

PLEASE NOTE VENUE

CABINET AGENDA



Monday 22nd January, 2007

at 9:00 a.m

in the Red Room, Avondale Centre, Dyke House, Hartlepool
(Raby Road entrance)

MEMBERS: CABINET:

The Mayor, Stuart Drummond

Councillors Hargreaves, Hill, Jackson, Payne, Tumilty and R Waller

1. APOLOGIES FOR ABSENCE

2. TO RECEIVE ANY DECLARATIONS OF INTEREST BY MEMBERS

3. MINUTES

To receive the Record of Decision in respect of the meeting held on 8 January 2007
(already circulated)

4. BUDGET AND POLICY FRAMEWORK

4.1 Community Strategy and Neighbourhood Renewal Strategy – *Head of
Community Strategy*

5. KEY DECISIONS

No items

6. OTHER ITEMS REQUIRING DECISION

6.1 Revision to Local Development Scheme – *Director of Regeneration and Planning
Services*

6.2 Proposed Collective Disputes Resolution Procedure – *Chief Personnel Officer*

PLEASE NOTE VENUE

7. ITEMS FOR DISCUSSION / INFORMATION

7.1 Hartlepool and Climate Change – *Director of Neighbourhood Services*

8. REPORTS FROM OVERVIEW OF SCRUTINY FORUMS

8.1 Final Report – Raising Boys Achievement – Bridging the Gender Gap –
Children's Services Scrutiny Forum

<p style="text-align: center;">CABINET REPORT 22nd January 2007</p>
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Report of: Head of Community Strategy

Subject: COMMUNITY STRATEGY & NEIGHBOURHOOD
RENEWAL STRATEGY

SUMMARY

1. PURPOSE OF REPORT

To update Cabinet on the progress of the review of the Community Strategy & Neighbourhood Renewal Strategy that began in May 2006 and to seek agreement to a revision of the review's timetable.

2. SUMMARY OF CONTENTS

The report provides background to the review and briefly summarises the implications (for the review) of the recently published Local Government White Paper. It then sets out the review's progress to date. It continues by reviewing the requirements of the European Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment. The report concludes with the recommendation that Cabinet agree the revised review timetable to take into account the requirements of the Directive.

3. RELEVANCE TO CABINET

The Community Strategy and the Local Agenda 21 Strategy form part of the policy framework.

4. TYPE OF DECISION

Budget and Policy Framework

5. DECISION MAKING ROUTE***1st Consultation Draft:***

Hartlepool Partnership	5 th September 2006
Cabinet	11 th September 2006
Scrutiny Co-ordinating Committee	15 th September 2006

Proposed timetable for 2nd Consultation Draft:

Cabinet	19 th March 2007
Hartlepool Partnership	23 rd March 2007

Proposed timetable for 3rd Consultation Draft:

Hartlepool Partnership	September 2007
Cabinet	September 2007
Scrutiny Co-ordinating Committee	September 2007

Proposed timetable for Final Strategy:

Hartlepool Partnership	December 2007
Cabinet	December 2007
Council	December 2007

6. DECISIONS REQUIRED

Cabinet is asked to note the progress of the Community Strategy & Neighbourhood Renewal Strategy review and agree the revised timetable for the Strategy's adoption.

Report of: Head of Community Strategy

Subject: COMMUNITY STRATEGY & NEIGHBOURHOOD
RENEWAL STRATEGY REVIEW 2006

1. PURPOSE OF REPORT

- 1.1 To update Cabinet on the progress of the review of the Community Strategy & Neighbourhood Renewal Strategy that began in May 2006 and to seek agreement to a revision of the review's timetable.

2. BACKGROUND

- 2.1 Part 1 of the Local Government Act 2000 places on principal Local Authorities a duty to prepare Community Strategies for promoting or improving the economic, social and environmental well-being of their areas, and contributing to the achievement of sustainable development in the UK.
- 2.2 Government guidance issued in December 2000 stated that Community Strategies should meet four objectives. They must:
- Allow local communities (based upon geography and/or interest) to articulate their aspirations, needs and priorities;
 - Co-ordinate the actions of the Council, and of the public, private, voluntary and community organisations that operate locally;
 - Focus and shape existing and future activity of those organisations so that they effectively meet community needs and aspirations; and
 - Contribute to the achievement of sustainable development both locally and more widely, with local goals and priorities relating, where appropriate, to regional, national and even global aims.
- 2.3 The Hartlepool Partnership, the town's Local Strategic Partnership, and the Council agreed a draft Community Strategy in April 2001 and adopted a final version in April 2002. Hartlepool's Community Strategy set out a timetable for review in five years. In line with this agreement, the Community Strategy Review 2006 was launched on 5th May 2006
- 2.4 A timetable for review was established with the identification of three phases of work leading to the adoption of a new strategy in April 2007. The first phase, pre-consultation was launched on 5th May and concluded in July 2006. The second phase, consultation on the first draft, ran from September to 17th November 2006. The third phase of the review was scheduled run from January 07 to April 07 and lead up to the Strategy's formal adoption in April 07.

3. THE LOCAL GOVERNMENT WHITE PAPER

3.1 In October 2006, the Local Government White Paper, *Strong and prosperous communities* was published. Chapter 5 sets out a framework for effective and coordinated local service delivery including:

- A duty on the local authority to prepare the Sustainable Community Strategy in consultation with others as set out in section 4 of the Local Government Act 2000; and
- That the Sustainable Community Strategy and other local and regional plans to be drawn up with regard to each other.

3.2 The role of the Sustainable Community Strategy is established as setting out the strategic vision for a place. It is to provide a vehicle for considering and deciding how to address difficult cross-cutting issues such as the economic future of an area, social exclusion and climate change. Building these issues into the community's vision in an integrated way is established as being at the heart of creating sustainable development at the local level.

3.3 To underpin these reforms the Government has set out its intention to issue one, new streamlined piece of guidance on the place-shaping role, replacing existing statutory and on-statutory guidance currently in place. The timetable for publication of this new guidance is unclear, though it is unlikely to be available before Autumn 2007.

4. HARTLEPOOL'S AMBITION

4.1 The 1st draft of a revised Community Strategy & Neighbourhood Renewal Strategy was published in September 2006. The Strategy built on the 2002 Strategy and set out a revised policy framework for Hartlepool. Key revisions included:

- The Strategy incorporated the previously separately published Neighbourhood Renewal Strategy (2002) and the Sustainable Development Strategy (2001);
- Housing and Environment were established as Priority Aims in their own right and as a result the number of priority aims has increased from 7 to 8;
- The vision has been revised along with many of the Priority Aims and Objectives;
- Changes to the Neighbourhood Renewal Strategy boundary to include the disadvantaged part of Throston ward.

4.2 Consultation on the first draft has now closed with a wide range of responses being received including feedback from residents, Theme Partnerships, public bodies and statutory consultees. Initial analysis shows strong support for the revised vision, aims and objectives. More detailed analysis is currently being carried out.

4.3 The first draft set out the intention to carry out a number of appraisals on the draft strategy to highlight practical ways to enhance the positive aspects of the Strategy and to remove or minimise any negative impacts. The appraisals outlined were:

- Sustainability Appraisal
- Strategic Environmental Assessment (2001/42/EC)
- Health Impact Assessment
- Section 17
- Rural Proofing
- Diversity Impact Assessment.

5. STRATEGIC ENVIRONMENTAL ASSESSMENT

5.1 The European Directive 2001/42/EC requires assessments for plans which “set a framework for future development consent of projects”, “determine the use of small areas at a local level” or which “are minor modifications to plans only where they are determined to be likely to have a significant environmental effects”. At the time of writing the first draft Community Strategy, it was not clear if a Strategic Environmental Assessment (SEA) would be required and an undertaking was made to seek further advice as to potential compliance with the Directive.

5.2 This initial advice has now been sought, and more detailed information on the directive is included at **Appendix 1**. The SEA flowchart on page 1 shows that where a plan or policy sets a framework for future development consent of projects the Directive applies. The draft Community Strategy does indeed identify development areas including Hartlepool Quays and the Southern Business Zone and as a result, it is likely that the Directive will apply to the Strategy’s preparation.

5.3 Carrying out a Strategic Environmental Assessment is not a simple or quick process, as the requirements identified on page 2 of Appendix 1 show. Work is already underway to meet the Directive’s requirements and a set of joint Sustainability Appraisal (SA) / Strategic Environmental Assessment objectives is currently being prepared (page 3, Appendix 1). Consultation on the draft objectives has indicated broad support as well as highlighting areas where the objectives could be strengthened.

5.4 A training course for officers was also held in late December to enable this new area of work to be effectively carried out.

6. NEXT STEPS

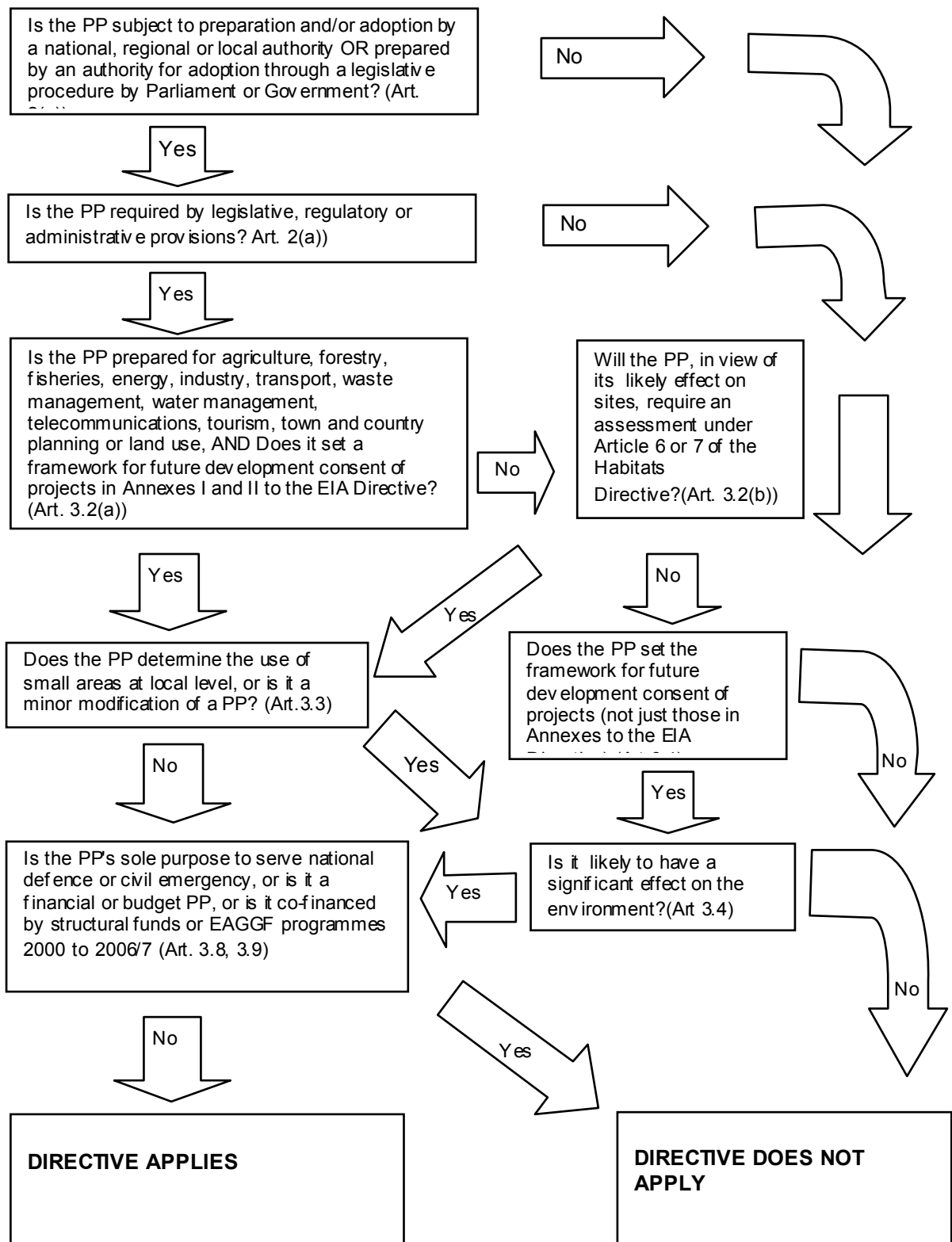
6.1 As a result of this additional requirement, it will not be possible to keep to the original timetable of adoption of the revised Community Strategy by April 2007. A more realistic timetable would now appear to be:

Preparation of SEA Environmental Report	May 2007
Consultation on report	May – July 2007
Testing of draft Community Strategy against SEA/SA objectives	August 2007
Agreement to revised draft of Community Strategy by Cabinet and Hartlepool Partnership	September 2007
Consultation on revised draft, including Scrutiny Coordinating Committee	September – October 2007
Adoption of new Community Strategy by Council and the Hartlepool Partnership	December 2007

7. RECOMMENDATIONS

- 7.1 Cabinet is requested to note the progress of the Community Strategy & Neighbourhood Renewal Strategy review and agree the revised timetable for the Strategy's adoption.

Strategic Environmental Assessment screening flowchart (ODPM, 2004)



PP stands for Plan / Program

Strategic environmental assessment

The SEA Directive: Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment

<p>Preparing an environmental report in which the likely significant effects on the environment of implementing the plan, and reasonable alternatives taking into account the objectives and geographical scope of the plan, are identified, described and evaluated. The information to be given is (Annex I):</p> <ol style="list-style-type: none"> An outline of the contents, main objectives of the plan, and relationship with other relevant plans and programmes; The relevant aspects of the current state of the environment and the likely evolution thereof without implementation of the plan; The environmental characteristics of areas likely to be significantly affected; Any existing environmental problems which are relevant to the plan including, in particular, those relating to any areas of a particular environmental importance, such as areas designated pursuant to Directives 79/409/EEC and 92/43/EEC; The environmental protection objectives, established at international, Community or national level, which are relevant to the plan and the way those objectives and any environmental considerations have been taken into account during its preparation; The likely significant effects on the environment, including on issues such as biodiversity, population, human health, fauna, flora, soil, water, air, climatic factors, material assets, cultural heritage including architectural and archaeological heritage, landscape and the interrelationship between the above factors. (These effects should include secondary, cumulative, synergistic, short, medium and long-term permanent and temporary, positive and negative effects); The measures envisaged to prevent, reduce and as fully as possible offset any significant adverse effects on the environment of implementing the plan; An outline of the reasons for selecting the alternatives dealt with, and a description of how the assessment was undertaken including any difficulties (such as technical deficiencies or lack of know-how) encountered in compiling the required information; a description of measures envisaged concerning monitoring in accordance with Article 10; a non-technical summary of the information provided under the above headings <p>The report must include the information that may reasonably be required taking into account current knowledge and methods of assessment, the contents and level of detail in the plan, its stage in the decision-making process and the extent to which certain matters are more appropriately assessed at different levels in that process to avoid duplication of the assessment (Article 5.2)</p>
<p>Consulting:</p> <ul style="list-style-type: none"> authorities with environmental responsibilities, when deciding on the scope and level of detail of the information which must be included in the environmental report (Article 5.4) authorities with environmental responsibilities and the public, to give them an early and effective opportunity within appropriate time frames to express their opinion on the draft plan and the accompanying environmental report before the adoption of the plan (Article 6.1, 6.2) other EU Member States, where the implementation of the plan is likely to have significant effects on the environment in these countries (Article 7).
<p>Taking the environmental report and the results of the consultations into account in decision-making (Article 8)</p>
<p>Providing information on the decision:</p> <p>When the plan is adopted, the public and any countries consulted under Article 7 must be informed and the following made available to those so informed:</p> <ul style="list-style-type: none"> the plan as adopted a statement summarising how environmental considerations have been integrated into the plan and how the environmental report of Article 5, the opinions expressed pursuant to Article 6 and the results of consultations entered into pursuant to Article 7 have been taken into account in accordance with Article 8, and the reasons for choosing the plan as adopted, in the light of the other reasonable alternatives dealt with; and the measures decided concerning monitoring (Article 9)
<p>Monitoring the significant environmental effects of the plan's implementation (Article 10)</p>

1st Draft SA/SEA objectives for Hartlepool

Environmental
1. To protect and enhance biodiversity and geodiversity and the protection of nature conservation sites and ensure careful use of natural resources.
2. To protect and enhance the quality and distinctiveness of the area's landscapes and open spaces, townscapes, streetscapes, countryside and prevent urban development expanding into the countryside.
3. To preserve and enhance the quality, character and setting of Conservation Areas, Listed Buildings and areas of archaeological interest and improve the surrounding landscape and open space. To secure access to these cultural assets.
4. To monitor protect and improve local air quality and to control atmospheric, noise, land and water pollution.
5. To protect the quality of controlled waters and improve the surrounding infrastructure such as coastal defences and to minimise the risk of flooding.
6. To minimise energy use through the sustainable efficient and effective use of buildings land and transport; support the increasing use of renewable energy resources and reduce the effects of climate change.
7. To minimise the generation of household and commercial waste and maximise all opportunities for recycling waste materials.
8. To promote the re-use of previously developed land and ensure the balance of supply and demand in the housing stock is met.
Social
9. To ensure that there is access to a choice of good quality housing in sustainable communities across tenures to meet the needs and aspirations of residents and to encourage improvements in homes to meet and exceed 'decent homes standards'
10. To enable the development of new and improved education facilities for education, training and lifelong learning and to meet the workforce needs of local contractors and other major employers from local sources.
11. To create a safer and cleaner communities by reducing crime, violence, disorder and anti-social behaviour and improving, maintaining and keeping clean public areas.
12. To provide adequate play provision, parks and open space and provide opportunities for physical activity to promote healthier lifestyles.
Economic
13. To maintain and improve the accessibility and quality of key services and facilities and improve access to jobs.
14. To promote social inclusion and tackle worklessness ensuring no group is disadvantaged.
15. To ensure that the physical environment is attractive responsive, flexible and sustainable and to encourage high quality design in new developments.
16. To encourage and support the establishment and development of inward investment companies, existing and 'new start' businesses, providing a range of quality sustainable jobs and a more diverse local economy.
17. To diversify the rural economy.
18. To improve the viability and vitality of town and local centres with sufficient retail facilities.
Additional
19. Futurity: Ensuring development that meets the needs of today should not restrict choices and opportunities for future generations.
20. Tackle global sustainability issues ensuring that more emphasis is placed on climate change and global warming effects.
21. Encourage stronger communities through cohesion and engagement and increased consultation.

CABINET REPORT

22 January 2007



Report of: Director of Regeneration and Planning Services

Subject: REVISION TO LOCAL DEVELOPMENT SCHEME

SUMMARY

1. PURPOSE OF REPORT

To seek approval for the revisions to the Local Development Scheme of July 2006.

2. SUMMARY OF CONTENTS

The Local Development Scheme sets out the three year rolling programme for the preparation of planning policy documents. It should be kept up to date as far as possible and revised periodically to ensure that key milestones relating to the preparation process are as realistic as possible. There are three main items which need to be revised to reflect changes over the last year.

