

Pothole Fund Application Form



Department
for Transport

Guidance is available at: <https://www.gov.uk/government/publications/pothole-fund-2014-to-2015-application>

Only one application form should be completed per local highway authority.

Applicant Information

Local authority name: South Tyneside Council

Bid Manager Name and position: George Mansbridge

Name and position of officer with day to day responsibility for delivering the proposed scheme.

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When authorities submit a bid for funding to the Department, as part of the Government's commitment to greater openness in the public sector under the Freedom of Information Act 2000 and the Environmental Information Regulations 2004, they must also publish a version excluding any commercially sensitive information on their own website within two working days of submitting the final bid to the Department. The Department reserves the right to deem the business case as non-compliant if this is not adhered to.

Please specify the weblink where this bid will be published:

<http://www.southtyneside.info/article/21252/Maintaining-our-roads>

SECTION A – Your Highway

The Department would like to understand more about the highway assets that fall under your statutory duties.

We already collect data from your authority in regards to road lengths but we would like to understand more about the other assets you are responsible for. Please answer the following in your application:

A1: What is the number of bridges owned by your authority with span over 1.5 metres?

30 road bridges

36 footbridges

16 culverts

Further information can be provided in terms of the context / condition of the bridges

A2: What is the total number of street lighting columns under your authority's responsibility?

25522 Street Lighting Columns on the adopted public highway

A3: What is the total number of street lighting columns under your authority's responsibility over 40 years old?

Nil (on the adopted highway) South Tyneside Council has formulated a PFI agreement with Balfour Beatty back in 2010. Under the PFI, all street lighting columns under the responsibility of the Council have been replaced.

A4: What is the total length of footways under the responsibility of your authority (in miles)?

680miles.

A5: What is the total length of off road cycleways under the responsibility of your authority (in miles)?

32miles.

A6: Please provide a weblink to your authority's statement of how the flood recovery funding, awarded in March 2014, has/will be spent:

<http://www.southtyneside.info/article/21252/Maintaining-our-roads>

SECTION B – Potholes

B1: Which of the recommendations arising from the Pothole Review Report has your authority adopted?

South Tyneside Council has adopted all of the recommendations from the Pothole Review report, as proven in the answers provided to the questions below.

The report can be viewed here:

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/3995/pothole-review.pdf

Please answer the following, including providing supporting information, where applicable:

Question	Yes/No	All 'yes' answers must be supported evidence. Please append supporting information, clearly marking the question number to which the information refers.
<p>A. Has your authority aligned its maintenance programme to the Government's highways maintenance funding years (i.e. 2011-2015 and 2015-2021)?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>South Tyneside Council has aligned its maintenance programme to the Government's highway funding years of 2011-2015.</p> <p>The Council takes an annual Highway and Transport Capital Report to Cabinet for approval. The respective progress is reported within the capital construction reports that are presented at each of our Community Area Forums.</p> <p>(Evidence 1 – South Tyneside Highway and Transport Capital Report including Annex on Capital Investment from 2011-2015)</p> <p>In terms of working towards future Highway Maintenance programme covering the 2015 to 2021 period, this Council is aware of the DfT work behind efficient highway delivery and funding and has recently attended one of the regional meetings that was undertaken</p>

		<p>in Durham back in March 2014 and provided a response to the recent consultation.</p> <p>The Council is in agreement that changes are required to criteria's used to disseminate the highway maintenance block funding and although sceptical of any potential changes, we would welcome the introduction of the challenge fund, providing this is based on sound evidence.</p> <p>However, we remain of the opinion that any changes should not be rewarding local authorities for poor maintenance of their highway assets.</p> <p>South Tyneside Council through the mid-term financial plan has designated the funding allocated to Highway Maintenance Transport from 2014-2019 which can be seen at the following web-link:-</p> <p>http://www.southtyneside.info/article/11165/Council-budget</p>
<p>B. Has your authority adopted the principle that 'prevention is better than cure' in determining the balance between structural, preventative and reactive maintenance activities in order to improve the resilience of the highway network and to minimise the occurrence of potholes in the future?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>Yes, South Tyneside Council has adopted a principle that prevention is better than cure, when determining the balance between structural, preventative and reactive maintenance activities.</p> <p>The general premise is that a split of 80/20 between preventative/reactive maintenance. Please note that this can vary significantly depending on the circumstances.</p>
<p>C. Has your authority ensured that appropriate competencies have been made available to make the right choices when designing and specifying techniques and materials for the maintenance</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>The Authority is represented at North East Performance Improvement Network meetings where best practice is shared (NEPIN etc).</p>

