

## Chapter 3 Governance and Monitoring

### 3.1 Governance structure

Tyne and Wear has a series of established governance arrangements for the development of transport policies and strategies in the region. These are a legacy of the close working arrangements the partners enjoy as part of the Local Transport Plan process. This delivery plan, together with the delivery plans for the other three shared priorities (Congestion, Road Safety and Accessibility), is subject to the same governance arrangement. This ensures that “ownership” of the plan is clear and the various stakeholders responsible for its development and subsequent delivery are able to contribute fully to the implementation process.

#### Political Governance

- Joint Lead Members (Transport)

The Tyne and Wear Joint Lead Members (Transport) group is made up of the portfolio holder for Transport from each of the partner authorities, in addition to representation from the Chair of the PTA. This group provides the political steer for the transport planning process in the Tyne and Wear conurbation. As the group has long-term responsibility for governance of the Local Transport Plan (LTP) it is best placed to oversee the development and implementation of the four shared priority action plans. Joint Lead Members are the official political owner of this plan.

#### Organisational Governance

- Tyne and Wear Chief Executives Group

This group consists of the leaders of the respective Tyne and Wear authorities. It provides a forum for consensus building at the highest officer level and allows a co-ordinated approach to be developed for major initiatives in the Tyne and Wear region. This group has received reports via Joint Lead Members on the nature and purpose of these plans.

- LTP Steering Group

LTP Steering Group is a Director-level officer group charged with overseeing and steering the strategic direction of the LTP process. The group ensures that heads of service with a responsibility for delivery arms relevant to this plan are aware of its aims and objectives. This group receives monthly reports from Joint Transport Working Group and reports every two months to the Joint Lead Members Group.

- Joint Transport Working Group

The Joint Transport Working Group meets every two weeks and comprises officers with responsibility for transport planning and traffic engineering. This meeting includes officers from Nexus (Tyne & Wear PTE). Directly, this group is charged with preparation and delivery of the LTP, oversight of the LTP Core Team and for guiding the production of the four action plans.

- LTP Core Team

The LTP team prepare, manage and monitor both the LTP and the four action plans. Representatives from the team attend all relevant work stream meetings in order to ensure the aims and objectives of Tyne and Wear's transport strategies are understood and implemented by the various officer groups across the themes of the local transport plan. As such the team are ideally placed to ensure that this plan is a living document.

- Air Quality Steering Group

The development, implementation and monitoring of the Air Quality Strategy was overseen by an Air Quality Steering group, comprising relevant officers of the five metropolitan authorities. This Steering Group has played a pivotal role in the development of previous delivery plans in the adjoining authorities where AQMAs have also been declared.

### **3.2 Monitoring**

Air Quality monitoring is mainly employed to detect and measure specific traffic related pollutants, such as NO<sub>2</sub>. Current monitoring data is obtained from diffusion tubes and automatic analysers at continuous receptor sites in Tyne and Wear, with special regard to AQMAs and now future AQMAs. It is due to well functioning and developed monitoring practices that future AQMAs have been identified before, rather than after, they exceed the NO<sub>2</sub> 40µg/m<sup>3</sup> annual threshold. It is therefore evident that there is a definite need for further monitoring in order to identify problem areas and to use existing conditions to predict future exceedences. Further and more advanced monitoring opportunities have been identified through the 'Message' project currently lead by Newcastle University and Instrumented Cities to link existing SCOOT system data to air quality levels (see Chapter 8).