- a). The completion and adoption of the Statement of Community Involvement (SCI)
- b) The amendment of the table setting out the key milestones for the preparation of the Planning Obligations Supplementary Planning Document (SPD) to reflect the timescales which have been set by consultants undertaking work on Open Space provision.
- c) Inclusion of the timetable for the preparation of a new Supplementary Planning Document on Transport Assessment & Travel Plan Guidance

3. RELEVANCE TO CABINET

The Local Development Scheme sets out the Council's programme for the preparation of development plan documents forming part of the Development Plan which is part of the Budget and Policy Framework.

4. TYPE OF DECISION

Non Key Decision

5. DECISION MAKING ROUTE

Cabinet 22 January 2007

6. DECISION(S) REQUIRED

To approve the revisions of the Local Development Scheme for submission to the Secretary of State.

Report of: Director of Regeneration and Planning Services

Subject: **REVISION TO LOCAL DEVELOPMENT SCHEME**

1. PURPOSE OF REPORT

1.1 To seek approval for revisions to the Local Development Scheme to reflect certain changes which have taken place over the last year.

2. BACKGROUND

2.1 The preparation of a Local Development Scheme is a requirement under the new planning system. Its main purpose is to identify a rolling programme for the council's proposals for producing policy documents over the next three years and to highlight the stages in the preparation of planning policy documents particularly with regard to public participation with the community and major stakeholders.

2.2 The Secretary of State approved the original Local Development Scheme in March 2005 and a subsequent revision in July 2006.

2.3 Five documents were highlighted in the 2006 Local Development Scheme, namely

- Statement of Community involvement
- Core Strategy Development Plan Document (DPD)
- Housing Allocation Development Plan Document (DPD)
- Planning Obligations Supplementary Planning Document (SPD)
- Joint Minerals and Waste Development Plans Documents (DPDs)

3. REVISIONS TO THE LOCAL DEVELOPMENT SCHEME

3.1 It is important that the Local Development Scheme (LDS) is kept up to date and is revised periodically to ensure that it is rolled forward and that key milestones relating to the plan preparation process are as realistic as possible.

3.2 There are three main items which need to be revised to reflect changes over the last year.

- a) The Statement of Community Involvement This document was adopted by the Council on 26th October 2006 and should now be deleted from the LDS.
- b) Planning Obligations Supplementary Planning Document (SPD)
Whilst initial work has indeed commenced on the SPD with an assessment of developer contributions for play facilities based on set formulae, the amount of preparation work outstanding is still considerable. Consultants are currently working on an assessment of Open Space. This is a lengthy and complex process which has caused a delay in the programme originally envisaged for the preparation of this SPD. It is therefore proposed to revise the timetable to reflect that the consultation on the draft document will take place in October 2007 and that adoption is envisaged in April 2008.
- c) Transport Assessment & Travel Plan Guidance Supplementary Planning Document (SPD)
The Transportation Section of the Neighbourhood Services Department is preparing guidance on Transport Assessment & Travel Plans. Government advice requires a Travel Plan to be submitted with those planning applications likely to have significant transport implications. The Hartlepool Local Transport Plan (LTP) encourages Travel Plan as a means of reducing the need to travel by car.

As the use of Travel Plans and Transport Assessments is required or encouraged under policies Tra19 and Tra20 of the Hartlepool Local Plan 2006 in order to manage the transport needs of an organisation, it is appropriate that any related guidance prepared by the Council is formally adopted as a Supplementary Planning Document within the Local Development Framework (LDF).

Officers have agreed a timetable for the preparation of this SPD and it is now included in the LDS.

- 3.3 A copy of the Revised Local Development Scheme is attached as **Appendix 1**.
- 3.4 The Revised Local Development Scheme needs to be agreed with the Planning Inspectorate prior to being formally submitted to the Secretary of State.

4. OFFICER ADVICE

- 4.1 That the Revised Local Development Scheme be approved for consultation with the Planning Inspectorate and subject to their acceptance of the programme the revised LDS be submitted to the Secretary of State for approval.

LOCAL DEVELOPMENT SCHEME

January 2007



HARTLEPOOL BOROUGH COUNCIL

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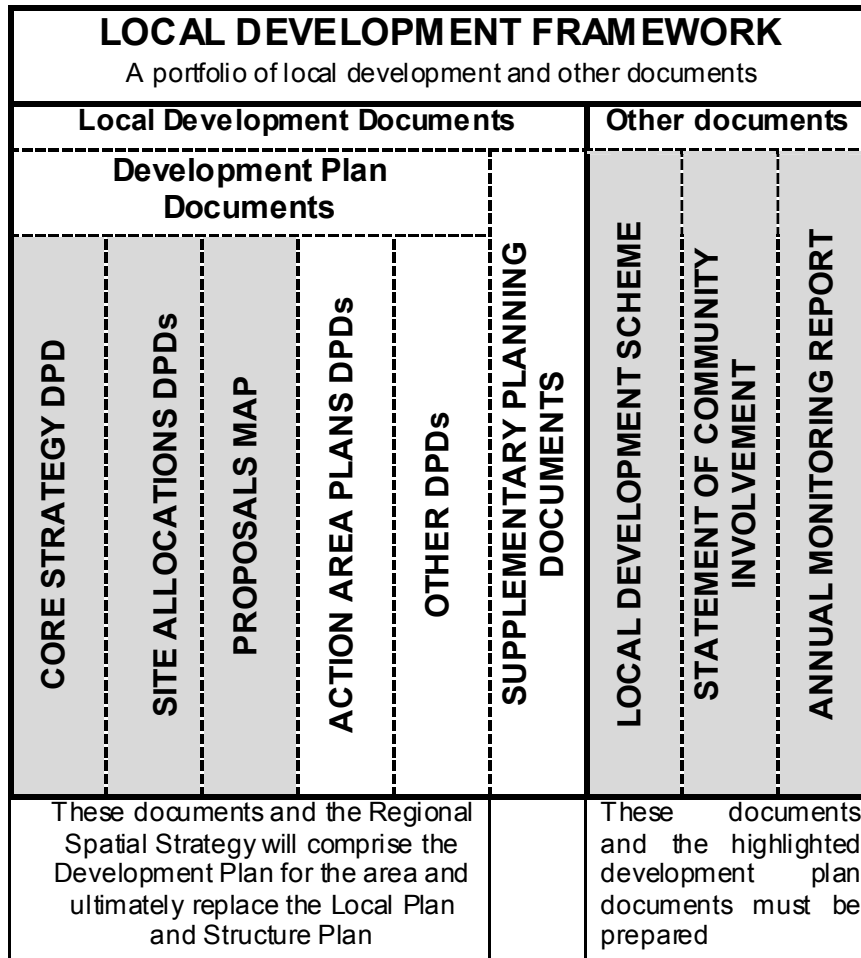
1. Introduction

- 1.1. This local development scheme sets out a rolling programme for the preparation of documents relating to forward planning in Hartlepool. It is specifically concerned with documents being prepared over the next three years or so, but also highlights those which are likely to be prepared in the future. The scheme will be reviewed as necessary as circumstances change (see section 9).
- 1.2. The local development scheme was first published in March 2005. It was subsequently reviewed in July 2006 to take account of the proposal to prepare a joint Minerals and Waste Local Development Framework and also to exclude from the programme, the Hartlepool Local Plan, which had been adopted in April 2006. This further review relates mainly to changes to the timetable for the preparation of the Planning Obligations SPD and the preparation of a new SPD on Transport Assessment & Travel Plan Guidance.
- 1.3. The scheme acts as the starting point for the community, key stakeholders and others with an interest in the development process, to find out about the status of existing and emerging planning policies. It sets out the timetable and highlights the key stages for the preparation of new policy documents and when they are proposed to be subject to public consultation.
- 1.4. Statutory planning policies for Hartlepool are presently set out in the 2004 Tees Valley Structure Plan and the 2006 Hartlepool Local Plan including Mineral and Waste policies.
- 1.5. The Planning and Compulsory Purchase Act 2004 has resulted in major changes to the way the planning policy system operates and in the future new types of planning document will be prepared. Local Development Documents (LDDs) contained within a Local Development Framework (LDF) will progressively replace the Local Plan and Supplementary Planning Guidance, whilst at the regional level, a new Regional Spatial Strategy currently under preparation will replace the Regional Planning Guidance for the North East.
- 1.6. Acronyms and terminology used in this document are explained in Appendix 1.
- 1.7. The Local Development Scheme describes the main features of the new planning system and then sets out the programme for the production of future planning policies. Important aspects related to the process for the development of planning policies are highlighted in sections 4 to 8 of the Scheme and the final section identifies circumstances in which the scheme will be reviewed.

2. The New Development Planning System

2.1. The **Local Development Framework** will comprise a portfolio of **Local Development Documents** which will together deliver the spatial planning strategy for the Hartlepool area (see Diagram 1 below). Initially the Local Development Framework will also include saved policies from the local plan and the structure plan (see paragraphs 3.3 to 3.4).

Diagram 1:



2.2 The documents comprising the Local Development Framework include

- This document – the **Local Development Scheme** (LDS) – setting out the details of each of the Local Development Documents to be started over the next three years or so and the timescales and arrangements for preparation. The scheme also sets out the timetable for the adoption of the new local plan currently at an advanced stage of preparation.
- **Development Plan Documents** (DPDs) – which together with the Regional Spatial Strategy will comprise the statutory Development Plan and deliver the spatial planning strategy for the area. The Development Plan Documents will be subject to independent public examination.

The completion of the new Hartlepool Local Plan will reduce the necessity for undertaking the preparation of DPDs in the short term, but ultimately

there will be a number of different types of Development Plan Documents as follows:

- **Core Strategy** setting out the spatial vision, spatial objectives and core policies for the area;
- **Site Specific Allocations** of land such as housing and employment sites;
- **Action Area Plans** (where needed) relating to specific parts of the area where there will be comprehensive treatment or to protect sensitive areas
- **Proposals Map** which will be updated as each new DPD is adopted;
- **DPDs** containing waste and minerals policies;
- together with any other DPDs considered necessary.

The Core Strategy must generally conform with the Regional Spatial Strategy and all other DPDs must conform with the Core Strategy.

- **Supplementary Planning Documents (SPDs)** – these are non-statutory documents expanding on or providing further detail to policies in a development plan document – they can take the form of design guides, development briefs, master plans or issue-based documents. Although SPDs will be subject to full public consultation, they will not be independently examined.
- **Statement of Community Involvement (SCI)** – setting out the policy for involving the community and key stakeholders both in the preparation and revision of local development documents and with respect to planning applications.
- **Annual Monitoring Report** – assessing the implementation of the local development scheme and the extent to which policies in local development documents are being achieved.

3. The Local Development Scheme

- 3.1. The first Local Development Scheme was prepared by the Council in March 2005 with a review approved in July 2006.
- 3.2. This further review of the scheme sets out the programme for the preparation for the first local development documents to be produced under the new planning system. Diagram 2 provides an overview of the timetable for the production of these documents covering the next three years or so.
- 3.3. Further details on the role and content of proposed local development documents, key dates relating to their production, arrangements for their preparation and review and monitoring are set out in Tables 1 - 6.

Saved Policies

- 3.4. The Act allows policies in structure and local plans to be 'saved'. This can be for a period of at least three years from the date the Act came into force (September 2004) or in the case of plans adopted after then, from the date the plan is adopted (i.e. April 2006 for the Hartlepool Local Plan). New policies in development plan documents will progressively replace those saved in structure and local plans. Some policies in the structure plan (such as the housing and employment land requirements for the area) will be replaced by new policies in the Regional Spatial Strategy.
- 3.5. Appendix 2 lists the policies of the 2006 Hartlepool Local Plan and the 2004 Tees Valley Structure Plan which will initially be saved and thus will continue to remain effective until new LDF policies are adopted.
- 3.6. The status of Supplementary Planning Guidance following the commencement of the new planning system remains the same as long as relevant saved policies are in place. It will continue to be a material consideration in terms of determining planning applications. The only currently adopted Supplementary Planning Guidance is the Greatham Village Design Statement. This is included in the 2006 Hartlepool Local Plan as a Supplementary Note and will be saved as part of that plan. Also saved is the Supplementary Planning Guidance for Proposed Housing Redevelopment in West Central Hartlepool which was adopted in April 2005.

Statement of Community Involvement

- 3.7. The Borough Council states that the first priority document to be prepared under the new planning system was the Statement of Community Involvement (SCI). The SCI document sets out how the council intends to involve the community and other interested parties in the new planning system and provide standards for involving the community in all the different stages of the planning policy process and in the determination of planning applications.
- 3.8. All other local development documents will be prepared in accordance with the arrangements set out in the SCI.

- 3.9. The SCI was submitted to the Secretary of State in January 2006 and was subsequently independently examined for soundness. The document was adopted on 26th October 2006.

Development Plan Documents

- 3.10. The Borough Council has not considered it necessary to make an early start on the preparation of development plan documents as the 2006 Hartlepool Local Plan provides an appropriate spatial strategy that accords with the Tees Valley Structure Plan and current regional guidance. Further, the Local Plan has taken forward those elements of the Hartlepool Community Strategy and the Hartlepool Local Transport Plan that concern physical development and use of land.

- 3.11. However, it is proposed that work will begin within three years on the preparation of a limited number of development plan documents to align with the later stages of the preparation of the new Regional Spatial Strategy. This will also fit in with the review of the Hartlepool Community Strategy. The proposed development plan documents including the Proposals Map, which will be revised as each new development document is prepared, are as follows:

- Core Strategy Development Plan Document
- Housing Sites Allocations Development Plan Document
- The Proposals Map

- 3.12. Core Strategy Development Plan Document: The core strategy DPD is the key element of the new planning system and all other development plan documents should be in conformity with it so it would be appropriate that this DPD be prepared first. The 2006 local plan provides a spatial strategy closely aligned both to existing regional and strategic policy and to the Hartlepool Community Strategy and thus should remain relevant for some time. As the core strategy should be in conformity with the Regional Spatial Strategy, it is considered that initial work on the core strategy DPD should commence when preparation work on the new regional document is well advanced. This will also tie in with the review of the Community Strategy, which is expected to be completed in 2007.

- 3.13. Housing Site Allocations Development Plan Document: Existing strategic policy in the 2001 Regional Planning Guidance and 2004 Tees Valley Structure Plan does not take account of the major mixed use regeneration scheme being developed for Victoria Harbour particularly in terms of housing numbers. The 2006 Hartlepool Local Plan, however, identifies Victoria Harbour as a mixed use site including the provision of 1450 dwellings during the plan period to 2016, but includes no other housing allocations because of the restrictions of this existing strategic policy.

- 3.14. The Submitted Regional Spatial Strategy (RSS) is likely to make provision for a higher number of dwellings and it will be a priority therefore to prepare a DPD on housing allocations to take account of the new regional strategy and to update and replace the housing allocations of the 2006 Hartlepool Local Plan.

- 3.15. Proposals Map: The Proposals Map for the 2006 Hartlepool Local Plan will be saved until the first development plan document is adopted at which time it will be amended to reflect the new development plan document and become a development plan document in its own right. It will continue to show saved policies and will be amended as each new development plan is adopted or amended.

Joint Development Plan Documents

- 3.16. There has been a need to update the waste policies contained in the 2006 Hartlepool Local Plan at an early date to reflect new priorities for sustainable waste management. A Core Strategy and a Site Allocations DPDs are being prepared with the other Tees Valley authorities, such joint documents to include also minerals. The Tees Valley Joint Strategic Unit is overseeing the preparation of the Joint Minerals and Waste DPDs on behalf of the Tees Valley Authorities although the preparation of these documents has involved the use of specialist consultants

Supplementary Planning Documents

- 3.17. Existing supplementary planning guidance can be used as the basis for the preparation of new supplementary planning documents. In this respect, however, it is not proposed to replace the Supplementary Planning Guidance for Proposed Housing Redevelopment in West Central Hartlepool with a new document as it will unnecessarily delay the process of acquiring and redeveloping the sites concerned.
- 3.18. The Greatham Village Design Statement was adopted as supplementary planning guidance in 1999 and is included as a Supplementary Note in the 2006 Hartlepool Local Plan. There are a number of other supplementary notes in the local plan covering a range of topic areas including trees, conservation, wildlife, planning obligations and parking standards. It is currently proposed that most of these be saved. However, as government guidance with respect to planning obligations is being amended, it will be appropriate to prepare a supplementary planning document to replace the supplementary note in the 2006 Local Plan. The position with respect to the remaining supplementary notes will be reviewed as part of the annual monitoring process. Any further supplementary development documents to be prepared will be included in a future review of this local development scheme.

