with the Puffin crossing. The cameras were part of this</p>

surveillance work. This is a base line measurement taken at a quiet time of the year, further readings and observations will be made as the season progresses.

Gritting

With the onset of severe frost came complaints regarding the gritting of Church Lane. Area 4 have spoken with the farm contractor responsible for gritting and were informed that it is the parked cars that prevent Church Lane being gritted. It was noted that the refuse wagons were able to get down the lane during the same period however, it is difficult to make this comparison as the bin wagons have the advantage of going down during daylight hours and they have a 'banksman' to watch for parked cars. The gritting contractor attends early hours when all the cars are parked, not driven off to work or on outings. The contractor is very conscious of causing any damage that he would be potentially liable for and highways cannot override his judgement.

Janet Sanderson