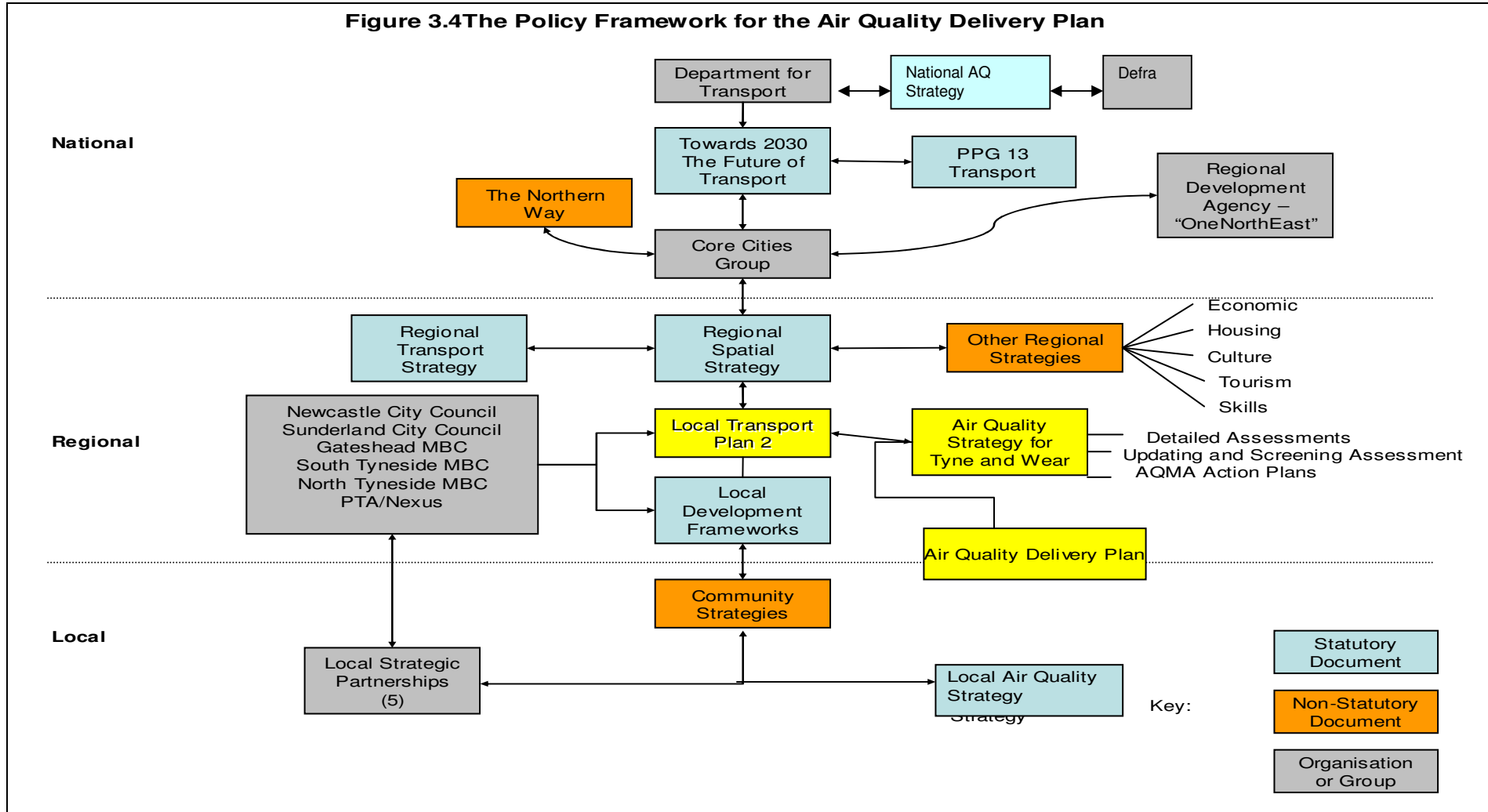
### **3.3 Measuring Performance**

Performance towards the target will be measured by the LTP Monitoring Sub-group. This group is made up of representatives from each Local Authority, Nexus, the LTP team, and the traffic and accident data unit (TADU). The group meets every other month and has access to a wide range of resources including ATC data, ITIS data and the Strategic Transport Model. All monitoring activity is carried out in accordance with DfT guidance, in particular the document "How to monitor Indicators in Local Transport Plans and Annual