Diagram 2:

TIMETABLE FOR PREPARATION OF LOCAL DEVELOPMENT FRAMEWORK DOCUMENTS

	CORE STRATEGY DPD	HOUSING ALLOCATIONS DPD	PLANNING OBLIGATIONS SPD	TRANSPORT / TRAVEL PLANS SPD
J F M A 2 0 0 7 S O N D	Continuing evidence gathering & initial community & stakeholder involvement		(Already commenced) Pre-production evidence gathering	(Already commenced) Community & key Stakeholder involvement
	Sustainability appraisal of options		Initial community and key stakeholder involvement	Sustainability Appraisal (SA)
	Preparation of draft Issues & Options Report		Initial sustainability appraisal and preparation of Draft	Consult on draft SPD & SA
	Consultation on Issues Options + on initial sustainability appraisal		Consultation on draft SPD & associated sustainability report	Consultation responses considered & SPD approved
	Council consideration of comments on Issues etc. and preparation of Preferred Options	Commencement		ADOPTION
		Pre-production evidence gathering	Council consideration of consultation responses and approval of SPD	
		Initial community and key stakeholder involvement		
		Sustainability appraisal of options		
		Council approval to Issues & Options Report		
			Consultation on Issues Options + on initial sustainability appraisal	
J F M A 2 0 0 8 S O N D				
		Analysis of comments		
		Possible further consultation on new sites		
		Preferred Options prepared		
		Consultation on Preferred Options		
		Council consideration of representations and preparation of Submission DPD		
		Inspector's Report		
		ADOPTION	Submission of DPD and consultation (6 weeks)	
2 0 1 0				

Diagram 2:

TIMETABLE FOR PREPARATION OF JOINT LOCAL DEVELOPMENT FRAMEWORK DOCUMENTS

		JOINT MINERALS AND WASTE CORE STRATEGY DPD	JOINT MINERALS AND WASTE SITE ALLOCATIONS DPD
2007	J	Initial community and key stakeholder involvement Sustainability appraisal of options	Initial community and key stakeholder involvement Sustainability appraisal of options
	F		
	M		
	A		
2008	J	Consultation on Issues and Options	Consultation on Issues and Options
	J	Consideration by Tees Valley Borough Councils of comments received and preparation of Preferred Options	Consideration by Tees Valley Borough Councils of comments received and preparation of Preferred Options
	A		
	S		
2008	J	Consideration of representations received by all Tees Valley authorities and preparation of Submission DPD for approval by all Tees Valley authorities	Consideration of representations received by all Tees Valley authorities and preparation of Submission DPD for approval by all Tees Valley authorities
	F		
	M		
	A		
2009	J	Submission of DPD and consultation on submitted document (6 weeks)	Submission of DPD and consultation on submitted document (6 weeks)
	M		
	A	Pre-Examination Meeting	Pre-Examination Meeting
	M		
2010	J	Examination	Examination
	J		
	A		
	S		
2010	J	Receipt of Inspector's Report	Receipt of Inspector's Report
	F	Checking of Inspector's Report	Checking of Inspector's Report
	M		
A	ADOPTION	ADOPTION	

Table 1: CORE STRATEGY	
OVERVIEW	
Role and content	To set out the vision and spatial strategy for Hartlepool and the objectives and primary policies for meeting the vision.
Geographical Coverage	Borough-wide
Status	Development Plan Document
Conformity	With Regional Spatial Strategy but must also reflect the Hartlepool Community Strategy.
TIMETABLE / KEY DATES	
Stage	Date
Commencement – evidence gathering and initial community and key stakeholder involvement	August 2006 – July 2007
Consultation on Issues and Options and initial sustainability analysis	August - October 2007
Consultation on Preferred Options and sustainability report	March – April 2008
Consideration of representations including further discussions with community and key stakeholders	May – July 2008
Submission of DPD and final sustainability report	October 2008
Consultation on submitted document	October – November 2008
Consideration of representations on submitted document	December to February 2009
Pre examination meeting	March 2009
Commencement of Public Examination	May 2009
Receipt of Inspector's Report	November 2009
Checking of Inspector's Report	November – December 2009
Adoption of DPD and revised proposals map	January 2010
ARRANGEMENTS FOR PRODUCTION	
Lead Organisation	Hartlepool Borough Council
Management arrangements	To be determined (see section 8)
Resources Required	Primarily internal staffing resources with use of consultants if necessary for any special studies required
Community and Stakeholder Involvement	In accordance with the Statement of Community Involvement
POST PRODUCTION / REVIEW	
<p>The effectiveness of the primary policies in relation to the vision and objectives of the core strategy will be assessed in the Annual Monitoring Report and where necessary reviewed. The Core Strategy DPD will be reviewed as a whole in the following circumstances:</p> <ul style="list-style-type: none"> • A review of the RSS • A further review of the Community Strategy • A significant amendment to the Council's Corporate Vision 	

Table 2: HOUSING ALLOCATIONS	
OVERVIEW	
Role and content	To identify housing sites proposed for development to meet the strategic housing requirements of the Regional Spatial Strategy and to set out policies to provide the context for considering residential windfall proposals
Geographical Coverage	Borough-wide
Status	Development Plan Document
Conformity	With Regional Spatial Strategy and with the Core Strategy DPD when adopted
TIMETABLE / KEY DATES	
Stage	Date
Commencement – evidence gathering and initial community and key stakeholder involvement	November 2007 – August 2008
Consultation on Issues and Options and initial sustainability analysis	December 2008 – February 2009
Consultation on Preferred Options and sustainability report	July – August 2009
Council consideration of representations including further discussions with community and key stakeholders	September – November 2009
Submission of DPD and final sustainability report	January 2010
Consultation on submitted document	January – February 2010
Consideration of Representations on submitted document	March - May 2010
Pre examination meeting	July 2010
Commencement of Public Examination	September 2010
Receipt of Inspector's Report	March 2011
Checking of Inspector's Report	March – April 2011
Adoption of DPD and revised proposals map	May 2011
ARRANGEMENTS FOR PRODUCTION	
Lead Organisation	Hartlepool Borough Council (Policy Team)
Management arrangements	To be determined (see section 8)
Evidence Required	To be determined on commencement in consultation with key stakeholders
Resources Required	Primarily internal staffing resources with use of consultants if necessary for any special studies required
Community and Stakeholder Involvement	In accordance with the Statement of Community Involvement
POST PRODUCTION / REVIEW	
The take-up of housing land will be monitored and reported annually in the Annual Monitoring Report. The housing allocations document will be formally reviewed every three years or earlier if monitoring establishes that the policies are not effective.	

Table 3 PLANNING OBLIGATIONS	
OVERVIEW	
Role and content	Will set out guidance and standards on the use of commuted sums through planning agreements, including the circumstances when an agreement will be sought and its basis
Geographical Coverage	Borough-wide
Status	Non-statutory Supplementary Planning Document not subject to independent examination
Conformity	With national guidance, regional spatial strategy and saved Local Plan policy GEP9
TIMETABLE / KEY DATES	
Stage	Date
Commencement – evidence gathering and initial community and key stakeholder involvement	July 2006- September 2007
Draft and associated sustainability report issued for consultation	October – December 2007
Consideration of consultation responses	January - March 2008
Adoption and publication	April 2008
ARRANGEMENTS FOR PRODUCTION	
Lead Organisation	Hartlepool Borough Council (Policy Team)
Management arrangements	To be determined
Resources Required	Internal staffing resources with use of consultants if necessary for any special study required
Community and Stakeholder Involvement	In accordance with the Regulations pending adoption of the Statement of Community Involvement
POST PRODUCTION / REVIEW	
The effectiveness of the provisions of the document will be assessed in the annual monitoring report. The document will be reviewed when the annual monitoring report highlights a need or if there is any change in government legislation, policy or advice.	

Table 4: Transport Assessment & Travel Plans	
OVERVIEW	
Role and content	Will set out guidance and standards on the use of Travel Plans & Transport assessment planning agreements, including the circumstances when an agreement will be sought and its basis
Geographical Coverage	Borough-wide
Status	Non-statutory Supplementary Planning Document not subject to independent examination
Conformity	With national guidance, regional spatial strategy and saved Local Plan policies Tra19 & Tra20.
TIMETABLE / KEY DATES	
<u>Stage</u>	<u>Date</u>
Commencement – evidence gathering and initial community and key stakeholder involvement	January-March 2007
Draft and associated sustainability report issued for consultation	June – July 2007
Consideration of consultation responses	August – September 2007
Adoption and publication	October 2007
ARRANGEMENTS FOR PRODUCTION	
Lead Organisation	Hartlepool Borough Council (Transportation Team)
Management arrangements	To be determined
Resources Required	Internal staffing resources
Community and Stakeholder Involvement	In accordance with the adopted Statement of Community Involvement
POST PRODUCTION / REVIEW	
The effectiveness of the provisions of the document will be assessed in the annual monitoring report. The document will be reviewed when the annual monitoring report highlights a need or if there is any change in government legislation, policy or advice.	

Table 5: JOINT MINERALS AND WASTE CORE STRATEGY	
OVERVIEW	
Role and content	To set out the vision, spatial strategy and strategic policies for meeting known and anticipated waste management and mineral working requirements to 2021
Geographical Coverage	Tees Valley-wide including Hartlepool
Status	Development Plan Document
Conformity	With Regional Spatial Strategy
TIMETABLE / KEY DATES	
Stage	Date
Commencement – evidence gathering and initial community and key stakeholder involvement	September 2006 – April 2008
Consultation on Issues and Options and initial sustainability analysis	May 2007 – June 2007
Consultation on Preferred Options and sustainability report	February – March 2008
Consideration of representations including further discussions with community and key stakeholders	April – December 2008
Submission of DPD and final sustainability report	January 2009
Consultation on submitted document	January - February 2009
Consideration of Representations on submitted document	March – May 2009
Pre examination meeting	April 2009
Commencement of Public Examination	July 2009
Receipt of Inspectors Report	January 2010
Checking of Inspector's Report	February – March 2010
Adoption of DPD and revised proposals map	April 2010
ARRANGEMENTS FOR PRODUCTION	
Lead Organisation	Tees Valley Joint Strategy Unit
Management arrangements	To be determined (see section 8)
Evidence Required	To be determined on commencement in consultation with key stakeholders
Resources Required	Consultants to be appointed to undertake key research, analysis and preparation.
Community and Stakeholder Involvement	In accordance with the Statement of Community Involvement
POST PRODUCTION / REVIEW	
Monitored on an annual basis and subject to review if the monitoring highlights a need. Otherwise the document will be formally reviewed at least once every five years	

Table 6: JOINT MINERALS AND WASTE SITE ALLOCATIONS

OVERVIEW	
Role and content	To set out site specific allocations for minerals workings and waste management across the Tees Valley and the provision of policies to form the basis for considering planning applications for all forms of waste and minerals based development that ensure the efficient use of resources, and the protection of the environment and amenity of those affected.
Geographical Coverage	Tees Valley-wide including Hartlepool
Status	Development Plan Document
Conformity	With Regional Spatial Strategy and with the Minerals and Waste Core Strategy DPD when adopted
TIMETABLE / KEY DATES	
Stage	Date
Commencement – evidence gathering and initial community and key stakeholder involvement	September 2006 – April 2008
Consultation on Issues and Options and initial sustainability analysis	May 2007 – June 2007
Consultation on Preferred Options and sustainability report	February – March 2008
Council consideration of representations including further discussions with community and key stakeholders	April – December 2008
Submission of DPD and final sustainability report	January 2009
Consultation on submitted document	January - February 2009
Consideration of Representations on submitted document	March – May 2009
Pre examination meeting	April 2009
Commencement of Public Examination	July 2009
Receipt of Inspector's Report	January 2010
Checking of Inspector's Report	February – March 2010
Adoption of DPD and revised proposals map	April 2010
ARRANGEMENTS FOR PRODUCTION	
Lead Organisation	Tees Valley Joint Strategy Unit
Management arrangements	To be determined (see section 8)
Evidence Required	To be determined on commencement in consultation with key stakeholders
Resources Required	Consultants to be appointed to undertake key research, analysis and preparation.
Community and Stakeholder Involvement	In accordance with the Statement of Community Involvement
POST PRODUCTION / REVIEW	
Monitored on an annual basis and subject to review if the monitoring highlights a need. Otherwise the document will be formally reviewed at least once every five years	

4. Sustainability Appraisal

- 4.1. The new planning regime set up under the Planning and Compulsory Purchase Act requires that local development documents should contribute to the achievement of sustainable development. Further, European Union (Strategic Environmental Assessment) Directive 2001/42/EC requires that a formal strategic environmental assessment is carried out for certain plans and programmes likely to have a significant effect on the environment including planning and land use documents.
- 4.2. Local development documents will therefore be subject to a Sustainability Appraisal which will incorporate the requirements of the Sustainable Environment Assessment (SEA). This will be a continual and integrated process starting when a new (or revised) local development document is to be prepared. Appraisal at each stage of a document's preparation will inform the direction adopted at the next stage and sustainability appraisal reports will be subject to consultation alongside the document as it is developed.

5. Links to other strategies

- 5.1. Local development documents contained within the local development framework should reflect the land use and development objectives of other strategies and programmes. The 2006 Hartlepool Local Plan was developed in close collaboration with in particular the Hartlepool Community Strategy and the Hartlepool Local Transport Plan and gives spatial expression to the elements of these and other strategies that relate to the development and use of land.
- 5.2. Development documents to be prepared under the new system must be in conformity with the Regional Spatial Strategy. They will also take account of and reflect other strategies and programmes - local, sub-regional and regional. A list of such strategies and programmes currently in place which may be of relevance is attached at Appendix 3.
- 5.3. The timing of the preparation of the first development plan documents will be linked to the preparation of the Regional Spatial Strategy and the review of the Hartlepool Community Strategy.

6. Evidence Base

- 6.1. Local planning authorities are required to keep under review the main physical, economic, social and environmental characteristics of their area in order to inform the development of planning policies. The Tees Valley Joint Strategic Unit maintains much base information on behalf of the constituent Borough Councils, including in particular information on the size, composition and distribution of population and other matters covered by the Censuses of Population and Employment. In addition Hartlepool Council maintains information on many other matters including the regular

monitoring of housing and employment land availability and of new developments.

- 6.2. The new planning system requires that local development documents should be founded on sound and reliable evidence which will identify opportunities, constraints and issues in the area. Much of this evidence is already in place although some will need to be updated in relation to the preparation of local development documents.
- 6.3. In terms of on-going and proposed development of the evidence base, the Hartlepool Housing Regeneration Strategy was completed in mid 2005 and the Hartlepool Low Density Housing Study which examined high quality, low density housing and the effects of new housing development on migration and the socio-economic balance in the town was completed in July 2005. The Hartlepool Retail Study was updated in March 2005. A scoping report for the Sustainability Appraisal of new local development documents is to be prepared. Other studies currently being prepared include a Local Housing Assessment (in conjunction with the Council's housing strategy team) and a Strategic Flood Risk Assessment (in association with the other Tees Valley authorities).
- 6.4. A list of current and proposed reports is attached at Appendix 4. The need for additional studies and updating of existing studies will be kept under review as part of the annual monitoring process.

7. Monitoring and Review

- 7.1. Monitoring and review are key aspects of the government's 'plan, monitor and manage' approach to planning and should be undertaken on a continuous basis.

Annual Monitoring Report

- 7.2. A requirement of the new planning system is to produce an annual monitoring report to assess the implementation of the local development scheme and the extent to which policies in local development documents are being met. The first annual monitoring report relating to the period from was published in December 2005. The second Annual Monitoring Report was published in December 2006 for the period 1st April 2005 to 31st March 2006
- 7.3. The implementation of the local development scheme is assessed in each annual monitoring report in terms of the extent to which the targets and key dates (milestones) for the preparation of local development documents have been met and the reasons for any failure to meet these are explained. Any adjustments required to the key milestones for document preparation will need to be incorporated in a subsequent review of the local development scheme.
- 7.4. The local development scheme does not envisage any local development document policies, other than the Statement of Community Involvement,

the Planning Obligations Supplementary Planning Document and the Travel Plan Supplementary Planning Document, being adopted during the first few years of the operation of the new planning system. The annual monitoring report relating to performance over the period 2005 to 2006 has therefore assessed the saved policies of the 1994 Hartlepool Local Plan, and subsequent reports will assess the policies of the 2006 Local Plan particularly in relation to the indicators and targets contained within that plan. The annual monitoring report will also assess the impact of saved local plan policies on relevant national and regional/sub-regional indicators and targets.

- 7.5. As a result of the assessment of policies, the annual monitoring report may highlight areas where policy coverage is insufficient or ineffective or where it does not accord with the latest national or regional policy. In this event it will suggest action that needs to be taken such as the early review of existing documents or preparation of new documents. As a consequence the local development scheme would need to be amended to reflect such action to amend the local development framework.

8. Managing the Process

- 8.1. The Local Development Scheme has been drawn up having regard to resources (both staff and financial), Council processes and an assessment of the likely interest of key stakeholders and the community. Nevertheless there are risks that the timetables set out in this document may slip. The risks have been assessed in this respect but given the size of the authority and its resources not all can be readily overcome.

Staff Resources

- 8.2. The prime responsibility for delivering the local plan and subsequently the local development framework lies with a small policy team within the Urban Policy Section of the Department of Regeneration and Planning Services. This team has close working relationships with and makes full use of the expertise and experience of other sections of the department including development control, regeneration, housing renewal, community strategy, landscape, ecology and conservation. For example, the regeneration team which has long-established working relationships with the community took the lead in the initial preparation of the draft Statement of Community Involvement. Similarly, when it is decided to replace the Supplementary Notes of the Local Plan by supplementary planning documents the conservation officer, ecologist and arboricultural officer will provide the lead as relevant.
- 8.3. In addition, the policy team, as in the past, will continue to liaise closely with officers of other departments of the council including in particular the transport and countryside services teams.
- 8.4. Full use will be made of consultants to provide independent specialist advice or to undertake necessary studies contributing to the information base necessary for the preparation of local development documents.

They may also be engaged to carry out the sustainability appraisals although consideration will also be given in this respect to the use of an in-house multi-discipline team having expertise in the various aspects of sustainable development.

Financial Resources

- 8.5. Resources have been allocated within the Council's mainstream budget to cover the anticipated costs of initial work on local development documents. Provisional costs for future years have been factored into the Council's longer-term budget review. In addition, Planning Delivery Grant is to be used to fund the use of consultants for the preparation of much of the evidence base

Programme Management

- 8.6. The current arrangements for the management of the forward planning process will continue. Basically this comprises weekly meetings of the Core Team and reporting to senior management as necessary. This team will also manage the programme for the production of the Statement of Community Involvement and subsequent local development documents.

Political Process

- 8.7. No special arrangements have as yet been established for Member involvement in the production of local development documents. However, now that the Local Plan has been completed, the new system is increasingly being brought to the attention of Members with a view to fully involving them in the process.

Risk Assessment and Contingencies

- 8.8. The programme for the preparation and production of local development documents set out in the local development scheme is based on a realistic assessment of the capacity of the Council to undertake the work and of the extent and depth of the local community and stakeholder involvement and interest likely to be generated by each document. However, there are two main types of risk that could result in a failure to meet this programme. The first relates to resources (both human and financial) and the second to delays in the process primarily due to external factors.
- 8.9. As noted in paragraph 8.5 above, the Council has endeavoured to ensure that there will be sufficient financial resources made available within its budgetary framework supplemented at least in the short term as necessary by the Planning Delivery Grant. However, in view of the relatively small size of the Council and thus of its staff, the effect of, for example, long-term sickness, of officers obtaining employment elsewhere or of other unforeseen work coming forward, is significant. Whilst every effort would be made to replace staff in such circumstances, including the

use of external consultants, some delay is inevitable as a result of the recruitment process. Further it is not always possible to recruit suitably qualified persons and there is inevitably a period required by new staff for familiarisation.

- 8.10. Account has been taken of the political process relating to the approval of planning documents at the various stages of production. Whilst the scrutiny process provides an open forum for the consideration of issues, it is not possible to predict that Cabinet recommendations will be endorsed at Full Council.
- 8.11. Perhaps the most significant risk to the programming of the development plan documents would be the delay in the preparation of the Regional Spatial Strategy. The Borough Council would be unable to mitigate against this and in the event of a significant delay, would need to reassess its programme in a review of the local development scheme. Further, any delay in the review of the Hartlepool Community Strategy could impact on the programme.
- 8.12. The potential for a delay due to the inability of the Planning Inspectorate to undertake the Examination of development plan documents at the programmed time is minimised by the production of this local development scheme and the associated service level agreement with the Inspectorate.
- 8.13. However, there are risks that adoption of a development plan document could be delayed if the Examination Inspector finds that it is unsound and recommends major changes, or if the Secretary of State intervenes on the basis that it raises issues of national or regional significance. The Council will therefore seek to ensure that the document is sound and conforms as necessary with national and regional policy through close liaison with the government office. The risk of a legal challenge to a document will be minimised by ensuring that it has been produced in accordance with the regulations.
- 8.14. The main risk to the programme for the preparation of the supplementary planning document on planning obligations would be a delay in the publication of the proposed revised circular and good practice guidance.