<p>and repair of highways? Note - these competencies can be secured through training, collaboration with neighbouring authorities or external advice.</p>		<p>NEPIN https://nhtne.econtrack.co.uk/Content.aspx?443</p> <p>South Tyneside Council is part of the North East Highways Alliance group which intends to achieve savings through collaborative working. Please see an attached report that indicates the intentions of this group.</p> <p>Evidence 2 – North East Highway Alliance papers</p> <p>South Tyneside Council has access to the Tyne and Wear Laboratory which can run associated testing of materials.</p> <p>Evidence 3 – Tyne and Wear Lab Report</p> <p>South Tyneside sits on regional traffic management and technical meetings in which regular discussions around highway maintenance (such as Materials and Surfacing) are undertaken.</p> <p>With regards to training, South Tyneside Council is formulating a training assessment needs for staff members to determine the training requirements.</p> <p>South Tyneside works closely with their current specialist resurfacing contractor to ensure the most appropriate materials and treatments are specified based upon actual site specific conditions.</p>
<p>D. Does your authority co-ordinate with other parties working on the highway short and long term programmes of work activities for up to four years in advance?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>The Authority works closely with all other parties involved in street works as part of their coordination duty within the New Roads and Streetworks Act 1991.</p>

		<p>That coordination remit includes looking at utilities plans for up to four years in advance where such plans exist.</p> <p>Evidence 4 – Streetworks Register</p> <p>In terms of the repair of highways and associated road-works in terms of short term working, the Council in working with the Tyne and Wear UTMC facility and Elgin now provides regular updates via the following website.</p> <p>www.roadworks.org</p> <p>South Tyneside Council hosts a quarterly network management coordination meeting which discusses the planned highway activities and also discusses the longer term issues to identify synergies between future maintenance plans in which works between the Council and external partners can be coordinated, thus maintaining parity.</p> <p>Evidence 5 – Network Management Minutes of Meeting</p> <p>Evidence 6 - Utility Company Planned works</p>
<p>E. Has your authority considered the guidance provided in the ADEPT report Potholes and Repair Techniques for Local Highways and adopted as appropriate to your local circumstances?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>All guidance is studied and adopted as appropriate.</p> <p>With regards to South Tyneside, we have appointed an external specialist contractor to complete works to the required standards.</p>
<p>F. Has your authority developed a detailed highway inspection manual and have put appropriate training in place for your Highway Inspectors?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>The Authority has a separate highways inspector guidance manual to interpret the code of practice while undertaking safety inspections.</p>

		<p>Evidence 7 – Highway Inspection Manual</p> <p>The Authority recognises the need for formal qualifications in an increasing litigious area. While no formal external training is currently undertaken that situation is under review and external training is currently being sourced.</p> <p>All of our current highways inspectors are experienced former road workers so have extensive practical knowledge of materials and techniques.</p>
<p>G. Does your authority use technology and systems for the effective identification and management of potholes?</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>The authority record all external reports of potholes on their contact centre and all internally identified potholes have repairs raised on the confirm `software` and are identified on the road-works database.</p> <p>http://www.fillthathole.org.uk/authority/south-tyneside</p> <p>http://www.southtyneside.info/article/21252/Maintaining-our-roads</p> <p>Evidence 8 – Reporting a pot hole examples</p> <p>Permanent repairs are standard practice.</p> <p>Temporary materials are only used by exception for out of hours repairs when permanent materials cannot be obtained.</p>
<p>H. Does your authority have a public communications process in place that provides clarity and transparency in the policy and approach to repairing potholes? This should include a published policy and details of its implementation, including the prevention, identification, reporting, tracking and repair of potholes.</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>Information on the Council’s approach to pothole repair is listed on the Council’s website available on the below links:-</p> <p>http://www.southtyneside.info/article/21252/Maintaining-our-roads</p> <p>While this does not currently include a formal policy statement to the extent of</p>

