

Appendix K

Evidence of Improvements from Draft to Full Submission

These table describe the improvements put in place by the Plan Partners in order to address feedback provided by Government Office North East on the draft LTP2 submission. The Partners have gone to great lengths to ensure that all of the observations provided by G.O.N.E have been tackled.

Criteria One : Context

- 1a** The Plan reflects the long term vision of local authorities serving the plan area and a long term local transport strategy consistent with that vision.
- 1b** The delivery programme, and LTP objectives and targets, are consistent with the full range of local policy aims and objectives and the outputs of the wider local corporate planning framework (e.g. corporate plans, community strategies and Best Value performance plans).
- 1c** The Plan will influence, and will therefore be broadly consistent with, other decisions of local authorities in the area covered by the LTP e.g. in housing, planning economic development, education and social services.
- 1d** The Plan is broadly consistent with, and will influence the development of, spatial planning and economic development strategies produced at the regional level.
- 1e** The Plan is consistent with relevant national-level policies - in particular as they relate to strategic transport networks and their users, the environment, sustainable communities, and economic development.

Areas for development include: Problem	Solution	Reference
- a clearer explanation of the rationale behind the shape of the strategy/implementation programme and indication of how/the extent to which this is anticipated to achieved the desired outcomes	A full examination of the current baseline position for the conurbation and future aspirations is given; helping to explain the rationale behind LTP2. Indications of how this will achieve the desired outcomes of the plan are provided	Chapter 2 Where we are now Chapter 3 Where we want to be Chapters 4-7 (Shared Priority Strategies) Chapter 12 Performance Management
- further explanation/justification of the strategy for the location of new development in view of the significant expansion of "out of centre" development proposed, which the model identifies is likely to result in relatively high levels of car use	Strategy now based around RSS allocations/policy. Economic development aspirations of the region balanced with increased P.T support. Model predicts improved P.T patronage under LTP2 intervention scenario.	Chapter 3 Where we want to be? Chapter 6 Congestion

Criteria Two : Analysis

- 2a** The Plan contains appropriate analysis relating not only to existing local transport problems, but also to possible emerging problems, and to opportunities to deliver a better quality of life to local communities.
- 2b** The Plan's analysis of problems and opportunities is fully informed by the existing evidence base, including the past experience of the Plan authorities and others.
- 2c** The Plan's analysis avoids making assumptions that are not necessarily supported by evidence.
- 2d** The Plan addresses problems and opportunities across the full range of transport modes used in the area - including car travel, walking, cycling, public transport, taxis and private hire travel, distribution of freight, the use of public service vehicles, coach travel, motorcycling, wheelchair use and horse riding.
- 2e** The Plan makes appropriate use of analytical techniques (e.g. modelling and accessibility planning), and air quality assessment.
- 2f** The Plan demonstrates that the environmental impact of Plan schemes and policies has been fully considered and that the LTP will take opportunities to improve the environment (e.g. through the inclusion of selected analysis produced in support of a Strategic Environmental Assessment.)

Areas for development include: Problem	Solution	Reference
- A more comprehensive and robust assessment of the successes and failures of LTP1 and, therefore, the lessons for LTP2	Context for LTP2 now provided, with full consideration of lessons learned from LTP1.	Chapter 1 Introduction
- Quantification of the likely impact of key elements of the block programme	Full range of Strategic Model Testing to quantify impacts of not only the block programme, but Major Schemes.	Chapter 6 Congestion
- Considering the contribution that PTWs can make to LTP objectives	A full Powered Two Wheelers strategy outlined as part of the congestion strategy.	Chapter 6 Congestion
- A clear indication of how the SEA process has shaped the plan	Draft S.E.A included in the appendix with an explanation of how this has influenced LTP2 development from draft to full submission.	Appendix G

Criteria Three : Maximising Value from Resources

- 3a** The Plan analysis has sought to identify and prioritise the local transport policies and schemes that would deliver the best possible value for money.
- 3b** Every opportunity will be taken to make the best use of existing assets, both to avoid the need for new or upgraded infrastructure and to maximise the benefits of new or upgraded infrastructure.
- 3c** The Plan would maintain assets in a cost-effective way, and that asset maintenance will be informed by LTP objectives and targets.
- 3d** The Plan adequately considers (in the context of local circumstances) a range of potential options for delivering congestion, pollution and road safety benefits through managing demand for travel by road and influencing travel behaviour.
- 3e** The Plan demonstrates how the Network Management duty will be implemented in a way that will maximise the value of existing traffic networks.
- 3f** The Plan is not just a capital investment plan, but demonstrates how opportunities will be taken to improve transport outcomes through the effective use of revenue budgets.
- 3g** The Plan is framed in a way that is consistent with a realistic view of funding from all sources - including the 'planning guidelines' provided by the Department - and does not contain unfunded aspirations.
- 3h** The Plan will implement a robust and effective approach to budgeting, the control of costs, and the securing of partnership funding from non-LTP sources.