9. Review of the Local Development Scheme

- 9.1. The Local Development Scheme sets out the position with respect to the development of planning policies as it is envisaged at a particular point of time. It will normally be reviewed annually, but it can be readily reviewed when necessary. In particular it will need to be reviewed in the following circumstances:
- a slippage in the timetables for whatever reason
 - a need is identified for a new local development document
 - monitoring establishes that an existing document should be reviewed.

APPENDIX 1

LIST OF ACRONYMS AND TECHNICAL TERMS USED IN THIS REPORT

AAP	Action Area Plan	A type of Development Plan Document relating to specific areas of major opportunity and change or conservation.
AMR	Annual Monitoring Report	Report submitted to Government on the progress of preparing the Local Development Framework and the extent to which policies are being achieved.
	Circular	A government publication setting out policy approaches
Core Strategy	Core Strategy Development Plan Document	A Development Plan Document setting out the spatial vision and objective of the planning framework for the area, having regard in particular to the Community Strategy. All other development plan documents must conform with the core strategy.
	Development Plan	Documents setting out the policies and proposals for the development and use of land and buildings. Under the new planning system it comprises the Regional Spatial Strategy and Development Plan Documents, whilst under the transitional arrangements it comprises the Structure Plan and Local Plan.
DPD	Development Plan Document	A local development document in the local development framework which forms part of the statutory development plan. The core strategy, documents dealing with the allocation of land, action area plans and the proposals map are all development plan documents.
LDD	Local Development Document	An individual document in the Local Development Framework. It includes Development Plan Documents, Supplementary Planning Documents and the Statement of Community Involvement.
LDF	Local Development Framework	The overarching term given to the collection of Local Development Documents which collectively will provide the local planning authority's policies for meeting the community's economic, environmental and social aims for the future of the area where this affects the development and use of land and buildings. The LDF also includes the Local Development Scheme and the Annual Monitoring Report.
LDS	Local Development Scheme	A public statement setting out the programme for the preparation of local development documents. Initially it will also identify the programme for the completion of the local plan and also which policies of the local and structure plan are to be saved and/or replaced.
	Local Plan	A statutory development plan prepared under previous legislation, or being prepared under the transitional arrangements of the new Act.
	National policy	Government policy contained within Planning Policy Guidance (PPG) and Planning Policy Statements (PPS).
PPG	Planning Policy Guidance	Government documents providing policy and guidance on a range of planning issues such as housing, transport, conservation etc. PPGs are currently being replaced by Planning Policy Statements.
PPS	Planning Policy Statements	Government documents replacing PPGs and designed to separate policy from wider guidance issues.

HARTLEPOOL LOCAL DEVELOPMENT SCHEME

	Proposals Map	Illustrating on an Ordnance Survey base the policies and proposals of development plan documents and any 'saved' policies of the local plan.
RPG	Regional Planning Guidance	Planning policy and guidance for the region issued by the Secretary of State. RPG became the Regional Spatial Strategy upon commencement of the Act.
RSS	Regional Spatial Strategy	Statutory regional planning policy forming part of the Development Plan and prepared by the regional planning body. The Local Development Framework must be in conformity with the RSS.
	Saved Policies	Policies within the Local Plan and the Structure Plan that remain in force for a time period pending their replacement as necessary by development plan documents or the Regional Spatial Strategy.
SA	Sustainability Appraisal	Identifies and evaluates social, environmental and economic effects of strategies and policies in a local development document from the outset of the preparation process. It incorporates the requirements of the Strategic Environmental Assessment (SEA) Directive.
SCI	Statement of Community Involvement	Sets out the standards to be achieved in involving the community and other stakeholders in the preparation, alteration and review of local development documents and in significant development control decisions
SEA	Strategic Environmental Assessment	A generic term used internationally to describe environmental assessment as applied to policies, plans and programmes
SPD	Supplementary Planning Document	A local development document providing further detail of policies in development plan documents or of saved local plan policies. They do not have development plan status.
SPG	Supplementary Planning Guidance	Provide additional guidance expanding policies in a local plan. SPGs will remain relevant where they are linked to saved policies but will ultimately be replaced by supplementary planning documents.
	Structure Plan	A statutory development plan setting out strategic policies for environmental protection and development and providing the more detailed framework for local plans. Policies in the structure plan will be saved for a time period under the transitional arrangements of the Act.
The Act	Planning and Compulsory Purchase Act 2004	Government legislation introducing a new approach to development planning.
	Transport Assessments	A process setting out transport issues relating to a proposed development identifying measures to be taken to improve accessibility and safety for all modes of travel, particularly alternatives to the car. Such as walking, cycling & public transport
	Travel Plans	A package of measures to assist in managing transport needs of an organisation principally to encourage sustainable modes of transport and enable greater travel choice.
	Transitional Arrangements	Government regulations describing the process of development plans begun before, and to be completed after, the Planning and Compulsory Purchase Act 2004

APPENDIX 2

SAVED POLICIES

A Hartlepool Local Plan including mineral and waste policies 2006:

All policies to be saved. These are as follows:

- GEP1 to GEP18 (General Environmental Principles)
- Ind1 to Ind11 (Industrial and Business Development)
- Com1 to Com17 (Retail, Commercial & Mixed Use Development)
- To1 to To11 (Tourism)
- Hsg1 to Hsg14 (Housing)
- Tra1 to Tra20 (Transport)
- PU1 to PU11 (Public Utility and Community Facilities)
- Dco1 to Dco2 (Development Constraints)
- Rec1 to Rec14 (Recreation and Leisure)
- GN1 to GN6 (The Green Network)
- WL1 to WL8 ((Wildlife and Natural Features)
- HE1 to HE15 (Conservation of the Historic Environment)
- Rur1 to Rur20 (The Rural Area)
- Min1 to Min5 (Minerals)
- Was1 to Was6 (Waste)

B Tees Valley Structure Plan 2004

All policies to be saved until July 2007 and /or are edeleted by the North East Regional Strategy. These are as follows:

- Sustainable Development policies SUS1 and SUS2
- Regeneration policies REG1 and REG2
- Strategy policies STRAT1 and STRAT2
- Employment policies EMP1-EMP4, EMP4a, EMP4b,
EMP5 to EMP6, EMP6a, EMP7
to EMP10
- Environment policies ENV1 to ENV3, ENV3a, ENV4
to ENV30
- Housing policies H1, H1A, H1B, H2, H2A, H4 - H8
- Transport policies T1 to T3, T3A, T3B, T4 to T11,
T13 to T17, T18A, T18B, T19 to
T24, T24A, T25 to T27
- Town Centre and Shopping policies TC1 to TC5
- Leisure policies L1 to L12
- Energy policies EN1 to EN2, EN2A, EN3 to
EN4
- Waste policies W1 to W6
- Minerals policies MIN1 to MIN7, MIN9 to MIN10

C Supplementary Planning Guidance for Proposed Housing Redevelopment in West Central Hartlepool (adopted April 2005)

STRATEGIES AND PROGRAMMES TO BE CONSIDERED

REGIONAL STRATEGIES:

- Making It Happen: The Northern Way -Feb. 2004
- Regional Spatial Strategy (programmed for adoption in early 2007)
- North East Regional Housing Strategy - July 2005
- Regional Economic Strategy - Unlocking our Potential

SUB REGIONAL STUDIES / STRATEGIES

- Tees Valley Vision
- Tees Valley Living - Building Sustainable Communities in Tees Valley
- Tees Valley Sub Regional Housing Market Renewal Strategy (January 2006)
- Tees Valley Sub-Regional Housing Strategy (under preparation)
- The Tees Valley Forest Plan 2000
- Tees Valley Biodiversity Plan
- Joint Waste Management Strategy for Hartlepool, Middlesbrough, Redcar & Cleveland and Stockton-on-Tees Borough Councils.
- Hartlepool Cycling Strategy
- Tees Valley Tourism Strategy - February 2003
- Coastal Arc Strategy (Phase 1 - 2004-07)
- Business Link Tees Valley Plan
- Tees Estuary Management Plan
- Cleveland Police Policing Plan

LOCAL STRATEGIES AND PROGRAMMES

Generic

- Hartlepool Community Strategy (to be reviewed 2006/07)
- Neighbourhood Renewal Strategy
- Neighbourhood Action Plans

Housing

- Hartlepool Housing Regeneration Strategy (May 2005)
- Hartlepool Housing Strategy
- NDC Community Housing Plan (2003)
- North Central Hartlepool Masterplan (August 2004)

Jobs and the Economy

- Hartlepool Economic Strategy
- Hartlepool Town Centre Strategy

Tourism

- Hartlepool Tourism Strategy - March 2004
- Seaton Carew Tourism Strategy: 2003 – 2008

Environment and the Arts

- Shoreline Management Plan 1999 Seaham Harbour to Saltburn by the Sea
- Longhill and Sandgate Industrial Estate Landscape Masterplan
- Contaminated Land Strategy
- Hartlepool's Cultural Strategy (April 2003)
- Headland Environmental Improvement and Public Art Strategy

Transport

- Hartlepool Local Transport Plan 2001 – 2006 (under review)

Recreation

- Hartlepool Playing Pitch Strategy
- Sports Development Strategy
- Hartlepool Rights of Way Strategy
- Outdoor Equipped Play Facilities Strategy 2001

Lifelong Learning

- Connexions Strategy
- Cleveland College of Art & Design Strategic Plan
- Hartlepool Adult Learning Plan
- Hartlepool College of Further Education Strategic Plan
- Hartlepool Education Development Plan
- Hartlepool Library Plan
- Hartlepool Sixth Form College Strategic Plan
- Hartlepool Youth Service Strategy
- Learning & Skills Council Tees Valley Strategic Plan

Health

- Vision for Care
- Hartlepool CHD Strategy
- Hartlepool Public Health Strategy
- Hartlepool Teenage Pregnancy Strategy
- Hartlepool Drug Action Team Strategy

Community Safety

- Hartlepool Community Safety Strategy

REPORTS CONTRIBUTING TO THE EVIDENCE BASE FOR NEW LOCAL DEVELOPMENT DOCUMENTS

HOUSING AND HOUSING REGENERATION

Hartlepool Housing Dynamics Study (NLP)	April 2000
Hartlepool Housing Aspirations Study (NLP)	December 2002
West Central Hartlepool NDC Housing Study (NLP)	2000
West Central Hartlepool NDC Options Report (NLP)	March 2002
Hartlepool Housing Urban Capacity Study (C/RG)	May 2002
NDC Community Housing Plan (NLP/SRB)	May 2003
NDC Area Assessment Report (HA)	August 2004
North Central Hartlepool Masterplan	August 2004
Victoria Harbour Housing Demand Study (RTP)	June 2004
Hartlepool Low Density Housing Study (NLP)	July 2005
Hartlepool Housing Regeneration Strategy (NLP)	Mid 2005
Regional Housing Aspirations Study	March 2005
Hartlepool Local Housing Assessment (DC)	Commenced Dec 2006

ECONOMY

Tees Valley Strategic Employment Land Review (JSU)	Draft May 2003-
Hartlepool Retail Study (DJ)	Update March 2005
Hartlepool Employment Land Review	Commenced Jan 2007

ENVIRONMENT

Hartlepool Landscape Assessment	November 1999
Local Air quality management action plan NLUD	
Sustainability Appraisal Scoping Report	To be prepared
Strategic Flood Risk Assessment (JBA)	Commenced November 2006

RECREATION AND LEISURE

Outdoor Equipped Play Facilities Strategy	2001
Audit and Assessment of Allotment Provision in Hartlepool	May 2004
Playing Pitch Strategy	March 2004
Multi-Use Games Area Strategy	April 2006
PPG 17 Audit of Open Space (CS)	Commenced Dec 2006
Hartlepool Sports Facilities Strategy	Commenced Dec 2006

NLP	Nathaniel Lichfield & Partners
C/RG	Chesterton and Ron Grieg
SRB	Social Regeneration Consultants
HA	Halcrow Group
RTP	Roger Tym and Partners
JSU	Tees Valley Joint Strategic Unit
DJ	Drivers Jonas
JBA	JBA Consulting
DC	David Cumberland
CS	Capita Symonds

<h1>CABINET REPORT</h1> <p>22 January 2007</p>
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Report of: Chief Personnel Officer

Subject: Proposed Collective Disputes Resolution Procedure

SUMMARY

1. PURPOSE OF REPORT

To set out, for Cabinet’s consideration and approval, a draft framework of a collective disputes resolution process so that further work may be undertaken to develop the framework into a detailed procedure.

2. SUMMARY OF CONTENTS

The report explains the current arrangements for resolving collective disputes and a draft collective disputes resolution process framework for consideration.

3. RELEVANCE TO CABINET

This matter relates to a Council wide staffing matter.

4. TYPE OF DECISION

Non-key.

5. DECISION MAKING ROUTE

Cabinet to approve a draft framework procedure and at a future meeting, a more detailed procedure following consultation with trade union representatives.

6. DECISION(S) REQUIRED

Cabinet are required to:

- (1) Consider the proposed framework and authorise the Chief Personnel Officer to develop a detailed procedure in consultation with local trade union representatives and present a detailed procedure to a future Cabinet meeting for final approval.

(2) Subject to approval of (1) above, authorise the Chief Personnel Officer to review the remit of the Local Joint Consultative Committee (LJCC) in consultation with LJCC members.

Report of: Chief Personnel Officer

Subject: Proposed Collective Disputes Resolution Procedure

1. PURPOSE OF REPORT

- 1.1 To set out, for Cabinet's consideration and approval, a draft framework of a collective disputes resolution process so that further work may be undertaken to develop the framework into a detailed procedure.

2. BACKGROUND

- 2.1 The Council requires a procedure that establishes the relationships and interactions between Hartlepool Borough Council as an employer and recognised trade unions that seeks to promote joint solutions to resolve differences that may arise from time to time.
- 2.2 Disputes may arise at a national or local level. National issues are subject to a disputes resolution procedure involving Local Government Employers and national officers of the recognised trade unions and are therefore essentially outside Council control. Local disputes, which cannot be resolved between Officers and local trade union representatives and full-time officials, have previously been considered by a Local Joint Committee (LJC). Due to changes in the political structures of the Authority over time this Committee has evolved into a Local Joint Consultative Committee without delegated authority to resolve disputes. The remit of the LJCC was reviewed and agreed last year and is attached as Appendix A. The HJTUC has requested that delegated Authority be given to the LJCC. However due to constitutional reasons this is not possible.
- 2.3 A recent local dispute that was referred to the LJCC and then referred to Cabinet with recommendations, lead the Hartlepool Joint Trades Union Committee (HJTUC) to conclude that the Authority, currently, do not have a Collective Disputes Resolution Procedure. The HJTUC requested that a Collective Disputes Resolution Procedure be agreed.

3. PROPOSED PROCEDURE

- 3.1 Discussions have taken place with local trade union representatives to identify the key elements of a procedure that would be workable. The following framework was drafted and presented to the trade unions at a Single Table Meeting in December.
- a) The HJTUC and Chief Personnel Officer will seek to resolve the issue in the first instance.
 - b) If the issue is unable to be resolved to the HJTUC's satisfaction the dispute should be referred by the HJTUC to the Chief Executive in writing.

- c) The HJTUC, Chief Executive, Chief Solicitor and Chief Personnel Officer will seek to resolve the issue.
- d) If the issue is unable to be resolved both parties should seek to agree to refer the collective dispute to external conciliation e.g. Joint Secretaries, ACAS.
- e) The referral will be reported to the Performance Management Portfolio Holder for information.
- f) Cabinet will consider the recommendation of external conciliation and any other relevant information and make a final decision.

3.2 The framework clearly only covers the outline process and will need further discussion and development. Local trade union representatives have accepted the framework in principle and have agreed, subject to Cabinet approval, to work with officers to produce a detailed procedure.

4. FURTHER CONSIDERATIONS

4.1 Further research and consideration will need to be given as to how the draft procedure will apply to school governing bodies and school employees. The Director of Children's Services will be consulted with regard to ensuring the final procedure is acceptable to schools.

4.2 The remit of the Local Joint Consultative Committee (LJCC), which was recently agreed, will also need to be reviewed as a result of a new procedure for resolving collective disputes being agreed. It is proposed that members of the LJCC will be consulted on any required revisions.

5. RECOMMENDATIONS

5.1 Cabinet are recommended to:

- (2) Consider the proposed framework and authorise the Chief Personnel Officer to develop a detailed procedure in consultation with local trade union representatives and present a detailed procedure to a future Cabinet meeting for final approval.
- (3) Subject to approval of (1) above, authorise the Chief Personnel Officer to review the remit of the Local Joint Consultative Committee (LJCC) in consultation with LJCC members.

LOCAL JOINT COMMITTEE

REMIT

1. **TITLE**

The Hartlepool Council and Staff Joint Committee will be called the “Local Joint Consultative Committee”.

2. **REPRESENTATION**

The Local Joint Consultative Committee shall comprise nine members of the Hartlepool Borough Council to be appointed annually by the Local Authority and an equal number of Hartlepool Borough Council employees appointed by the Hartlepool Joint Trade Union Committee. It is expected that both the Local Authority and the HJTUC sides will call on the services of their full time professional/technical officers always provided that both sides mutually agree. The members shall retire annually and shall be eligible for re-appointment.

If a member of the Local Joint Consultative Committee ceases to be a member or officer of Hartlepool Borough Council or a representative of Hartlepool Joint Trades Union Committee he/she shall thereupon cease to be a member of the Local Joint Consultative Committee; any vacancy shall be filled by Hartlepool Borough Council or the Hartlepool Joint Trade Union Committee.

3. **CHAIRPERSON**

The Chair and Vice-Chair shall be appointed by the Local Joint Consultative Committee at their first meeting in each year. The Chair is to be appointed to be a member of the Local Authority and the Vice-Chair to be appointed from the HJTUC side. The Chair of the meeting shall not have a casting vote. Meetings will be chaired alternately by the Chair and Vice-Chair.

4. OFFICERS

The secretarial work of the Local Joint Consultative Committee shall be carried out by Democratic Services.

5. FUNCTIONS

The functions of the Local Joint Consultative Committee shall be:-

- (a) To establish regular methods of negotiation and consultation between Hartlepool Borough Council and its officers in order to prevent differences and to adjust them should they arise, always provided that no question of individual discipline, salaries, promotion, or efficiency shall be within the scope of the Local Joint Consultative Committee, except as provided for by the Employment Protection Act;
- (b) To consider any relevant matter referred to it by a Portfolio holder, the Cabinet or by the Hartlepool Joint Trade Union Committee.
- (c) To make recommendations to the relevant Portfolio holder or Cabinet as to the application of the terms and conditions of service and the education and training of Local Government officers employed by Hartlepool Borough Council.
- (d) The Local Joint Consultative Committee may refer any appropriate matter for advice from the North East Provincial Council. It may also decide to advise the North East Provincial Council of any recommendation of the Local Joint Consultative Committee which is approved by Hartlepool Borough Council and which appears to be of more than purely local interest.
- (e) Provided that there shall be excepted from the foregoing functions any matters which pursuant to Paragraph 80 of the Scheme of Conditions of Service shall be referred to the Provincial Council.