		tracking individual potholes, the Council is investigating the merits in undertaking this.
I. Does your authority monitor public satisfaction with road, footway and cycleway condition and report annually through the National Highways and Transport Public Satisfaction Survey or their own surveys?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	South Tyneside Council has continuously participated in the National Highways and Transport Public Satisfaction surveys, and intends to submit additional information through the CQC efficiency project being operated in 2014.
J. Does your authority adopt permanent repairs as the first choice when repairing potholes?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Yes, permanent repairs are standard practice.
		Temporary materials are only used by exception for out of hours repairs when permanent materials cannot be obtained.
K. Has your authority adopted dimensional definitions for potholes based on best practice as part of its maintenance policy?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	The Council has yet to adopt dimensional definitions for potholes, but intends to review this when undertaking the forthcoming review of the Highway Asset Management Plan

B2: Does your authority adopt any innovative methods to help repair potholes? This could include, for example, specialist pothole maintenance crews.

Yes No

If yes, please provide details as an annex as part of your bid.

During the monthly driven safety inspections of Class A/B and C roads a pothole crew is in attendance and potholes identified are repaired immediately.

They are also identified with retrospective confirmation orders for insurance purposes.

The Council has undertaken an approach to appoint a specialist resurfacing contractor who has a wealth of experience in using innovative methods to repair potholes.

South Tyneside Council is also investigating a number of alternative resurfacing treatments such as slurry seal repairs and other patching methods that will hopefully reduce the break-out of future potholes.

B3: Does your authority use reporting tools to identify potholes in your local area including:

CTC Fill that Hole

Yes No

Council's Own Web Reporting

Yes No

Other

Yes No

Please specify:

The Council undertakes a regular view of the CTC fill that hole website and makes updates where available.

<http://www.fillthathole.org.uk/authority/south-tyneside>

The Council has an emergency contact number to report any specific problems for potholes which can be found at the following website in which members of the community are able to report potholes.

<http://www.southtyneside.info/article/9110/Roads--pavements>)

As a highway authority, we are represented at a number of planned ward member surgeries / walkabout in which key neighbourhood issues such as potholes are identified, discussed and mitigated.

We hold monthly bus operator liaison meetings in which we discuss the issues relating to the Council's highway network and the remedial measures required.

South Tyneside Council is also part of the Tyne and Wear Freight Quality partnership which meets on a quarterly basis to discuss a range of logistical issues. One issue is the highway network, with haulier firms identifying potholes concerns on the local and strategic road network.

B4: Does your authority regularly consult and seek feedback on its highways maintenance regime, including potholes, with key stakeholders?

Local Member(s) of Parliament	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
District, Borough and Parish Councils	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Local Residents	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
(Including neighbourhood Forums)	<input type="checkbox"/> Yes	<input type="checkbox"/> No
Business Community	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No
Emergency Services	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No

If yes, please provide details as an annex as part of your bid.