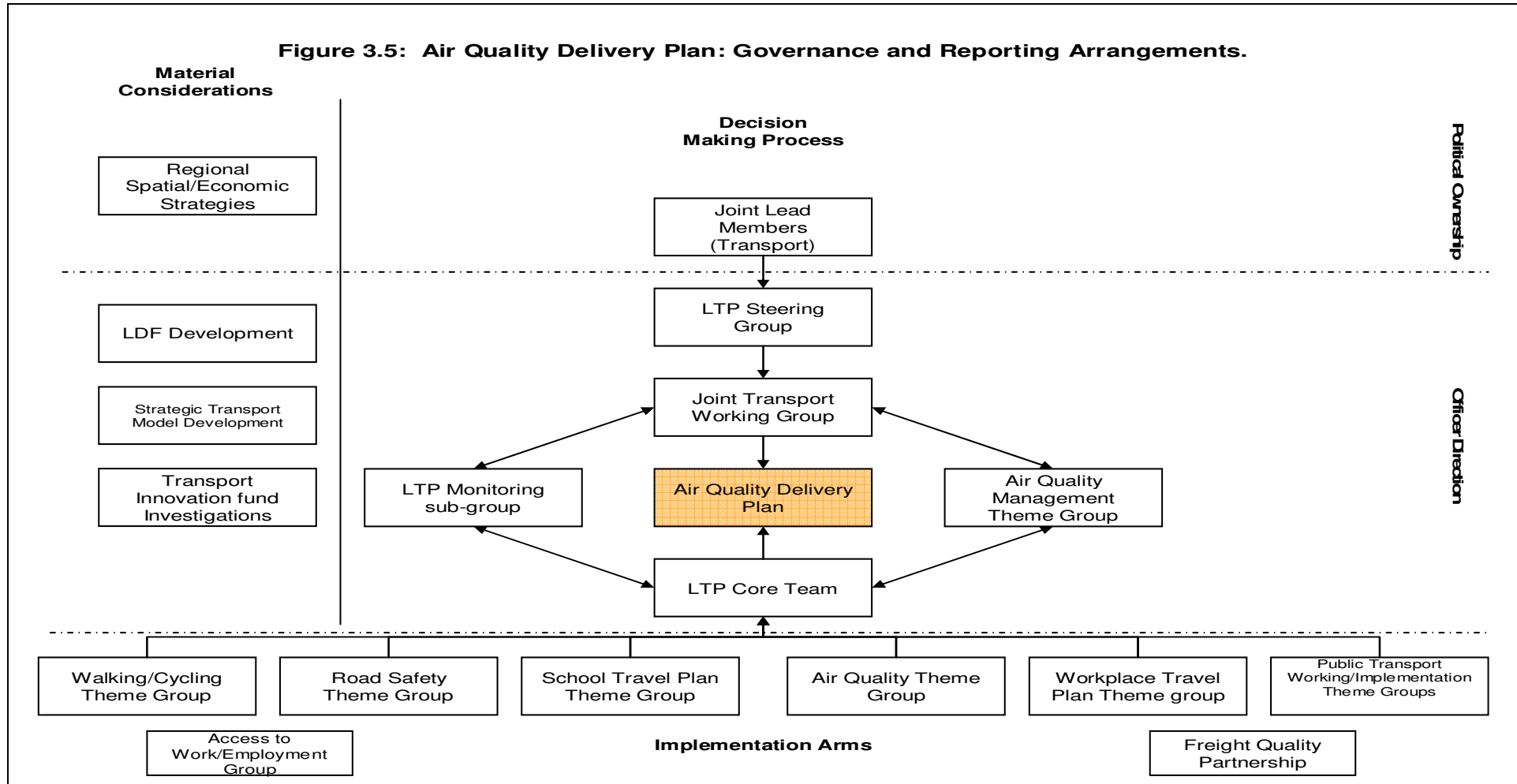
Progress Reports”. Chapter 8 of this report furthermore provides a timeline detailing review points within the plan period relevant to the measurement of progress.