6. **RULES AND REGULATIONS**

- (i) The Local Joint Consultative Committee shall meet as and when required but not less than quarterly. The Chair or Vice-Chair may direct the Secretary to call a meeting at any time. A meeting shall be called within fourteen days of the receipt of a requisition signed by not less than one-third of the members of either side. The matters to be discussed at any meeting of the Local Joint Consultative Committee shall be stated upon the notice summoning the meeting, provided that any other business may be considered if admitted by a majority vote of those present at such meeting.
- (ii) The quorum of the Local Joint Consultative Committee shall be three representatives of each side.
- (iii) No resolution shall be regarded as carried unless it has been approved by a majority of the members present on each side of the Local Joint Consultative Committee, and in the event of (a) of the Local Joint Consultative Committee being unable to arrive at an agreement, or (b) of Hartlepool Borough Council disagreeing with the recommendations of the Local Joint Committee, the matters in dispute shall, where this is in accordance with the Constitution of the North Eastern Provincial Council, be referred to that Council.
- (iv) The proceedings of any meetings of the Local Joint Consultative Committee shall be reported to the appropriate Portfolio holder, to Cabinet or direct to Hartlepool Borough Council as may be determined locally, but before submission the report shall be signed by the Chair and Vice-Chair of the Local Joint Consultative Committee.
- (v) The Local Joint Consultative Committee will, in reaching any agreements or recommendations, have due regard to the policy and recommendations of the North East Provincial Council.
- (vi) Substitutes may be appointed by the Local Authority and HJTUC for their respective individual delegates to attend meetings of the Local Joint

Consultative Committee provided that the Secretary is informed prior to the meeting of such attendance

CABINET REPORT

22 January 2007



Report of: Director of Neighbourhood Services

Subject: Hartlepool and Climate Change

SUMMARY

1. PURPOSE OF REPORT

To inform Cabinet Members on the progress of the development of the Hartlepool and Tees Valley Climate Change Strategies and seek comments as part of the consultation process on the Hartlepool Strategy.

2. SUMMARY OF CONTENTS

The report:

i) provides background information on Climate Change, and it's potential impact on Hartlepool.

ii) introduces a draft Hartlepool Climate Change Strategy which includes an introduction to Climate Change, Greenhouse gas emission reduction targets and actions which can be taken to adapt to and mitigate Climate Change.

iii) informs Members on progress with the Tees Valley Climate Change Strategy, a sub-regional, cross-organisational document that encompasses the whole Tees Valley.

3. RELEVANCE TO CABINET

The report is of corporate significance.

4. TYPE OF DECISION

Non key decision.

5. DECISION MAKING ROUTE

Cabinet only.

6. DECISION REQUIRED

Members are requested to note the progress made in the production of the Hartlepool and Tees Valley Climate Change Strategies and provide any feedback on the Hartlepool Climate Change Strategy.

Report of: Director of Neighbourhood Services

Subject: Hartlepool and Climate Change

1. PURPOSE OF REPORT

- 1.1 To inform Cabinet Members on the progress of the development of the Hartlepool and Tees Valley Climate Change Strategies and seek comments as part of the consultation process on the Hartlepool Strategy.

2. BACKGROUND INFORMATION

- 2.1 At the UN conference on climate change in 1997 at Kyoto a protocol was agreed to reduce the emission of greenhouse gases and this was signed by the UK government. 141 countries have now ratified the treaty, which pledges to cut the emissions of six gases believed to be exacerbating global warming by 5.2% by 2012.
- 2.2 The UK Government has acknowledged that climate change is our biggest environmental threat:

“The scientific evidence is now overwhelming”, that “climate change is underway” and presented “very serious risks”.
Sir Nicholas Stern, the Stern Report, October 2006.

It is therefore essential that efforts are made to tackle this problem. The government has also developed strategies to reduce emissions of greenhouse gases from the UK and to develop energy sources as alternatives to fossil fuels, but there is also scope for local action.

- 2.3 In response to the threat of climate change in October 2004 the Hartlepool Partnership signed the Hartlepool Declaration on Climate Change. By signing the declaration the Partnership agreed to commit to taking action and develop a climate change strategy across all elements of, and sectors within, the Partnership. This would involve establishing a baseline of greenhouse gas emissions for Hartlepool to enable comparison and producing an action plan to reduce emissions and develop actions to adapt to and mitigate against climate change. The Environment Partnership were tasked with producing a Climate Change Strategy for Hartlepool on behalf of the Partnership.

3.0 THE HARTLEPOOL CLIMATE CHANGE STRATEGY

- 3.1 Clearly, Hartlepool on its own cannot influence the world climate, but the world's climate does affect Hartlepool and adverse weather prospects will

have a social and economic influence on the town. On signing the Hartlepool Declaration on Climate Change, the Hartlepool Partnership, and thereby the Council, committed to working locally within a national framework to do what it can to contribute to the sub-regional, regional, national and international efforts to reduce global warming and to develop a local action plan to deal with the consequences of climate change.

- 3.2 The draft Hartlepool Climate Change Strategy (**Appendix 1**) adheres to the overarching aims and targets of the Tees Valley Climate Change Strategy (see paragraph 4.4). The aim is to achieve a minimum 8.75% reduction in CO₂ equivalent emissions below 2000 levels from 2006-2012. This equates to an annual 1.25% reduction target for this period. For 2012-2030 the minimum target will be 27% (an annual target of 1.5%).
- 3.3 A formal consultation period on the Hartlepool Strategy is planned between January 31st and March 31st 2007. At the same time the necessary action plan will need to be developed.

4.0 THE TEES VALLEY CLIMATE CHANGE STRATEGY

- 4.1 This Strategy (**Appendix 2**) has been produced in conjunction with all five Local Authorities in the Tees Valley, as well as a number of other key partners. The Tees Valley Climate Change Partnership will be liaising closely with Government Office for the North East and the North East Assembly to ensure effective co-ordination with the North East Regional Action Plan. All targets will be subject to annual review.
- 4.2 The Partnership consists of both supporting/strategic partners and funding partners. The nine funding partners are:

Environment Agency (Chair)
 Hartlepool Borough Council
 Darlington Borough Council
 Stockton-on-Tees Borough Council
 Redcar & Cleveland Borough Council
 Middlesbrough Council
 Tees and Durham Energy Advice (TADEA)
 Renew Tees Valley
 Scottish Power

A total of £110,000 of funding has been allocated for the joint initiative, used in part to support a full time Tees Valley Climate Change Co-ordinator who will deliver on the key aims of the project for a period of 3 years from October 2005.

- 4.3 The Tees Valley Climate Change Strategy is a sub-regional, cross-organisational document that encompasses the whole Tees Valley. Locally this means that Hartlepool will be working in conjunction with the other Local

Strategic Partnerships and Local Authorities in the Tees Valley to ensure a co-ordinated and strategic approach and to share good practice.

- 4.4 Over the lifetime of the Tees Valley Strategy (2006-2012) the Tees Valley Climate Change Partnership aim to achieve the targets set out in paragraph 3.2. These emission reductions will be achieved by progressively moving towards a future low carbon economy. This will result in increased resource efficiency, leading to competitive and innovative businesses, low fuel bills, and to communities that are pleasant and healthy places in which to live, learn and work.

5.0 COUNCIL ROLE IN CLIMATE CHANGE

- 5.1 The Hartlepool Partnership is best placed to provide overall leadership on the Climate Change strategy as it incorporates all major stakeholders in the Borough.
- 5.2 A report has been taken to the Partnership on 19th January 2007 recommending that the Board note the progress made in the production of the Hartlepool and Tees Valley Climate Change Strategies and inviting feedback on the Hartlepool Climate Change Strategy.
- 5.3 The Council has a major contribution to make by providing community leadership and ensuring actions are undertaken and progress is made in tackling Climate Change issues.
- 5.4 The Council will also lead in the preparation of the action plan associated with the Climate Change Strategy. This will involve working with various partners for example: the Environment Partnership, the Environment Agency, Tees and District Energy Advice, local businesses and the voluntary/community sector.

6.0 RECOMMENDATIONS

- 6.1 Cabinet are requested to note progress made in the production of the Hartlepool and Tees Valley Climate Change Strategies and provide any comments on the Hartlepool Climate Change Strategy.

A Draft Climate Change Strategy for Hartlepool

A Draft Climate Change Strategy for Hartlepool

Introductory note by Ian Wright MP

Introductory note by Stuart Drummond, Mayor

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 - 1.4 The evidence**
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 - 1.6 Why do we need to tackle climate change?**
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- 3.0 How this strategy links to and supports other strategies/plans in place/preparation**
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 - 7.1 The consultation exercise**
 - 7.2 Disclosure**
- 8.0 Action**

Appendices & References

1.0 Introduction

Welcome to the draft Climate Change Strategy for the Hartlepool which has been developed by the Hartlepool Partnership, the town's Local Strategic Partnership (LSP). The Hartlepool Partnership understands that climate change is an issue which requires partnership action as no single organisation can address it alone.

The Hartlepool Partnership brings together all of the town's partnerships delivering local services. More information on the Partnership can be found on its website www.hartlepoolpartnership.co.uk. The Hartlepool Partnership also prepares the Community Strategy, the Local Area Agreement and the Neighbourhood Renewal Strategy (see Glossary), all of which relate to this strategy (see section 2).

1.1 What is climate change?

Climate is the long-term average of a region's weather and climate change can be described as any long-term changes or fluctuations in weather patterns. This includes changes in temperature, rain and snow, cloud cover or prevailing wind direction. Climate change happens naturally due to a variety of factors, changes in the earth's orbit around the sun for example.

The term global warming is generally used to refer to the warming of our global climate which has been identified since the early part of the 1900s. The changes we have seen over recent years and those which are predicted over the next 80 years are thought to be mainly as a result of human behaviour rather than due to natural changes in the atmosphere. Since industrialisation humans have substantially altered the properties of the earth's atmosphere by burning large quantities of fossil fuels such as oil, gas and coal.

'Global warming is the greatest long-term threat to our planet's environment', Tony Blair, September 2006. This stark statement is a reminder that we need to act. The report from Sir Nicholas Stern's Review on the Economics of Climate Change (October 2006) concludes that 'There is still time to avoid the worst impacts of climate change, if we act now and act internationally.' The aim of this strategy is to set Hartlepool on the right track to both reduce its impact on the climate and to be prepared for changes already taking place.

It is easy to think that melting polar ice caps is happening thousands of miles away and has little to do with Hartlepool. However it is caused by many of our every day activities and if it continues will change how we live our lives.

Using electricity generated from fossil fuels adds to the amount of greenhouse gases released, and trees which can act as a sponge to soak up carbon dioxide (CO₂) have been cut down to provide more land for agriculture. Every plastic bag we use to carry our shopping for example is made in part from oil, and the new agricultural areas in the tropics which have been cleared of trees

are often used to grow crops we eat – meat and soya (often used in flour and to bulk up meat products) for example.

In the recent past there has been some debate as to whether the climate is changing and how the impact our activities were involved. The vast majority of scientists are now agreed however that climate change is happening and has been exacerbated by human activity, indeed the Stern Report says 'The scientific evidence that climate change is a serious and urgent issue is now compelling.'

'We've reached the point where it's only by including human activity that we can explain what's happening' – Dr Geoff Jenkins, Hadley Centre.

1.2 Greenhouse gases

The gasses collectively known as greenhouse gases are Carbon Dioxide, Methane, Nitrous Oxide, Hydrofluorocarbons (HFCs), Perfluorocarbons (PFCs), Sulphur Hexafluoride, water vapour and ozone.

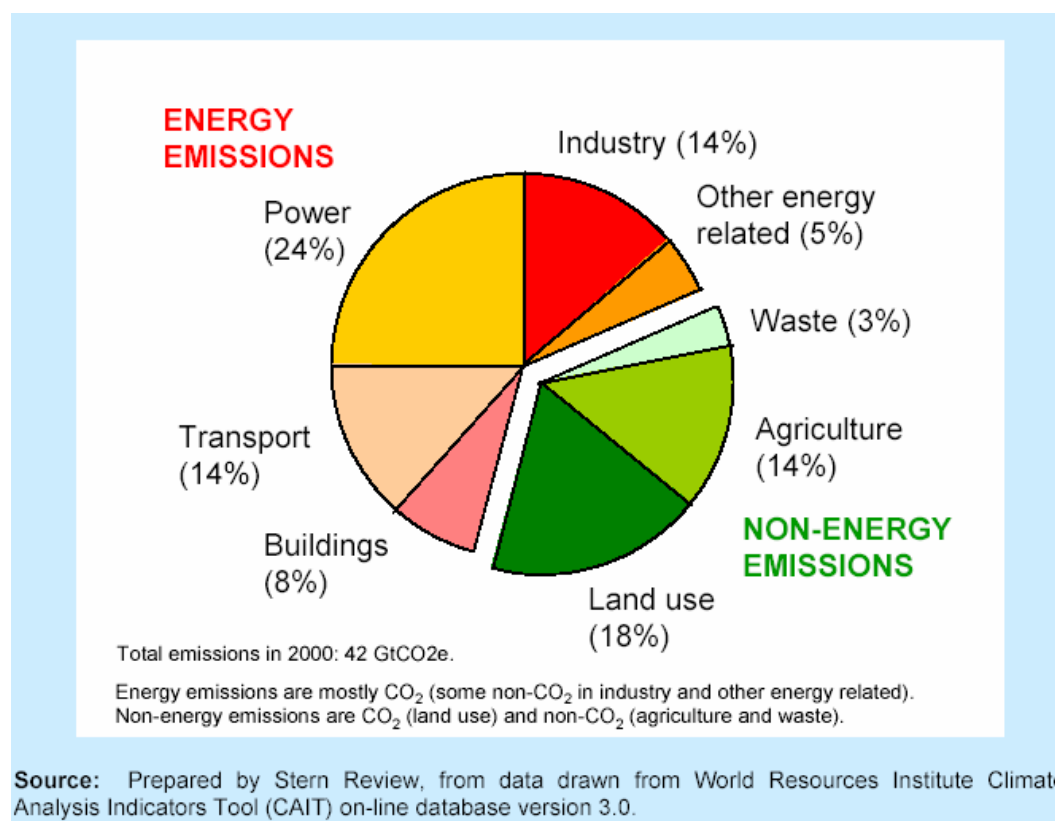


Diagram 1. Greenhouse gas emissions in 2000, by source. Source: The Stern Report

Diagram 1 illustrates that almost a quarter of all our greenhouse gas emissions in the UK are as a result of our need for power, i.e. the generation of electricity.

The greenhouse gases already released into the atmosphere have already determined the changes to our climate for the first half of this century. 'On

current trends, average global temperatures will rise by 2 – 3°C within the next fifty years...’ Stern Report.

1.3. The greenhouse effect

The greenhouse effect is a natural mechanism that keeps the earth warm, the layer of gases acts like a blanket to keep the earth warm, and without it the earth would be 20 – 30°C cooler than it is now and would be a frozen lifeless planet.

Global warming has occurred because there has been an increase in the amount of greenhouse gases in the atmosphere caused by human activities such as burning fossil fuels. Excessive greenhouse gases in the atmosphere enhance the greenhouse effect by making the ‘blanket’ more effective, this prevents even more outgoing heat (infrared radiation) from escaping. This causes some of the heat to be retained leading to global warming and changes to the earth’s climate.

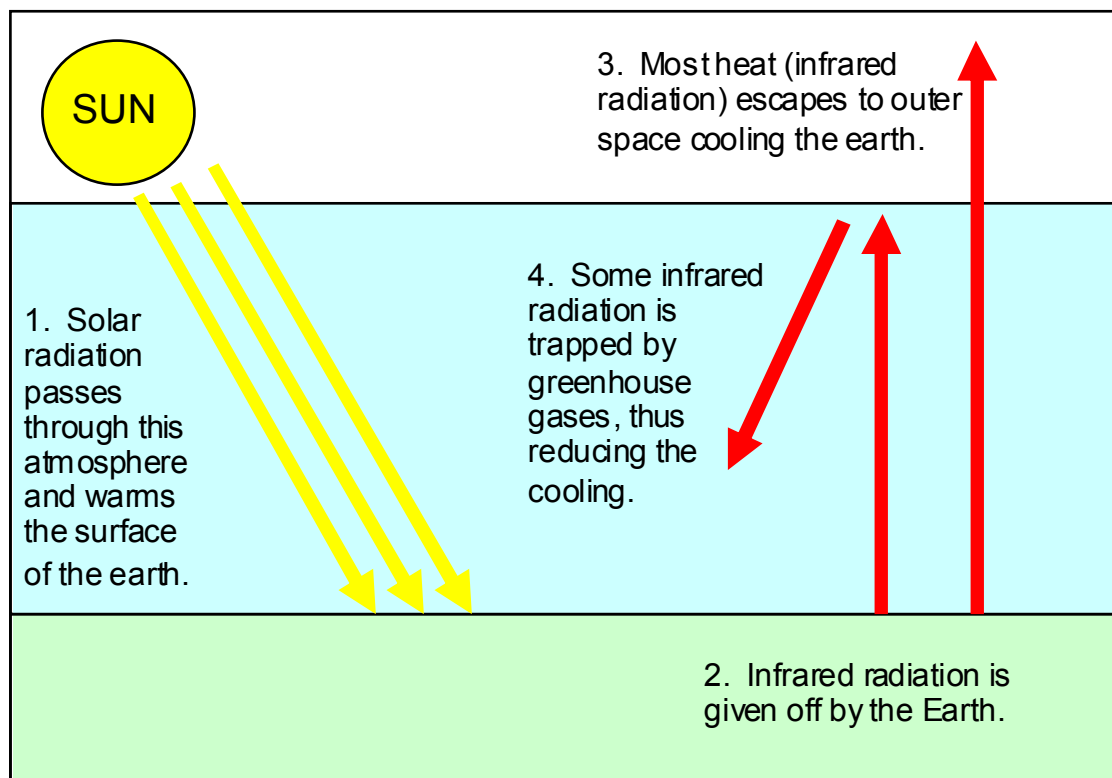


Diagram 2. The Greenhouse Effect. Source: Reproduced from the Stern Report.

1.4 The evidence

Two hundred years ago, before the start of the Industrial Revolution, the level of CO₂ in the atmosphere was approximately 270-280 parts per million (ppm). It reached 360ppm in the 1990s and recently climbed to a high of 379ppm. (www.bbc.co.uk) Other evidence of climate change include:

- Concentrations of greenhouse gases are now higher than at any point in the 800,000 years. This is higher than at any time whilst humans have been around.
- Global temperatures have risen by 0.6°C during the last century.
- Temperatures are forecast to rise by about 3°C during this century.
- The ten warmest years on record have all been since 1990. Six of the ten warmest years on record in the UK were between 1995 and 2004.
- Between 4th and 13th August 2003, over 2,000 people in the UK died as a result of the heat.