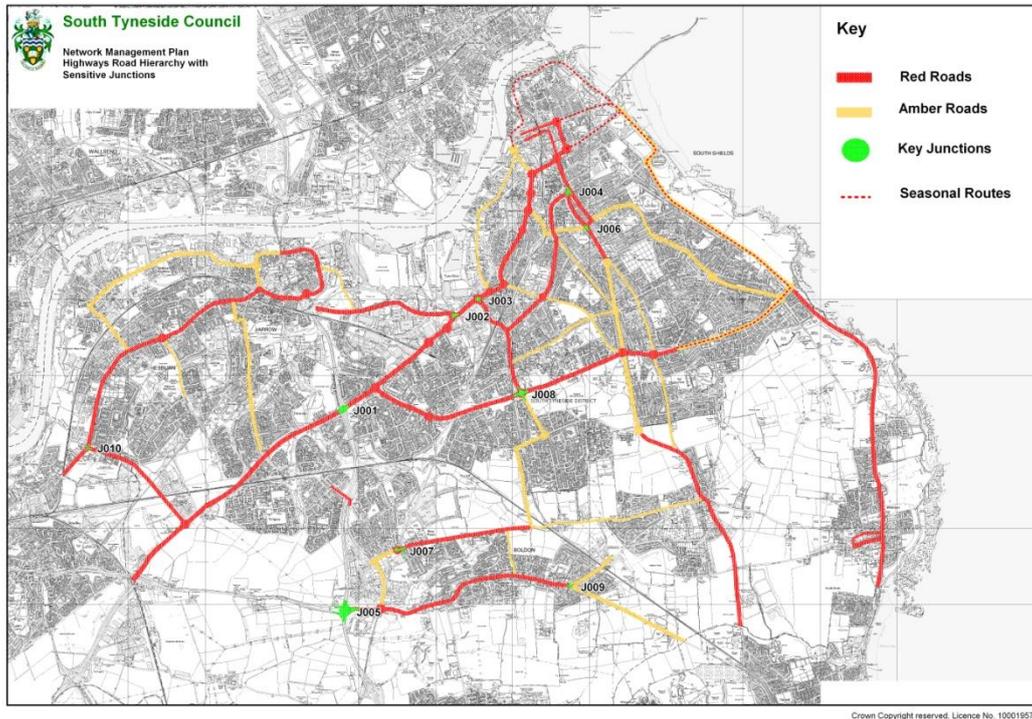
We have reported our proposed Local Transport Plan Highway Maintenance programme collectively, as part of the requirements of the Tyne and Wear Local Transport Plan process and seek feedback from key stakeholders, members and local residents.

During the financial year, South Tyneside produces a regular capital construction reports which documents updates on the key highway activity occurring in each of our Community Area Forums.

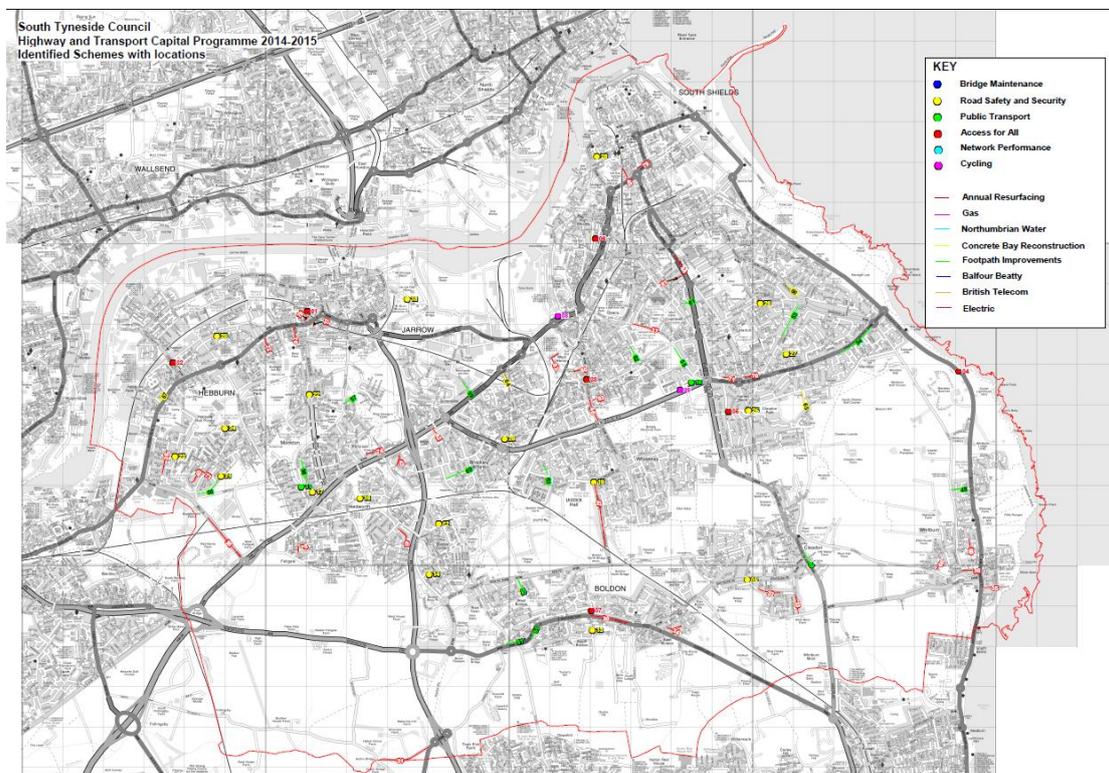
Evidence 9 – Capital Construction Report

This information is circulated to all of our elected members and is available via the Council's website, so can be accessed by the general public, business community and emergency services.