Areas for development include: Problem	Solution	Reference
- A more explicit explanation of how the preferred strategy and implementation programme has been derived, identifying the strategic policy decisions taken.	Explanation of required interventions given as part of the Congestion Chapter, including a "basket" of measures. "Where do we want to be?" chapter outlines vision and provides context for strategy. Value for money solutions have fully informed the implementation programmes of each Plan Partner. Asset management plan is incorporated in chapter 8.	Chapter 3 Where we want to be Chapter 6 Congestion Chapter 8 Asset Management

Areas for development include: Problem	Solution	Reference
- A clearer explanation of how the major scheme proposals relate to the key problems identified and the plan's objectives and an overview analysis of the alternatives considered and discounted	An extensive Major Schemes chapter is included describing in detail how each scheme relates to key problems in the area and contributes to the plan objectives. Analysis of alternatives considered and discounted has been undertaken.	Chapter 10 Major Schemes
-Integration of the TIF proposals into the final plan to set out a convincing strategy for addressing congestion and addressing declining public transport patronage in the medium-long term	TIF study proposals described within the congestion strategy. These proposals are explained within the context of partner aspirations and objectives.	Chapter 6 Congestion
- A more detailed account of the role that revenue programmes will play in delivering LTP objectives	Examples of revenue programmes and their contribution to the plan given.	Chapter 1 introduction
- An explanation of the processes in place to ensure that costs will be controlled and budgets managed effectively in implementing the plan	A full performance management chapter is now included. This includes a detailed explanation of a bespoke project management system and the contribution it makes to budgetary control and effective implementation.	Chapter 12 Performance Management

Criteria Four : Involvement

- 4a** The Plan has been developed with the full and active participation of all relevant tiers of local government and all relevant departments or divisions within local authorities.
- 4b** The Plan has been developed in a way that fully addresses local transport needs and opportunities across administrative boundaries.
- 4c** The Plan has been developed with the active involvement of a wide range of interested local stakeholders – including companies delivering transport services, other local businesses, local public services, local communities and special interest groups – and where possible makes use of existing consultative and planning bodies (e.g. Local Strategic Partnerships, Rural Transport Partnerships).
- 4d** The Plan's policies and schemes with impacts on strategic transport networks have been developed with the other responsible agencies (e.g. the Highways Agency, other DfT delivery agencies, rail industry bodies, freight operators, operators of coach services).
- 4e** The Plan analysis is informed by consideration of the full range of people, communities, public services and businesses affected by the Plan.

Areas for development include: Problem	Solution	Reference
<p>- Ensuring that key stakeholders (eg other local authority departments, neighbouring authorities, transport operators and strategic transport agencies (eg HA), the local community and business) are involved in the preparation of the final plan, if they have not already been involved to date</p>	<p>District annexes provide local evidence of the linkage with wider transport visions and strategies.</p> <p>See chapter 2 –LTP decision making structure diagram for liaison arrangements.</p> <p>Strategies for the plan have actively been developed in partnership with Northumberland and Durham. In addition to officer meetings as part of P.T, accessibility, road safety and congestion initiatives the STM has been developed to include both Northumberland and Durham journey to work areas. Region-wide land use planning allocations and RSS standards have also been taken in to account when developing the plan.</p>	<p>Chapter 2 Where we are now</p> <p>Chapter 3 Where we want to be</p> <p>Chapter 12 Performance Management</p> <p>Appendix J</p> <p>Stakeholder comments referred to in each individual shared priority strategy</p>
<p>- Identifying the way in which stakeholder consultation/involvement has shaped the plan</p>	<p>In December 2004 the Plan Partners commissioned Bostock Marketing Group (BMG) to undertake a full programme of stakeholder consultation. Consultation was carried out in three phases with a wide range of interested groups stakeholders.</p> <p>In addition, 2048 one to one interviews with the general public were undertaken to discuss their opinions on the draft plan initiatives.</p> <p>Themed events were held in order to gauge the opinions of the following organisations:</p> <ul style="list-style-type: none"> • Highways Agency • Environment Agency • Strategic Rail Authority • Freight Transport Association • Road Haulage Association • Confederation of Passenger Transport • Government Office North East • Port Authorities • One North East (RDA) • Universities • Newcastle Airport 	<p>Chapter 2 Where we are now</p> <p>Chapter 3 Where we want to be</p> <p>Chapter 12 Performance Management</p> <p>Appendix J</p> <p>Stakeholder comments referred to in each individual shared priority strategy</p>