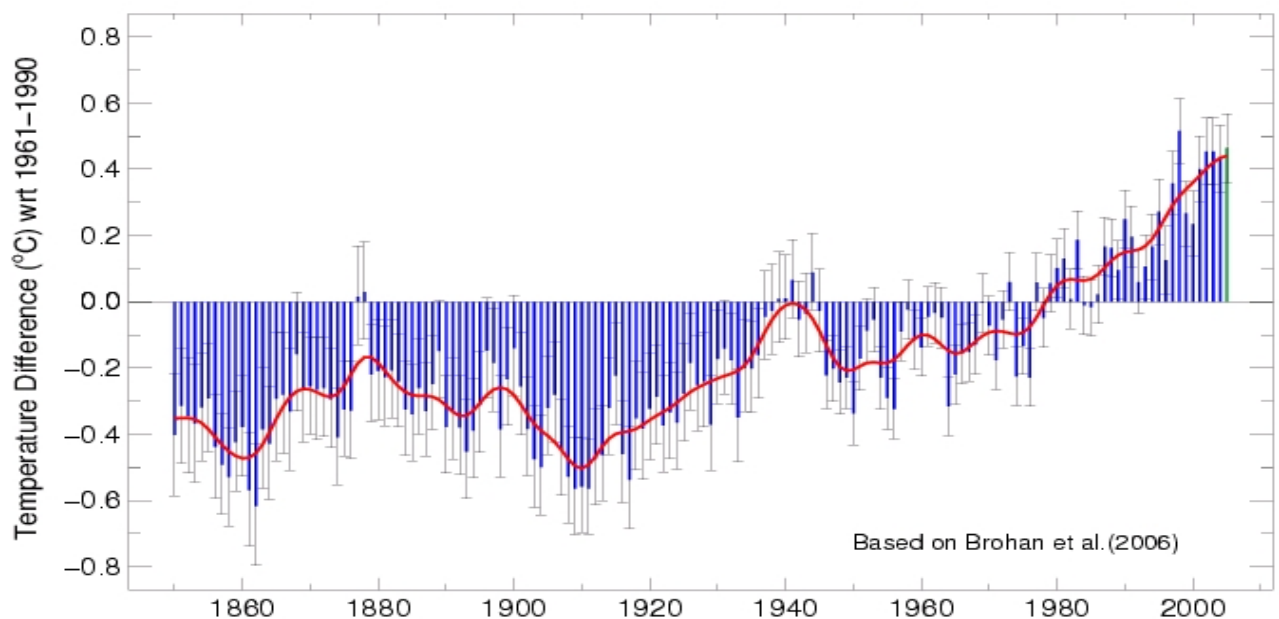


Diagram 3: Global average temperature change from 1850-2005 with respect to a 1961-1990 average. Source: Brohan *et al.*

The information in Diagram 3 is based on regular measurements of air temperature at land stations and on sea-surface temperatures measured from ships and buoys. The diagram illustrates that there has been a general trend of increased temperature compared to the average (0.0) from 1980 onwards.

1.5 What are the anticipated impacts of climate change?

The exact impacts of climate change on the UK are uncertain but some are predictable, and some are already known:

Table 1. Anticipated impacts of climate change in the UK

Deaths related to excess heat are likely to increase, although fewer winter deaths are likely.
In the UK we have seen an increased frequency of summer heat waves with less rain. This increases the chances of drought, crop failure, loss of native trees and shrubs prone to drought, increased skin cancer and more cases of food poisoning.
Sea levels are rising around our coast. This causes increased erosion of the coastline, loss of cliff-top properties, flooding of valuable coastal ecosystems, flooding of low lying areas and detrimental effects on tourism due to loss of coastal resorts.
The weather is becoming increasingly unpredictable, with more intense rainfall resulting in flash floods, stronger winds and hurricanes, and higher temperatures including heat waves and droughts all being experienced. For example the autumn and winter floods in 2000 in the UK were the worst for 270 years in some areas. Flooding on farmland cost the farming industry nearly £500m.
Coastal waters are warming, which may be nicer for paddling, but means that the fish species living there are negatively affected, the knock on effect is that many sea bird colonies have insufficient food.
There are now fewer frosts and cold spells, this affects our native animals and plants. For example, warmer winter temperatures may have disastrous consequences, including possible extinction of species that hibernate. More insects will survive the milder winters and we will be more prone to infestations.
Egg laying dates of 20 bird species are 4-17 days earlier than 25 years ago.
The average sea level around the UK is now about 10cm higher than it was in 1990 and is expected to increase further
There may be more infrastructure failures, where roads melt and drains overflow for example.
Winters in the UK have become wetter, with more rain falling in heavy downpours. This will get worse as global warming increases and people will be more at threat due to flash floods, damage to property, loss of life and increased insurance costs.

Sources: (www.climatechallenge.gov.uk and Environment Agency)

The impact of climate change on the Gulf Stream is an important issue. The Gulf Stream is the flow of warm water from the tropics towards Western Europe which keeps us warmer than the equivalent area on the eastern coast of Northern America. Research carried out at Southampton's National Oceanographic Centre shows the Gulf Stream has already slowed down by 30% since 1992.

Clearly, the Hartlepool Partnership on its own cannot influence the world climate, but the world's climate does affect Hartlepool and adverse weather prospects will have a social and economic influence on the town. It is the responsibility of the Partnership to do what it can to contribute to the national and international efforts to reduce global warming and to develop local strategies to deal with the consequences of climate change.

1.6 Why do we need to tackle climate change?

'Climate change has been described as one of the most serious threats facing the world's environment, economy and society. But if we all act, the world can avoid its worst effects. The devastating floods, droughts and storms we have seen in the UK and across the world in recent years show all too clearly how vulnerable we are to climate extremes and how devastating they can be. We have been warned that things will get worse. We have to take practical action to deal with flooding and severe weather. However, we also need to tackle climate change by cutting the greenhouse gas emissions that cause it.' (*DETR – Climate Change, The UK Programme*).

The Hartlepool Partnership signed the Nottingham Declaration on Climate Change in 2004 which commits the Partnership to:

- Establishing a baseline of greenhouse gas emissions from the town
- Developing an action plan to reduce emissions
- Developing actions to adapt to climate change

After signing the declaration this strategy is second step along the route, the action plan will follow and will set specific objectives and targets for all of the organisations represented on the Partnership to work towards and report against progress.

1.7 What is already being done to tackle climate change – worldwide, nationally, in the region and more locally?

1.7.1 Worldwide

The Kyoto Protocol was originally agreed in 1997 but only came into force in 2005 when it was ratified by 55 countries, which accounted for 55% of emissions. The protocol includes a binding global target for decreasing greenhouse gases by 5.2% over the period 2008-2012 based on 1990 emissions. (Energy Saving Trust) All 15 European Union states had ratified the protocol by 2002, however only four of the states are on track to meet their targets. (www.bbc.co.uk)

Whilst the USA remains uncommitted to the Kyoto Protocol there remain concerns about its value however, as the USA is responsible for approximately 25% of the worlds emissions of climate change gases. In fact since 1990 the emissions of CO₂ from the USA have increased by over 15%. (www.bbc.co.uk)

There are also fears that the protocol does not go far enough and more stretching targets should be set to make a real difference. Some climate change scientists are pushing for reductions of 60% in order to prevent the worst consequences of climate change. (www.bbc.co.uk)

1.7.2 Nationally

Under the Kyoto Protocol, the UK has a target to reduce greenhouse gas emissions by 12.5% based on 1990 levels. In addition the government's Energy White Paper of 2003 also set an aspirational target of a 60% decrease by 2050.

Energy Efficiency: The Government's Plan for Action was then published in 2004 and sets out how the Government aimed to cut carbon emissions over 12 million tonnes of carbon per year by 2010. This is 20% greater than the original Energy White Paper figure of 10 million tonnes and will save households and businesses over £3 billion per year on their energy bills by 2010.

Government policies relating to climate change include measures to promote energy efficiency in homes and businesses, introduce industry to the benefits of emissions trading, increase the share of electricity generated by renewable resources, encourage the take up of less polluting vehicles, and encourage individuals and communities to consider how to reduce carbon dioxide emissions for example through the work of the Energy Saving Trust.

In order to encourage businesses to take up this challenge not only to save money but also to conserve natural resources and protect the environment the UK government introduced the Climate Change Programme in April 2001. The Climate Change Programme includes the Climate Change Levy (CCL), a tax on the business use of energy providing an incentive to cut usage. The aim of the levy was to save at least 5m tonnes of carbon a year by 2010. To 2005 the levy had cumulatively saved 16.5m tonnes of carbon. For more information on the Climate Change Programme, visit www.defra.gov.uk/environment/climatechange/index.htm

The Department for Environment, Food and Rural Affairs (DEFRA) published the Government's strategy for Combined Heat and Power to 2010 in April 2004. The strategy incorporates the full range of support measures to support the growth of CHP capacity needed to meet our CHP target, and lay the foundation for long-term growth in CHP.

1.7.3 In the North East

In 2002 the regional partnership for sustainable development Sustaine, published a report on climate change in the North East 'And the weather today is...' which was intended to raise awareness of climate change and help people preparing policies, plans and projects in the region.

Sustaine has now appointed a Regional Climate Change Co-ordinator to take this work forward and develop an action plan for the region in partnership with other organisations in the region.

1.7.4 In the Tees Valley

The Tees Valley Climate Change Partnership (TVCCP) includes the five local authorities, Environment Agency, Renew Tees Valley, Tees and Durham

Energy Advice (TADEA) and Scottish Power, and this group with the Climate Change Co-ordinator, has prepared a Climate Change Strategy. The aim of the strategy is to facilitate co-operation of all individuals and public and private bodies together, to safeguard the future of the Tees Valley.

The TVCCP believes that all businesses, organisations and households have the potential to become low carbon, and benefit from the financial and societal gains that this way of life will bring. A low carbon economy will result in increase resource efficiency, leading to competitive and innovative businesses, low fuel bills, and to communities that are affordable and healthy places in which to live, learn and work.

The strategy commits partners to working towards a minimum annual reduction of carbon dioxide emissions of 1.25% below 2000 levels until 2012, and for each to monitor their own organisations' CO₂ emissions. Reaching this target would achieve an 8.75% reduction (on 2000 levels) by 2012, and a further 27% by 2030. The targets will be achieved through energy efficiency, changed habits and routines, and innovation, and will be worked towards alongside adaptation.

1.7.5 In Hartlepool

The Hartlepool Partnership signed the Hartlepool Declaration on Climate Change in October 2004. By signing the declaration the Partnership agreed a commitment to: developing a climate change strategy across all elements of and sectors in the Partnership, establishing a baseline of greenhouse gas emissions for the town and developing a community action plan to reduce emissions and adapt to climate change.

A vital part of any climate change strategy is to have an accurate inventory for a baseline year. This enables the identification of the main energy using sectors, and allows us to set reduction targets and benchmark to allow for meaningful comparisons of emissions over time. This strategy uses the Tees Valley Emissions Inventory (TVEI) and Emissions Reporting Protocol (ERP) to assist us in reporting emissions (Tees Valley Climate Change Strategy Supporting Document).

The Hartlepool Partnership has already committed to an ambitious target of 1.25% annual reduction, this will achieve a minimum of 8.75% reduction in CO₂e (Carbon dioxide equivalent) below 2000 levels. For 2012 – 2030 the minimum target will be 27% which is an annual target of 1.5%.

Table 2. Hartlepool short-term emission reduction targets (tonnes of CO₂e, based on a 1.25% annual decrease. Source: Tees Valley Climate Change Strategy.

	Hartlepool
2000 baseline	737,390
Average annual reduction required 2006-2012 (1.25)	9,217
Total reduction required 2006-2012 (8.75)	64,522

2.0 Strategy aim and objectives

The Climate Change Strategy has an aim and a series of objectives

2.1 Aim

Hartlepool will be prepared for the impacts of climate change and will be working in partnership to secure local and global action to tackle it.

2.2 Objectives

A number of objectives have been identified to achieve the aim:

1. To safeguard and enhance Hartlepool's competitiveness, encourage technological innovation and support the development of clean technology.
2. To ensure effective climate change communication so that Hartlepool's young people, residents, businesses, communities and organisations understand the issues and challenges ahead, recognise what needs to be done to tackle the issue and what they can do themselves.
3. To minimise the health impacts of climate change and ensure those most vulnerable are not differentially affected.
4. To put in place robust integrated emergency management and seek to ensure a greater targeting of spending to reduce the risks associated with climate change.
5. To make better use of natural resources, reduce the generation of waste and maximise recycling.
6. To reduce green house gas emissions, minimise energy use and increase the use of alternative and renewable energy.
7. Work in partnership to combat the effects of climate change on natural habitats and the plants and animals that rely upon them and act to reduce those pressures which are under our control and build greater resilience into natural ecosystems.
8. To promote sustainable patterns of development and movement and minimise the adverse impacts of transport on climate change.
9. To ensure that every home is adequately and affordably heated and that new build is low carbon and highly energy efficient.

3.0 How this strategy links to and supports other strategies/plans in place/preparation.

'The climate change issue is part of the larger challenge of sustainable development. As a result, climate policies can be more effective when consistently embedded within broader strategies designed to make national and regional development paths more sustainable. This occurs because the impact of climate variability and change, climate policy responses, and associated socio-economic development will affect the ability of countries to achieve sustainable development goals. Conversely, the pursuit of those goals will in turn affect the opportunities for, and success of, climate policies. In particular, the socio-economic and technological characteristics of different development paths will strongly affect emissions, the rate and magnitude of climate change, climate change impacts, the capability to adapt, and the capacity to mitigate.' (IPPC Third Assessment Report, 2001.)

It ought to be the aim of all organisations providing services to the community to support the concept of a sustainable community which would include an awareness of how their operations could contribute to climate change and to mitigate against its impacts.

For the Hartlepool Partnership this includes links to the Community Strategy, Neighbourhood Renewal Strategy, Local Area Agreement and Local Development Framework.

3.1 Community Strategy

Part 1 of the Local Government Act 2000 places a duty on Local Authorities to prepare Community Strategies for promoting or improving the economic, social and environmental well-being of their areas, and contributing to the achievement of sustainable development in the UK.

The Hartlepool Partnership and Hartlepool Borough Council adopted a first Community Strategy in April 2002 agreed a timetable for review in five years. In line with this agreement, the Community Strategy Review 2006 was launched on 5th May and a new Community Strategy will be in place in April 2007. The revised Community Strategy builds on the 2002 Strategy and will establish a new policy framework for Hartlepool. Proposed revisions include the integration of the current Hartlepool Sustainable Development Strategy (2001) within the new Community Strategy.

The 2002 Community Strategy establishes a vision that:

Hartlepool will be a prosperous, caring, confident and outward looking community, in an attractive environment, realising its potential

The 2002 Strategy sets out a number of objectives relating to climate change covering transport, waste minimisation, use of natural resources, minimising energy use, increasing the use of renewable energy, minimising pollution, maximising opportunities for recycling waste and the effective use of buildings, land and transport.

3.2 Neighbourhood Renewal Strategy

The context for the Neighbourhood Strategy (NRS) is provided by 'A New Commitment to Neighbourhood Renewal – National Strategy Action Plan' (January 2001), which was published as part of the government's modernising agenda.

The Hartlepool NRS is a key element in ensuring that the vision of the Community Strategy is realised. Its purpose is to reduce inequalities in the most disadvantaged areas and to help to tackle social and economic exclusion. The vision, aim and objectives of the NRS are those of the Community Strategy.

3.3 Local Area Agreement

Local Area Agreements (LAAs) are a Government initiative, launched in 2004. LAAs are aimed at delivering a better quality of life for people through improving performance on a range of national and local priorities and introduced a new way of working to build a more flexible and responsive relationship between central government and a locality on the priority outcomes that need to be achieved at a local level. Hartlepool's Local Area Agreement (LAA) is the delivery plan for the Community Strategy.

The Hartlepool LAA is structured around the aims and themes of the Community Strategy and forms the strategic framework for monitoring progress. Hartlepool's LAA was agreed by the Partnership Board in February 2006 and was signed off by Government in March 2006. The LAA recognises that climate change is a priority for action and a number of outcomes relate to Climate Change i.e.

- make better use of natural resources, reduce greenhouse gases, minimise energy use and reduce the generation of waste and maximise recycling.
- Improve energy efficiency of houses.

An Annual Delivery and Improvement Plan is produced that identifies planned progress. The 2006/07 plan highlights that :

- funding of £700k has been secured from British Gas through a partnership with Tees and Durham Energy Advice Ltd (TADEA) for insulation measures.
- the Home Energy Conservation Act (HECA) Strategy and the Affordable Warmth Strategy will be reviewed during 2007. Hartlepool has managed to reduce excess winter deaths and the energy efficiency programme has been credited with this success. Further work is ongoing to promote the take up of Warm Front central heating grants, Hartwamers insulation grants, and free advice on energy saving. Hartlepool has a

target of improving energy efficiency by 30% on 1996 levels, with a corresponding reduction in carbon emissions.

3.4 Local Development Framework

Local Development Frameworks are replacing development plans and related documents prepared and adopted by councils. The new regime includes a Local Development Schemes (LDS) which outlines the programme and milestones for the preparation of the local development documents; a Statement of Community Involvement (SCI); Development Plan Documents (DPD) which detail the core strategy, land use allocations and spatial policies; and Supplementary Planning Documents providing more detail on policies in the DPD.

Each of the above documents must undergo a sustainability appraisal and a strategic environmental assessment.

In Hartlepool an updated Local Plan was adopted in April 2006, subsequently the LDS was published in July 2006. 'The 2006 Hartlepool Local Plan was developed in close collaboration with in particular the Hartlepool Community Strategy and the Hartlepool Local Transport Plan and gives spatial expression to the elements of these and other strategies that relate to the development and use of land' (Hartlepool LDS, July 2006). It is hoped that when the next stage in the move towards the LDF this climate change strategy and its action plan will be fully considered.

3.5 Why do service providers need to think about climate change?

All service providers need to be aware of climate change for two reasons – to be aware of the impact of their operations on the climate, and how their operations and customers might be affected by the impact of climate change.

All organisations with buildings will have an impact on the climate in terms of their energy efficiency, waste produced and travel patterns for example. The health of the community will be altered by the impacts of climate change, health providers need to be aware of this and be in a position to plan their reactions for example.

The following table represents some of the potential impacts upon the town's service providers' activities and responsibilities.