With regards to the Network Management Duty exercised by South Tyneside Council, we have adopted a highways hierarchy map to grade each of our carriageways in terms of their importance. This information indicates the accepted traffic management systems for each of the designated highways, which takes into consideration the emergency services routes and bus movements throughout the borough.



Further to this, a network coordination map is produced and updated on a regular basis and is shared with the utility companies and statutory consultees.



These maps can be sent through as part of the evidence, but have not been attached due to the size of the respective files.

B5: Does your authority have an up-to-date vision and action plan to improve the walking environment and encourage walking?

Yes No

If yes, please provide a web link:

With regards to the vision and action plan to improve the walking environment, South Tyneside Council forms part of the Tyne and Wear region and has the Tyne and Wear Local Transport 3 which is the strategy document for transport (see below web- link)

<http://www.tyneandwearltp.gov.uk/>

With regards to specific strategic document, South Tyneside is currently drafting an integrated transport strategy which incorporates a section on improving the use of sustainable transport methods including walking.

We also have the Sustainable Modes of Transport strategy for the Council that can be provided on request.

South Tyneside Council also an approved Network Management Plan for the borough, this document can be found at the following web link:-

<http://www.southtyneside.info/article/21252/Maintaining-our-roads>

South Tyneside Council forms part of the Tyne and Wear Local Sustainable Transport Fund bids, which has taken on the brand 'Go Smarter to School' and 'Go Smarter to Work'. These bids are seen to be targeting innovative projects to assist in a behavioural change in terms modal choice when travelling throughout the Tyne and Wear region.

<http://www.gosmarter.co.uk/>

B6: Please explain how you deliver your duty under NRSWA to 'co-ordinate the execution of works of all kinds', including for example permit schemes, noticing, co-ordination meetings?

South Tyneside has a dedicated street-works management team which form part of the Asset Management function of the Council.

South Tyneside undertakes regular quarterly coordination meetings with all public utility companies with the latest programmes attached as part of the evidence supporting this bid.

The Authority utilises the noticing requirements of the NRSWA.

South Tyneside Council undertakes daily monitoring and review of street-works notices.

Internal network management meetings are undertaken on a quarterly basis.

South Tyneside Council is represented at the NEJAG meetings.

Evidence 10 – Minutes from NEJAG meeting and future work programmes already provided.

B7: What actions does your authority take to ensure road repairs undertaken by other parties (such as utilities companies) meet the standards in the specification?

- Inspections regime
- Scoring programme
- Performance bench-marking
- Meetings
- Other (please specify)

South Tyneside Council has an Inspections Regime and undertakes defect meetings under section 72 of NRSWA.

Evidence 11 - Inspections Regime and minutes from NEJAG previous meetings.

SECTION C – Asset Management

C1: Has your authority adopted the recommendations arising from the Asset Management Strategy Guidance published in May 2013 –

<http://www.ukroadsliasongroup.org/en/utilities/document-summary.cfm?docid=5C49F48E-1CE0-477F-933ACBFA169AF8CB> ?

Yes No

Please answer the following, including providing supporting information, where applicable.

Question	Yes/No	All 'yes' answers must be supported evidence. Please append supporting information, clearly marking the question number to which the information refers.
Has your authority got an up to date asset management policy and strategy?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	If yes, please provide a weblink. The Council has a Highway Asset Management Plan but this is currently undergoing a complete review. The document can be found at the following web-link:- http://www.southtyneside.info/article/21252/Maintaining-our-roads
Does your authority communicate relevant information associated with asset management through engagement with your relevant stakeholders when you set requirements, make decisions and report performance?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	We report regularly through the capital construction reports to our local community area forums. This is referenced as previous evidence (Capital Construction Reporting) The Council when establishing the Highway and Transport Capital Programme will liaise with partners during the formulation of the draft investment programmes. This is referenced as previous evidence (Highway and Transport Capital Programme)
Does your authority have an asset management register?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	Asset information is held in various formats detailed within the current highway asset management plan which can be found at the following web-link:- http://www.southtyneside.info/article/21252/Maintaining-our-roads

