

Implementation

Id No	Respondent	Implementation
345	Age Concern	<p>It is most positive that in Para 4.19 The Assembly recognises that the publication of this submission draft RSS is not the end-point of community involvement and that maintaining dialogue with the community through the stages of implementation may make it easier to re-engage people in subsequent revisions and help foster a common ownership of the strategy.</p> <p>In Para 4.20 it is encouraging that the Assembly will seek to ensure that the community is kept informed of the results of monitoring and has the opportunity to actively participate in any review of the document throughout its life.</p>
448	Cyclist Touring Club	<p>Outcomes & indicators we support road space reprioritisation</p> <p>With regard to an output indicator for new cycle lanes we would ask that these have to meet certain criteria - have min width of 1.5 m and have parking restrictions - otherwise they are not safe. Lead in lanes to ASLs should not be counted</p>
256	North East Wildlife Trust	<p>We have concerns over the presentation of biodiversity in the implementation document where there are apparently few if any specific outputs or actions to deliver the policies included. There are no indications of resources for delivery.</p>
42	Redcar & Cleveland Borough Council	<p>The Implementation Plan includes a section on workforce development; however, this is a consideration of generic skills needs and development. The skills shortages in the construction industry that could impact upon the deliverability of the strategy are not specifically addressed.</p> <p>The RSS should include further consideration of the potential impact of the predicted skills shortage in the construction industry could have on the deliverability of the RSS.</p> <p>The RSS Implementation Plan recognises that there may be scope for a regional or sub-regional strategy that addresses demand management issues. It will be vital for a co-ordinated approach to demand management to be applied cross the sub-region in order for this to succeed</p> <p>It is considered that the RSS should take a stronger strategic approach to transport policy at the sub-Regional level to ensure consistency in approach across local authorities. (Theme 3D Connectivity and Implementation Plan)</p>
207	Tees Valley Joint Strategy Unit	<p>While the RSS does acknowledge that many of the assumptions on which it is based could be inaccurate, or happen faster or slower than envisaged, it gives little recognition to the external influences that could impact on the deliverability and successful implementation of its policies and proposals. The RSS needs to acknowledge that many factors that affect the regional economy are outside the control not only of local authorities, but also key stakeholders and partner organisations. This further reinforces the need for effective monitoring and the need for robust 'triggers' that will indicate the need for a review or partial review of RSS.</p>