Table 3. Potential impacts on the towns service providers' activities and responsibilities

Organisation or service	Potential impact
All organisations	All of the organisations and businesses operating in Hartlepool area should be preparing for climate change by storm proofing their buildings, providing information to their workers relating to the health,

	social and environmental impacts of climate change and how their every day actions can have an impact – both negative and positive.
Police	Whenever there is an emergency situation including storms, flooding, blocked roads and so on, the police have a public order and protection role to play. Increased storms will result in an increased demand on the Police Service and is likely to have an impact on training needs.
Fire Service	Similar impact to the police above.
Health and social care providers (Council and PCT)	The change in weather conditions will have an impact on people's physical and mental health which needs to be considered by all organisations involved in health and social care provision. Incidents of skin cancer and cataracts are likely to increase for example, so more treatment will be required, as will prevention related information.
Education (Council)	All education establishments have a moral responsibility to provide information to their students on the impacts of climate change and how their activities can impact positively and negatively on the climate so that they can take responsibility for their actions.
Housing (Housing Hartlepool, Council)	Nearly 30% of greenhouse gases arise from housing in Hartlepool. This happens when heating systems burn fossil fuels (gas, oil and coal) inefficiently and when a house is poorly insulated. Installing new and more efficient boilers alongside loft and wall insulation with double glazing would help reduce emissions from this source. The amount of electricity householders use for lighting and cooking as well as heating, must also be considered. The social housing provider in Hartlepool, Housing Hartlepool, has embarked upon a programme to upgrade their residents houses – see case study on page 25 for more details. The council will work raise the profile of energy saving with home owners and private landlords.
Planning (Council)	Changes to our climate make the decisions planners make even more important. The location and nature of developments will become increasingly crucial as the impacts of climate change are realised. The council's Planners will need to work with developers to ensure all new buildings are designed to the highest standard of energy efficiency and sustainable construction techniques. If further climate change is to be avoided all new buildings (commercial, public, private and housing) should be

	<p>designed to the highest specification in terms of sustainable construction techniques which include high levels of insulation and energy efficiency, efficient heating/cooling systems and sustainable drainage systems.</p> <p>Planners are working to prevent all development in the flood plain and are undertaking a Strategic Flood Risk Assessment. When developments are proposed, the developers undertake a flood risk assessment for the site. If the site is in the flood plain it is unlikely that planning permission would be granted due to the risks involved.</p>
<p>Drainage, Engineering, Highways and Transport Planning (Council)</p>	<p>Nearly 20% of the emissions of greenhouse gases in Hartlepool in 2003 arose from transport sources. There is an urgent need therefore to reduce private car travel wherever practical by providing integrated and affordable alternatives.</p> <p>Service providers need to work closely with people who do not currently use public transport to find out what would make it a more attractive option to them. Services need to be well integrated and reflect people's travel patterns and needs.</p> <p>There is a need now to respond to the needs of public transport providers rather than the private car user in order to help facilitate an integrated transport system.</p> <p>As climate change will result in more frequent and more intense storms it is imperative that drains remain free of blockages, retention ponds are installed and that other more sustainable drainage systems are installed. Increased frequency and intensity of storms and hotter days in summer months are also likely to lead to damage to the highways network causing disruption to the flow of traffic.</p> <p>Sustainable drainage systems including soak-aways and storage ponds will be required to reduce the risk of flash floods during storms.</p>
<p>Environmental Services (Council, Environment Agency and Natural England)</p>	<p>Environmental Health Officers at the Council will be aware that changes in weather patterns will have an impact upon food storage in commercial properties for example.</p> <p>The Environment Agency and the Council both have preventative and reactive roles in relation to flooding. Both organisations have a regulatory function relating to emissions to the atmosphere from discrete</p>

	<p>sources.</p> <p>Water quality and quantity will need to be carefully monitored and protected in future years as rainfall patterns change, for both environmental reasons and for human use.</p> <p>Changes in climate will impact upon habitats and species, particularly those at risk already. Some habitats and species will benefit from climate change, others will suffer. Organisations with a role to play are the council, Environment Agency and Natural England.</p>
Energy	<p>'Currently an Energy Strategy and Action Plan are being written for Hartlepool Borough Council. The Strategy will show the commitment of the council to decreasing energy use and decreasing emissions thus being beneficial to climate change by:</p> <ul style="list-style-type: none"> • Reducing their energy and water consumption costs • Using energy more efficiently (energy consumed per unit of production or service delivered • Minimising waste and promoting recycling • Reducing emissions of CO2 • Reducing consumption to finite fossil fuels • Increasing the use of renewable energy • Investing in clean, energy efficient technologies • Reducing all environmental impact arising from our consumption of energy.' <p>All organisations and businesses operating in Hartlepool have a role to play in reducing their energy use, and switching to 'green' energy.</p>
Waste services (Council)	<p>When waste is disposed of by landfilling it rots and generates greenhouse gases so this option should be avoided where possible. Although a relatively small proportion of the waste generated in Hartlepool is land filled, it should be treated as a last option. Additionally, for each tonne of waste taken to landfill the council must pay 'Landfill Tax' which is designed as an incentive to find alternatives to landfilling waste.</p> <p>The actual amount of waste from all sources should be reduced, and when waste is generated it should either be treated as a resource and re-used or recycled wherever possible. A system to link up organisations so that 'waste' can be utilised as a</p>

	resource will be stimulated. The proactive collection of remaining waste for recycling from all sectors will help further reduce waste sent to landfill/incineration.
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3.6 Private sector

Businesses operating in the Hartlepool area need to be prepared for climate change. Their buildings need to be as storm proof as possible so that in the event of a storm they can carry on trading safely for example. Premises should be well insulated and efficiently cooled and or heated so that costs are minimised as well as the amount of greenhouse gases emitted. In order for businesses to remain competitive they need to consider their impact on climate change and the impact of climate change on their business now.

There are two main messages in the Stern Review – The economics of climate change:

- The economic benefits of strong, early action on climate change outweigh the costs; the mitigation costs to reduce emissions now must be viewed as an investment in avoiding future risks, and
- The stabilisation of carbon emissions and averting climate change is feasible and consistent with continued economic growth, there does not need to be a choice between climate and growth.

The Stern Review also promotes international mechanisms required, which if implemented the private sector in Hartlepool could be involved in, they include:

- Creating international flows of carbon finance through linking carbon trading schemes.
- Supporting effective policies and programmes to support developing countries in the transition to a low carbon economy. For example, the establishment of the Clean Energy Investment Framework by the World Bank.
- Accelerating international co-operation for technological innovation and diffusion, for example, the co-ordination of regulations and product standards.

4.0 Information

The Intergovernmental Panel on Climate Change (IPCC) predicts that global temperatures will increase by between 1.5 and 5.8 degrees C by the end of this century, 5.8 degrees is similar to the rise between the ice age and pre-industrial temperatures. (The Climate Challenge, Carbon Trust, 2005.)

4.1 An emissions baseline for the town

In Hartlepool it has been possible to calculate where the climate change emissions originate from. The figures below are from 2000 and represent the most accurate figures available currently.

Table 4: Emissions of greenhouse gases in CO₂e by various sectors in Hartlepool during 2000. Source: Tees Valley Climate Change Strategy.

	Sector	Emissions Source	Greenhouse gas emissions (CO ₂ e Ktonnes)	% of emissions (CO ₂ e Ktonnes)	% of emissions (CO ₂ e Ktonnes) per sector	% of emissions (CO ₂ e Ktonnes) per category
Energy	Gas	Domestic	139.40	15.73	29.12	65.69
		Industrial & Commercial	118.90	13.42		
	Electricity	Domestic	63.60	7.18	25.62	
		Industrial & Commercial	163.40	18.44		
	Other Fuels	Solid Fuels	75.27	8.50	10.98	
Fuel Oils		22.00	2.48			
Waste	Waste	Household waste	14.00	1.58	1.75	2.11
		Non-household waste	1.00	0.11		
		Transportation of waste	0.52	0.06		
Road Transport	Personal Transport	Bus	8.60	0.97	11.03	15.58
		Diesel car	13.20	1.49		
		Petrol car	75.60	8.53		
		Motorcycle	0.30	0.03		
	Freight	Heavy Goods Vehicle (HGV)	22.80	1.84	4.70	
		Diesel LGV	16.30	1.84		
Petrol LGV		2.50	0.28			
Major Industry	Major Industry	Major Industry	149.00	16.82	16.82	16.82
TOTAL:			886			

4.2 An outline of the emissions forecast for the town.

Work has begun to model the emissions forecast for Hartlepool and this information will be made available as soon as is possible, and if practicable will be used to inform the development of the Hartlepool Climate Change Action Plan.

4.3 How is climate change impacting on the Hartlepool area, and how might it impact on the Hartlepool area in the future

Specific data for the impacts on Hartlepool is not readily available, but information is available on a regional basis which gives a good indication of the potential impacts.

Temperature change in the North East has been monitored by Durham University since 1847. These records show that over 150 years there has been a warming trend resulting in an overall increase of 0.5°C. The majority of this 'warming' has taken place since 1930. The 1930s and 40s were especially warm. There was a cool trend in the late 1960s and early 1970s, and more recently over the past 15 years very high temperatures have been recorded. (And the weather today is ...)

Between 1900 and 2000 the North Shields tide gauge recorded a sea level rise of approximately 20cm. The impact of extreme tides and storms and sea level rise could increase erosion. (And the weather today is ...)

Table 5. Possible climate change scenarios for the North East region.

Source: And the weather today is ...

The North East in the 2080s?		
	Low Emissions Scenario	High Emissions Scenario
Average Annual Temperature Increase	1.5°C to 2.0°C	3.0°C to 4.0°C
Average Winter Temperature Increase	1.0°C to 2.0°C	2.5°C to 3.0°C
Average Summer Temperature Increase	1.5°C to 2.5°C	3.5°C to 4.5°C
Average Winter Precipitation Increase	5% to 15%	15% to 30%
Average Summer Precipitation Reduction	-15% to -25%	-30% to -50%
Sea Level	6 cm	66 cm
Snowfall Reduction	-45% to -60%	-90% to 100%
Changes in average length of thermal growing season	30 - 50days	70 – 100days

(And the weather today is ...)

The potential knock on impacts, both positive and negative of such changes are explained further in 'And the weather today ...':

- Incidents of skin cancer, cataracts and food poisoning will increase
- Increased respiratory problems associated with traffic pollution and sunshine
- Damage to coastal habitats
- Migration of new species to the North East alongside a detrimental impact on some fish populations
- Increased tourism opportunities
- Times of planting and harvesting may change as the growing season lengthens
- Different pest species

- Water use may increase
- Flooding events may become more common
- Sewers may not have the capacity to cope with storm events and may overflow
- Cliff and beach erosion may increase resulting in higher costs in maintaining sea defences
- Changes in energy use as winter heating use reduces and demand for air conditioning in summer months rises
- Increase in insurance claims and cost of insurance owing to weather events
- Disruption to transport networks, energy supplies and communications infrastructure through more extreme weather events
- Injuries from gale force winds, flooding and other extreme weather events may increase
- Condensation, damp and mould inside buildings could increase

5.0 Mitigation: How individuals, communities, and organisations in the borough can mitigate against further climate change

All service providers need to be aware of their impact on climate change and how they can mitigate against further climate change and the council and Hartlepool Partnership are both committed to support other service providers. Only when all sectors of the community act will action against climate change be truly effective. Preventing further climate change can be achieved if all individuals, communities and organisations across the world take action now.

5.1 Procurement Policies

All organisations and businesses ought to have implemented sustainable procurement policies to ensure they gain long term value for money, the products and services they procure have limited impacts upon the community and environment locally and further afield and that their impact on the climate is minimised. A sustainable procurement policy would for example, include switching to 'green' energy or on site micro-generation.

5.2 Buildings

All buildings should be insulated and draught proofed to the highest standard, this includes retrofitting older buildings and ensuring all new buildings are built to the highest possible specification. Heating and cooling systems should use the most efficient systems possible, and powered by renewables wherever possible. Micro-generation of energy should be encouraged for new and existing buildings.

5.3 Waste

Waste from all sources should be reduced as far as is possible, all remaining waste should be recycled or re-used, and where this is not possible, treated in

the most sustainable way. Linking up waste streams will help, that is linking organisations so that waste is traded as a raw material or resource.

5.4 Transport and Fleet Management

The use of private cars should be minimised and in order for this to become a reality integrated public transport systems need to be supported. Public transport must be efficient, effective and affordable for people to use it as their first choice. It is practical to assume that there will be a need for the private car, so alternative clean fuels ought to be developed and promoted.

Organisations and businesses in Hartlepool which operate a fleet of vehicles need to be aware of their impact. Reducing travel to only that which is necessary will reduce cost, time and emissions; moving from conventional fuels to bio-diesel or auto-gas can also help to reduce emissions.

5.5 Case studies of ongoing work to mitigate against further climate change

How Hartlepool Borough Council is making a difference

'Councils owe it to the community to take on the challenge of climate change with strong commitment and leadership. Whatever a local authority has or has not done in the past, now is the time to start action on climate change.' Leading the way: how local authorities can meet the challenge of climate change, LGA, 2005

Hartlepool Borough Council in its role of community leader is championing the response to climate change in Hartlepool. As the largest employer in the Borough, Hartlepool Borough Council has the ability to change both attitudes and behaviour to energy efficiency in the workplace and the home. The council is committed to managing its own estate and providing services in the most sustainable way and as a result minimising its future impact on the climate. Heating and cooling systems will be operated as efficiently as possible. In April 2006, Hartlepool Borough Council switched to a green electricity tariff. Five schools in the Borough opted out, however. The overall contribution of these schools is in the order of 10% of the electricity used by the Council. By switching to a 100% green electricity tariff, Hartlepool Borough Council will save just under 550 tonnes of CO₂e (Carbon dioxide equivalent) based on consumption patterns over the period 2005-06.

The council plays an active role in the Tees Valley Climate Change Partnership to work with the other local authorities and Local Strategic Partnerships in the sub region to tackle climate change together.

Hartlepool has successfully achieved a 2 million litre reduction in water consumption over a 5-year period. Whilst water consumption cannot be calculated as an actual emission reduction within the Tees Valley Emissions Reporting Protocol as this would result in a double counting, the hypothetical CO₂e reduction due to the emission reduction is equivalent to around 13 tonnes of CO₂e savings. (Source: Tees Valley Climate Change Strategy.)

It is important for the council to continue to encourage energy efficiency for electricity, gas and water consumption. Whilst emissions decreased over the 04/05 reporting period, they have begun to show an increase again.

How Housing Hartlepool is making a difference

When Housing Hartlepool took over the ownership and management of the former Hartlepool Borough Council housing stock in March 2004 they pledged to improve every home more than the Government's Decent Homes Standard by 2010. The work is being carried out in partnership with Wates Construction and Gus Robinson Developments along with their own Building Services Team.

Housing Hartlepool has recently invested £99 million refurbishing 301 non-traditional housing increasing SAP ratings from 44 to 82, saving an average 3.5 tonnes of Carbon per house refurbished. In addition in 2004/5 Housing Hartlepool refurbished 117 traditional houses increasing SAP ratings from 65 to 82, saving an average of 1 tonnes of Carbon per household. This gives a massive saving of 1170.5 tonnes of carbon per year and the work is ongoing.



Combined Heat and Power at Hartlepool Hospital

Dalkia Utilities Services developed a new energy centre at the Hartlepool Hospital as part of a PFI contract with North Tees and Hartlepool NHS Trust. This development includes the installation, operation and the management of a 1.4 MWe (Mega watt equivalent) reciprocating engine based combined heat and power scheme with waste heat recovery boiler. The boiler extracts heat from the engine's exhaust gases to generate steam which will then be fed into the hospital's steam system.

The low-grade heat from the engine water jacket will also be utilised to provide hot water. The scheme is designed to provide most of the Hospital's steam and electricity requirements.

Any surplus electricity is to be exported to other Trust properties so they can benefit from the climate change levy exemption. The scheme is to generate about 11,000 MWh (mega watt hours) of electricity per year for on site use and export to the Trust's other properties.

How businesses in Hartlepool are making a difference

Leonards Electricals in Hartlepool (The Smart Corporation) have been working with the Energy Saving Trust (EST) to obtain an Energy Saving Recommended Accreditation. The staff have been given a presentation by the EST indicating all the benefits of energy efficient products, this ensures that this product knowledge can be passed to customers who want to purchase energy efficient electrical goods to save money due to rising fuel bills and act responsibly by reducing their CO₂ emissions.



6.0 Adaptation

‘Adaptation to climate change – that is, taking steps to build resilience and minimise costs – is essential. It is no longer possible to prevent the climate change that will take pace over the next two to three decades, but it is still possible to protect our societies and economies from its impacts to some extent, by providing better information, improved planning and more climate-resilient crops and infrastructure.’
Stern report.

There is a role for individuals, communities and organisations in adapting to climate change. We all need to be prepared for the inevitable changes to our climate.

6.1 What can individuals do to adapt to climate change?

One impact of climate change is hotter weather during summer months, in order to prevent excess summer deaths we each need to take responsibility for our own health. The use of effective sun protection lotion is one simple way to help prevent incidence of skin cancers. Home owners can ensure that their homes are as storm proof as possible by fitting draught proofing and repairing windows and roofs for example.

6.2 What can service providers and businesses in Hartlepool do to adapt to the anticipated impacts of climate change in the borough?

All organisations’ and businesses’ operational plans should take account of the impacts of climate change and detail the actions they each need to take to be ready for future changes in the climate. Actions would include those to

manage their own estates as well as their operations as service providers and or employers.

As community leader the council leads by example on climate change. The council will promote its own good work in newsletters, at community meetings and on its website to inspire others to take action.

All service providers and businesses need to be aware of the anticipated changes in the climate and to take account of them in their operational planning. Health and care providers need to plan for the physical and emotional impacts of different weather patterns, the emergency services and the Environment Agency needs to plan for more frequent and more dramatic flooding events from rivers and the sea, for example. Good business practice would suggest that employers ought to be aware of the potential impacts of climate change on their operations and their employees.

6.3 The cost benefits of taking positive action

‘The shift to a low-carbon economy will also bring huge opportunities. Markets for low-carbon technologies will be worth at least \$500bn, and perhaps much more, by 2050 if the world acts on the scale required.’
...’Tackling climate change is the pro-growth strategy; ignoring it will ultimately undermine economic growth.’ (Source: Stern Report)

There are benefits available from tackling climate change for the council, other service providers in Hartlepool and for the community, these can include:

- Higher quality buildings including houses with improved insulation for example;
- Financial savings from lower heating and electrical bills, meaning that businesses can be more competitive and services more efficiently provided;
- Less air pollution from lower car use rates, leading to improvements in health and the environment;

7.0 Consultation on the draft strategy

This draft strategy for climate change which will be used as a consultation document for residents, organisations and businesses operating in the town to gauge their response and to gain their input and involvement. In order to tackle climate change in the town it will be necessary to gain the commitment of all sectors of the community.

7.1 The Consultation Exercise

Consultation on Hartlepool's first Climate Change Strategy runs until the ??th ?? 2007.