<p>Does your authority follow lifecycle planning principles which are used to review the level of funding and which will help support investment decisions including long term investment in your assets?.</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>	<p>South Tyneside through undertaking detailed and regular inspections of our highway assets are able the level of funding required to maintain the asset in the short, medium and long term, thus supporting the principles of Lifecycle planning</p> <p>Where we have established that where an asset has required additional investment from Council capital, the relevant departments have made capital investment bids to secure the necessary funding to maintain the assets.</p> <p>Further to this, whilst we are reviewing the Highway Asset Management Plan, we have already undertaken a significant review of our highway structures to determine the required investment over the course of the next 5-10 years.</p> <p>Evidence 12 – South Tyneside Council Bridge Appraisal Study</p>
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<p>C2: As part of your last L-Pack return for Whole Government Accounting requirements for the accounting period 2012/13, can you confirm you submitted the following return:</p>	
<p>Carriageway and Footways</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p>Lighting</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p>Structures</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>
<p>Street Furniture</p>	<p><input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>

SECTION D – Efficiencies

D1: Is your authority actively engaged with securing efficiencies for highways maintenance?

Yes No

If yes, please provide additional information on what your authority has done since 2011 including what % efficiency savings (where efficiency savings are defined as delivering a similar or a better outcome at a lower cost) your authority has achieved year on year and what savings you hope to achieve by end of 2014/15.

South Tyneside Council have undertaken a series of internal restructures which have resulted in a leaner more efficient delivery team resulting in a saving of 15% in the management costs of the service.

The Council through a regional collaboration have undertaken joint procuring for the provision of a surfacing contractor. This has demonstrated significant savings for the Council, which can be seen in the attached excel file.

Evidence 13 – Efficiency savings in procurement of a centralised resurfacing contract (see excel file)

South Tyneside Council is part of the joint collaboration to provide the Tyne and Wear Laboratory which is used for the testing of materials from a highway perspective. The facility is used on an annual basis, with best practise being shared across the region and beyond.

South Tyneside Council has undertaken a joint procurement with Sunderland City Council to appoint YOTA to complete a review of the current Highway Asset Management Plans for each of the local authorities, this has derived efficiency savings within the Highway Maintenance function.

In previous questions, the Council has pointed to the involvement in the North East Highway Alliance group which has determined a range of projects / work streams throughout the highway sector in which potential collaboration could derive economies of scale and efficiency savings. The information in terms of the latest reports and minutes of meeting can be found as evidence to support this bid.

Back in 2010, South Tyneside Council agreed a PFI contract with Balfour Beatty for the provision of Street Lighting. This PFI Contract spanning across some 15 years has ensured that all of the lighting columns on the adopted highway have been replaced.

In addition to the above, South Tyneside Council has recently (May 2014) become one of the first local authorities in the Country to take advantage of the Highway Agency's Asset Support Procurement Framework for securing a preferred contractor to implement a major junction improvement scheme. Through using the ASF framework, the Council is confident that we have attained a certain degree of saving in utilising this procurement route. It is considered that this has delivered an efficiency saving for the highway maintenance function area. (Further information on the context of this scheme can be provided if requested)

D2: Is your authority exploring or has it already joined with neighbouring local highway authorities or a Highways Maintenance Alliance to achieve economies of scale?

Yes No

If yes, please provide additional information. For example the names of other authorities or the Alliance.

In previous questions, the Council has pointed to the involvement in the North East Highway Alliance group which has determined a range of projects / work streams throughout the highway sector in which potential collaboration could derive economies of scale and efficiency savings. The information in terms of the latest reports and minutes of meeting can be found as evidence to support this bid.

South Tyneside Council along with the Tyne and Wear partners have jointly procured technical surveys for road and footway condition which are delivered through regional contracts with funding provided from the Tyne and Wear LTP top slice funding.

South Tyneside Council, along with the Tyne and Wear partners has signed up to a SLA to create a Regional Traffic Signals Group. This group which is operated from Newcastle City Council is responsible for the implementation and maintenance of all traffic signals across the Tyne and Wear area. This alliance has created 'economies of scale' and has provided efficiency savings.