Areas for development include: Problem	Solution	Reference
	<ul style="list-style-type: none"> • Local bus Operators • Cyclists Touring Club • Tynebikes • Sustrans • Living Streets • LSPs • BME Groups • Elderly Groups • Disabled Groups • Chamber of Commerce • English Nature • British Motorcycle Federation • Emergency Services • Elected Members • Local Access Forum • English Heritage • Capital Shopping Centres • Primary Care Trusts • The Regional Assembly • NECTAR • Talk <p>In addition to themed meetings with groups, a total of 29 in depth interviews were conducted with key stakeholders.</p> <p>Development of LTP2 from draft to submission status has fully taken in to account the opinions and suggestions generated by the consultation process. All of the major shared priority strategies have been considerably re-worked in the light of stakeholder involvement. In addition, strategies for Public Transport, Cycling and Walking have undergone significant re-working in order to take in to account the views of those consulted.</p>	<p>Chapter 2 Where we are now</p> <p>Chapter 3 Where we want to be</p> <p>Chapter 12 Performance Management</p> <p>Appendix J</p> <p>Stakeholder comments referred to in each individual shared priority strategy</p>

Criteria Five : Performance Management

- 5a** The Plan targets have been set in a way that reflects the transport aims and objectives of the local authority or authorities involved, and the wider policy and planning context, instead of (for example) a predetermined transport investment programme.
- 5b** Development of the Plan has brought about a robust system for reviewing LTP targets to ensure they are, and will remain, realistic and challenging.
- 5c** The Plan targets will measure outcomes directly, or measure outputs demonstrably related to outcome.
- 5d** The Plan will include all relevant mandatory targets and indicators.
- 5e** The plan targets will be accompanied where possible by year by year trajectories, and a robust process will be in place for setting these trajectories and monitoring performance against those trajectories.
- 5f** The plan identifies how the targets will be achieved, the key risks to the achievement of the targets, and how those risks will be managed

Areas for development include: Problem	Solution	Reference
- A stronger explanation that the level of the targets is both challenging yet realistic	A full breakdown of the methodology behind target setting has been provided for each indicator.	Chapter 11 Chapter 12
- More detail on proposals to monitor targets	Monitoring proposals have been described for each indicator, including rationale and methodology.	Chapter 11 Chapter 12
- A clearer and more comprehensive analysis of the key risks to achieving targets	Risk analysis for each target undertaken.	Chapter 11 Chapter 12
- A clearer identification of what needs to be implemented to achieve the targets.	Implementation plans have been related to targets and their achievement. Target section examines options for achievement.	Chapter 11 Chapter 12

Criteria Six : Priorities

- 6a** The Plan contains evidence that the developing accessibility strategy will deliver accessibility objectives, and will ensure those strategies and objectives are addressed by the wider local policy and planning agenda.
- 6b** The Plan convincingly addresses current and emerging congestion problems using a range of policy tools (or provides convincing evidence that there are no such problems), and ensures that the need to address congestion levels is addressed by the wider local policy and planning agenda.
- 6c** The Plan convincingly addresses current and emerging air quality problems – especially those in Air Quality Management Areas – that are related to local transport (or provides evidence that there are no such problems), and ensures that local transport related air quality problems are addressed by the wider local policy and planning agenda.
- 6d** The Plan will convincingly deliver better road safety outcomes, especially for vulnerable road users, through a range of policy tools, and ensures that the road safety objectives are addressed by the wider local policy and planning agenda.
- 6e** The Plan policies and schemes will demonstrably take all reasonable opportunities to deliver:
- sustainable and prosperous communities
 - enhanced, 'people-friendly' public spaces
 - protection and enhancement of landscapes and biodiversity
 - enhanced personal security
 - healthier communities
 - fewer transport-related noise problems
 - progress towards climate change objectives

Areas for development include: Problem	Solution	Reference
- A stronger assessment of the likely impact of measures to tackle accessibility problems and more detail on partnership working/non-transport measures	A re-write of the Accessibility strategy since Draft LTP2 has been undertaken. This new version better explains the impact of the planned strategy and details arrangements for partnership working/non-transport measures.	Chapter 4 Accessibility
- A stronger assessment of the likely impact of measures proposed for LTP2 to address congestion	Full STM tests demonstrating the impacts of proposed measures on congestion are provided.	Chapter 6 Congestion
- Better linking of the draft/finalised AQMA action plan(s) into the LTP, ensuring that it is clear as to how the problems are to be addressed	Full Air Quality strategy with direct linkage to a full AQMA Action Plan within the Appendix This plan is clear as to how problems will be addressed.	Chapter 7 Air Quality Appendix E
- More specificity as to key wider quality problems in Tyne and Wear and ways in which, through transport, they will be addressed.	A full examination of the wider problems facing Tyne and Wear from Quality of life, to biodiversity to Economic Development is included.	Chapter 2 Where we are now Chapter 3 Where we want to be