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**Figure 3.4 The Policy Framework for the Air Quality Delivery Plan**



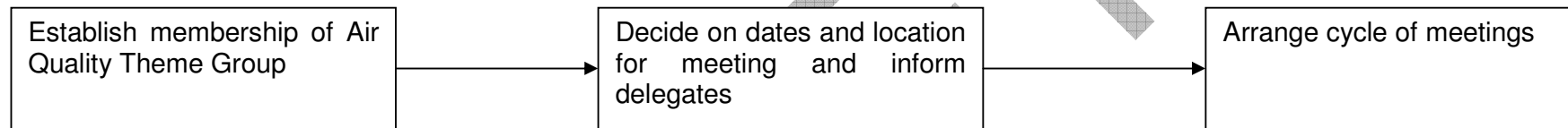
**Figure 3.5: Air Quality Delivery Plan: Governance and Reporting Arrangements.**



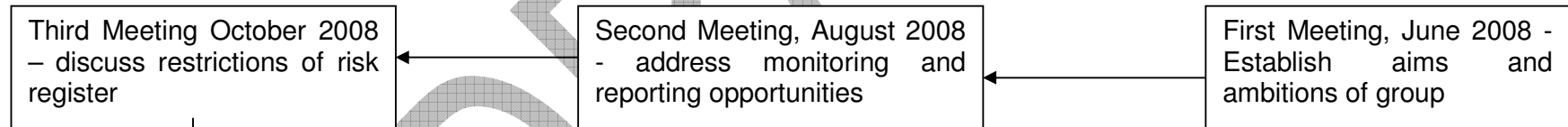
**Table 3.6: Monitoring Timeline**

A special Air Quality theme group consisting of Air Quality officers and experts from each plan partner will be assembled to take ownership of the progress and monitoring of this plan. This group will meet once every two months in order to report and monitor progress achieved through the implementation of the plan, as well as update the risk register. The Steering Group will be built into the lifetime of the LTP2, and will hence be in place until 2011.

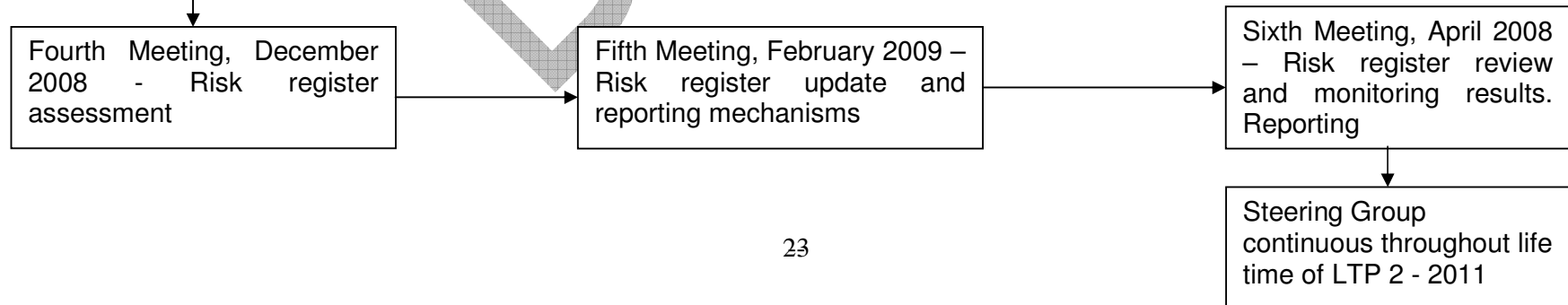
First Step:



Second Step: Establishing aims, ambitions, monitoring and reporting mechanisms of the Group



Third Step: Risk Register and restrictions to Air Quality – how to overcome and monitor this.



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