Through the provision of Congestion Reward Funding as part of the Local Transport Planning process, the Tyne and Wear Local Authorities foreseen the need for developing an Urban Traffic Management Control unit. The Tyne and Wear UTMC project has created a forum for the plan partners to disseminate traffic information in terms of 'road-works' and traffic incidents to the travelling public using the latest communication techniques.

The success of the UTMC facility continues to grow, with the latest project aiming to increase the CCTV coverage on the Tyne and Wear network from 60 camera's to almost 100 which will be located through the highway network.

Further information on the Tyne and Wear UTMC facility can be provided from the following web link:-

<http://www.tyneandweartravel.info/public/info/termsAndConditions.htm>

D3: Is your authority sharing its efficiency experience and/or case studies with other local highway authorities via the Highways Maintenance Efficiency Programme or other good practice networks?

Yes No

South Tyneside Council participates in the regional sharing of good practice and sharing of procurement exercises through representation at the NEPIN meetings.

The collective work of the Tyne and Wear UTMC team is often seen as a national indicator of good practice.

Through participating in the National Highway and Transport survey, South Tyneside Council is looking into providing further context in terms of the Cost, Quality, Cost Efficiency programme which is a good example of data sharing.

The Council is represented at the NE Regional Traffic Managers in which best practice is shared, along with meeting the utility companies at the NEJAG meetings. Again, sharing best practise is a key demonstrator of the purpose of these meetings.

If yes, please provide state where.

SECTION E – Other

E1: Please provide details on which of the following good practice activities your authority is undertaking for its highways management activities.

Invest to save Yes No
Cross boundary collaboration Yes No

Other (please specify):

Joint tendering and procurement exercises such as technical surveys and a Regional resurfacing tender exercise.

The whole ideology of the North East Highway Alliance development will be to adopt the premises of investing to save and involves cross boundary collaboration.

In terms of the current Regional Traffic Signals agreement, a collective decision has been made to replace all Traffic Signal Heads with LED lights, which have a longer lifespan and derive energy efficiencies.

Throughout engaging in our current PFI contract for Street Lighting with Balfour Beatty, the Council can be seen to be investing to save through the replacement of all of our lighting columns on the adopted highway.

Additional evidence has been previously provided in terms of the work completed by the North East Highway Alliance and other cross boundary collaborations for traffic signals and the UTM team.

The formulation of the North East Combined Authority has just been approved by Central Government, so this will further the collaboration of the North East local authorities in terms of delivering transport and maintaining the highway asset.

E2: Do you consider your authority to be an exemplar authority in tackling potholes and undertaking highway maintenance?

Yes No

If yes, please explain why.

South Tyneside Council adopts the required strategies and policies to enable a proactive approach when it comes to managing and maintaining the highway asset.

Whether it be the patching of roads, treatment of pot-holes or the cyclic treatment of our highway bridge structures, the Council strives to implement proven techniques to future-proof our highway network.

Despite this suggestion, the Council is aware that new techniques and approaches to delivering highway maintenance are being developed across the country, with particular focus on the development of highway alliances with the private sector. This is something that could offer potential efficiency savings, but it must not be to the detriment of delivering a first class highway maintenance function.

The Council is always keen on learning new and innovative techniques when maintaining the highway asset and will seek to further engage in the North East Highway Efficiency Programme.

Finally, the Council's transport vision is:-

“South Tyneside is a place where everyone who lives, works or visits the Borough has safe, affordable, reliable access to all areas. Our transport infrastructure is key to providing access to jobs and key services, as well as improving people's wellbeing and quality of life.”

If yes, would your authority be willing to share its experiences more widely with other authorities / organisations?

Yes **No**

SECTION F: Declarations

F1. Senior Responsible Owner Declaration

As Senior Responsible Owner for the South Tyneside Council's Pot-Hole Funding Bid, I hereby submit this request for approval to DfT on behalf of South Tyneside Council and confirm that I have the necessary authority to do so.

I confirm that South Tyneside Council will have all the necessary statutory powers in place to ensure the planned timescales in the application can be realised.

Name: George Mansbridge

Signed:

Position: Head of Development Services