Set out below are a number of specific questions. You are welcome to respond to them all, to some and not others, or to write about other issues that

have not been covered. Responses to this consultation paper should be received no later than 22nd July 2007 to:

Freepost RRAE-CATT-SXAL
Hartlepool Partnership
Bryan Hanson House
Hanson Square
Hartlepool TS24 7BT

or email your contribution to:
hartlepoolpartnership@hartlepool.gov.uk

Further copies of the Strategy are available from the above address or by telephoning 01429 284147. Alternatively, you can read this consultation paper online at: www.hartlepoolpartnership.co.uk and following the Climate Change Strategy link.

Consultation questions

1. Is the draft Strategy about right?
2. What would you like to see changed?
3. Is the Aim sufficiently ambitious?
4. Do you agree with related Objectives?
5. Is there anything you would like to add to the Objectives?
6. How could consultation on the Climate Change Strategy be improved in future?

7.2 Disclosure

A summary of responses to this consultation will be published. Information provided in response to this consultation, including personal information, may be published or disclosed in accordance with the access to information regimes (these are primarily the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004).

If you want the information that you provide to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence. In view of this, it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, but we cannot give an assurance that confidentiality can be maintained in all circumstances.

8.0 Action

Following the adoption of the Hartlepool's Climate Change Strategy, an Action Plan will be developed including indicators, targets and detailed actions. The

action plan will be reviewed annually and this climate change strategy will be considered for review in 5 years.

Table 6. A timetable for the development of the Climate Change Strategy and Action Plan

Consultation on climate change strategy	January – February 2007
Final climate change strategy published	March 2007
Consultation on the action plan	February 2007
Action Plan published	March 2007
Annual Action Plan review	March 2008?
Strategy reviewed	2012

Appendices & References

Appendix 1 Glossary

Appendix 2 Signed copy of the Nottingham Declaration on Climate Change

Appendix 3 Sign posts to further information

References

Glossary

Climate – The long term average of weather in a given area.

Climate change – Any long-term changes or fluctuations in weather patterns.

Community Strategy – The Community Strategy for Hartlepool was produced by the Hartlepool Partnership. Community Strategies should promote or improve the economic, social and environmental well-being of the area.

Greenhouse Effect – The greenhouse effect is a natural mechanism that keeps the earth warm, a layer of gases acts like a blanket to keep the earth warm.

Greenhouse Gases – The main greenhouse gases are Carbon Dioxide (CO₂), Methane, Nitrous Oxide, Hydrofluorocarbons (HFCs), Perfluorocarbons (PFCs) and Sulphur Hexafluoride.

Hartlepool Partnership – The Hartlepool Partnership is the Local Strategic Partnership for the town.

Local Area Agreement – Hartlepool's Local Area Agreement (LAA) is the delivery plan for the Community Strategy.

Local Development Framework – The set of planning documents produced by Hartlepool Borough Council replacing development plans.

Local Strategic Partnership – Local Strategic Partnerships (LSPs) are the partnership or service providers in a given area and are charged with producing a community strategy.

Neighbourhood Renewal Strategy - The Hartlepool NRS is a key element in ensuring that the vision of the Community Strategy is realised.

Appendix 2. A copy of the signed Nottingham Declaration on Climate Change

The Hartlepool Declaration on Climate Change

The **Hartlepool Partnership** recognises that Climate Change is likely to have an increasing impact upon society, the way we live our lives, earn our living and spend our leisure time.

We acknowledge that

The future is uncertain but we are convinced that climate change is happening and will become more pronounced in coming years.

Hartlepool, with its history of manufacturing and its record of adapting to change, has the opportunity to lead into a low carbon future to combat climate change.

Individual organisations have a responsibility to take an active role in adapting to and reducing the adverse impacts of climate change.

We welcome the

- Recognition by many sectors, especially government and business, of the need for change.
- National and international targets to focus action on reducing our future impact.
- Opportunity for Hartlepool to lead the response and thereby play a major role in helping to deliver the national programme.
- Setting of regional targets for emissions, energy efficiency and renewable energy to be agreed by the region and programmes for delivering change.
- Social, economic and environmental benefits which will come from combating climate change and moving towards a low carbon economy.
- Actions to reduce our climate change impact, especially where this involves responsible economic activity
- Opportunity for responsible organisations to encourage and help local residents and local businesses to reduce their energy costs and traffic congestion, to improve the local environment and to deal with fuel poverty within our communities.

We commit ourselves to

- Help secure a stable, safe, long-term future for all.
- Declare our commitment publicly to achieve a significant reduction of greenhouse gas emissions from our own operations, especially in energy consumption, transportation, waste and purchasing goods and services. Work within our local community to prepare a plan that addresses the causes and effects of climate change.
- Monitor the progress of our plan and publish the results.
- A meeting with representatives from central government to discuss the plan and agree a timetable for action.
- Encouraging all sectors in the local community to reduce their own greenhouse gas emissions and to publicise their commitment to action.
- Providing opportunities for the development of renewable energy within our area.
- Work with key providers, including health services, businesses and development organisations, to assess the effects of climate change, and to identify ways in which we can respond.
- Contribute to innovative projects in Hartlepool that respond to the challenge of climate change.
- Work with others in the delivery of the UK climate change programme.

.....

Iain Wright MP

8th October 2004

Chair of the Hartlepool Partnership

Appendix 3. Sign posts to further information on climate change

Defra – www.defra.gov.uk

BBC – www.bbc.co.uk

UNEP – www.climatechange.unep.net

European Commission – www.ec.europa.eu

Tyndall Centre – www.tyndall.ac.uk

Met Office – www.met-office.gov.uk

Hadley Centre - www.met-office.gov.uk/research/hadleycentre

UK CIP – www.ukcip.org.uk

Sustaine – www.sustaine.com

Environment Agency – www.environment-agency.gov.uk

Sustainable Development Commission – www.sd-commission.org.uk

Ends Report – www.endsreport.com

Draft

References

www.bbc.co.uk

DETR – Climate Change Programme

www.climatechange.gov.uk

Energy Saving Trust

Energy Efficiency: The Governments Plan for Action, 2004

And the weather today is ..., Sustaine, 2002

IPPC Third Assessment Report

The Climate Challenge, Carbon Trust, 2005

Environment Agency

The Stern Report

Brohan *et al.*, 2006, Journal of Geophysical Research, In Press

Draft

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Foreword

“Climate change is probably the greatest long-term challenge facing the human race. That is why the Tees Valley Climate Change Partnership has made it a top priority for the sub-region and will lead the way to a low carbon future.

There is no longer any data contradicting the predictions of global warming models¹; every week new evidence emerges demonstrating climate change is the biggest threat facing humanity. Not only is climate change impacting on our lives now, we have also committed future generations to these impacts for at least the next 100 years.

Global temperatures have risen by 0.6°C since 1850, and at the same time levels of carbon dioxide (CO₂) in the atmosphere have increased to a concentration that is higher now than at any time in the last 650,000 years. The ten warmest years globally since instrumental records began in 1861 have all occurred since 1994. 1998 was the warmest year and 2005 was almost as warm.

Should we do nothing, global average temperatures could increase by as much as 5.8°C before the end of the century. This would have a devastating impact on our economy and natural environment in the Tees Valley, the UK and above all the most vulnerable developing countries.

The vastness of the challenge that the human race has before it can only be met by working together. Our aim is to facilitate corporation of all individuals and public and private bodies together, to safeguard the future of the Tees Valley.

Whilst our task has only just begun, for the first time, all parts of society in the Tees Valley will have a point of reference through our work.”

Bob Pailor MBE
Environment Agency - Environment Protection Manager
Chair of the Tees Valley Climate Change Partnership



¹ Sherwood et al., 2005, Science, 309, 1556-1559

Statements of support

“This is a powerful and comprehensive Strategy and is an invaluable ‘call to action’ for the Tees Valley. The challenge now is for us all to translate strategy into delivery. Agreed targets for reductions in greenhouse gas emissions and robust monitoring systems are essential, as are the provision of good quality information and simple routes to action for all sections of the community. This Strategy provides an excellent platform for the Tees Valley and here at the Energy Saving Trust Advice Centre we look forward to playing our part in this vital work.”

Steve Hunter

Energy Saving Trust Advice Centre - Director



“Hartlepool on its own cannot influence the world's climate, but the world's climate does affect Hartlepool. As such, we are keen to tackle climate change on a local level, and working in partnership with other local authority areas in the Tees Valley ensures a consistent and coordinated approach to the problem. This Strategy is a clear statement that we are committed to combating climate change, and here in Hartlepool we will strive to continue our good work in this area and achieve further progress.”

Mayor Stuart Drummond

Hartlepool Partnership - Vice Chair





Executive Summary

“I think in terms of the long term future there is no issue that is more important than climate change...it would be deeply irresponsible not to take action.”

Tony Blair, New Zealand Climate Change Speech, March 2006

“There is still time to avoid the worst impacts of climate change...the benefits of strong and early action far outweigh the economic costs of not acting.”

Stern Review on the economics of climate change, October 2006

The Tees Valley Climate Change Partnership has been established to ensure that a coordinated approach is taken to tackling climate change across the sub-region, and to maximise results through the sharing of resources.

This Strategy has been produced by the 5 Tees Valley Boroughs of Darlington, Hartlepool, Middlesbrough, Redcar and Cleveland and Stockton, and other key partners. The Tees Valley Climate Change Partnership is engaging with Government Office for the North East and the North East Assembly to ensure effective coordination with the North East Regional Action Plan. Short-term targets will be subject to annual review.

The Tees Valley Climate Change Strategy is a sub-regional, partnership document encompassing the whole of the Tees Valley. Although each Local Authority will be documenting and implementing its own local action plan with their Local Strategic Partnerships, responsibility for co-ordinating action rests with the entire Climate Change Partnership. Reaching the overall short-term and long-term emission reduction targets for the Tees Valley is therefore more significant, and a better indicator of success, than annual reductions in each area. A consensus by all partners to adopt the approach, principles and targets in this Strategy is essential for success.

The Tees Valley Climate Change Strategy:

- Provides a background to the current situation in the Tees Valley, in terms of energy use, waste and transport.
- Sets targets of 8.75% (minimum) and 14% (aspirational) for reducing CO₂e from 2000 levels for the period 2006-2012.
- Introduces the Tees Valley Emissions Reporting Protocol as a methodology for monitoring emissions throughout the sub-region. Data includes gas, electricity, and other fuel (solid and oil) consumption, waste tonnages, road transport fuel consumption and emission estimates for aviation and rail.
- Outlines year 2000 baseline data for each Local Authority area, against which all measures to reduce CO₂e will be assessed.
- Outlines broad actions that will be taken to achieve emission reductions, adapt to existing climate change and raise awareness amongst the community.

-
- Provides a timescale and plan for delivery and review, including identification of partners responsible for implementation. Progress update reports will be published annually, based on carbon savings from projects implemented. Published emission levels for the Tees Valley as a whole will be released in conjunction with the availability of data from the Department of Trade and Industry (DTI).

1 Introduction

There is strong scientific consensus now that the rise in temperature cannot be explained solely by the natural variability in our climate system, but is due to the recent activities of humans.

1.1 WHAT IS CLIMATE CHANGE?

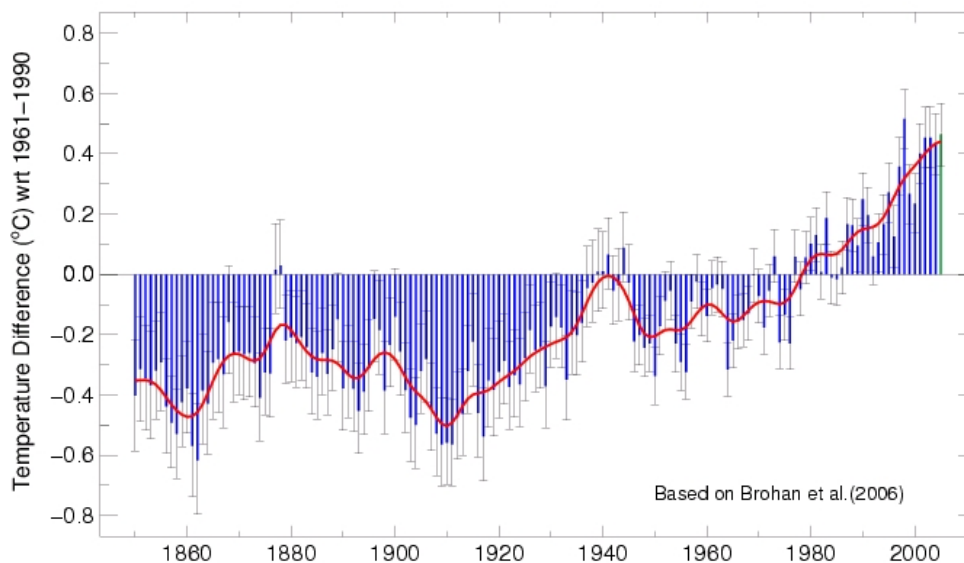
Huge volumes of carbon dioxide (CO₂) have been released into the Earth's atmosphere since 1850 due to the burning of fossil fuels (coal, oil and natural gas). The level of CO₂ in the atmosphere is higher now than at any time in the last 650,000 years².

The greenhouse effect is a natural process by which gases in the atmosphere (including carbon dioxide, methane, nitrous oxide and water vapour) trap some of the sun's energy, warming the Earth enough to support life. Human activity is enhancing this effect by increasing the levels of these gases present in the atmosphere.

Global warming is the publicly recognised term for the current concern over changes to the Earth's climate. Global warming refers to the average warming of the whole Earth.

Climate change refers to the effect of the warming on weather conditions (such as increases in hurricane intensity and heat waves) and unpredictable variations in temperature.

Figure 1



² Siegenthaler et. al., 2005, Science, **310**, 1313-1317

Figure 1 shows the global average temperature change from 1850-2005 with respect to a 1961-1990 average³, collated by Philip Brohan and colleagues from the UK Meteorological Office. This information is based on regular measurements of air temperature at land stations and of sea-surface temperature measured from ships and buoys.

Climate change is a global issue, and as such there have been attempts to reach international agreement on setting targets for reducing emissions. The Rio de Janeiro Conference in June 1992 highlighted the issue of climate change, and this was then bolstered in 1997 through the Kyoto Protocol, an agreement made under the United Nations Framework Convention on Climate Change, which assigned mandatory targets for the reduction of greenhouse gases to signatory nations. Countries around the world are therefore working together to cut emissions and help to reduce the causes and effects of climate change.

The implementation and success of such agreements, however, depends on local action. The Tees Valley is taking a lead in establishing an effective sub-regional strategy for tackling climate change, and in raising awareness at a local level.

1.2 WHAT IS THE TEES VALLEY?

The Tees Valley is a distinct and unique economic and cultural area in the North East of England, consisting of the 5 unitary boroughs of Hartlepool, Darlington, Stockton-on-Tees, Middlesbrough and Redcar&Cleveland. This dynamic region combines miles of spectacular coastline and countryside with vibrant urban centres and a thriving, innovative industrial base.



Source: Tees Valley Tourism

³ Brohan et al., 2006, Journal of Geophysical Research, 111, in press

1.3 THE TEES VALLEY CLIMATE CHANGE PARTNERSHIP INITIATIVE

The Tees Valley Climate Change Partnership was established in 2005 in response to the threat of climate change to the Tees Valley sub-region. The Partnership consists of both funding partners and supporting/strategic partners (as listed in the Supporting Document to this Strategy). The 9 funding partners are:

- Environment Agency
- Darlington Borough Council (DBC)
- Hartlepool Borough Council (HBC)
- Middlesbrough Council (MBC)
- Redcar&Cleveland Borough Council (RCBC)
- Stockton-on-Tees Borough Council (SBC)
- Tees and Durham Energy Advice (TADEA)
- Renew Tees Valley
- Scottish Power

A total of £110,000 of funding has been allocated for the joint initiative, used in part to support a full time Climate Change Coordinator who will deliver on the key aims of the project for a period of 3 years from October 2005.

The aim of the Partnership is to be an influential voice providing direction and articulating views on climate change to policymakers and the wider community. The Partnership will lead and drive programmes to raise the profile of the climate change agenda, and build confidence for all affected by climate change. Working closely together will enable us to succeed in reducing greenhouse gas emissions, and in effectively adapting to existing and future climate change.

The Strategic Aims of the Tees Valley Climate Change Partnership are:

- To establish a Tees Valley Climate Change Strategy that will support and compliment the development of local and sub-regional carbon reduction and climate adaptation delivery plans.
- To set challenging but achievable emission reduction targets for a 25-year period.
- To develop an effective emissions reporting protocol and methodology that will help to analyse the Tees Valley's role in contributing to climate change.
- To build upon the pioneering work of Middlesbrough Council in relation to their award-winning Climate Change Community Action Plan, through the development and implementation of similar action plans across the other Local Authority areas in the sub-region.
- To raise awareness of climate change amongst the population of the Tees Valley and to highlight the economic, societal and environmental benefits of adopting a low carbon economy.

2 Impacts of Climate Change

Scientists warn that the gradual warming of the atmosphere as a result of human activity will have serious environmental consequences. The climate will change, resulting in more storms, floods, droughts and other extreme weather events.

2.1 GLOBAL IMPACTS OF CLIMATE CHANGE

The current scientific consensus is that climate change will affect communities in the developing world more than it will more affluent countries. Living in a prosperous society, we have the technological and financial capacity to adapt rapidly to the potential changes a warmer atmosphere might bring.

Those less fortunate can expect to experience increased flooding affecting the viability of communities, drought affecting their agriculture, an increase in disease, wars over water, and famines on a large scale. The World Health Organisation estimates that climate change is already causing 150,000 premature deaths per year. Many prevalent human diseases are strongly linked to climate change. Cardiovascular, respiratory and infectious diseases are all exacerbated by malnutrition and heat stress, and thus are expected to become more prevalent with expected future changes to the climate⁴.

Potentially vulnerable regions include the temperate latitudes, with regions around the Pacific and Indian oceans projected to warm disproportionately, as well as sub-Saharan Africa and sprawling cities where the urban heat island effect could increase the intensity of extreme climatic events.

The effects of climate change on developed countries such as the UK, although potentially less damaging than those experienced in developing countries, are still potentially serious. As such it is imperative, both for the health and success of our own region, and for the lives of those in the developing world, to act now to reduce emissions. As the main contributors of historic greenhouse gas emissions, industrialised countries have the responsibility to lead the way to a low carbon future.

2.2 PREDICTED CHANGES TO THE NORTH EAST CLIMATE

General projections for the UK based on data from the UK Climate Impacts Programme (UKCIP), include drier, warmer summers and milder, wetter winters. There will also be an increase in both the number and extent of extreme events (such as floods, storms, droughts and heat waves).

- Average annual temperatures in the North East may rise by between 0.5 and 1°C from 2000 levels by the 2020s.
- High summer temperatures will become more frequent and very cold winters will become increasingly rare.
- A very hot summer, as experienced in 2003 with the average August temperature 3.5°C above normal, may occur as often as 1 year in five by the 2050s.

⁴ Patz et al., 2005, *Nature*, **438**, 310-317

- The sea level along the Tees Valley coastline could rise by up to 20cm by 2020.
- Winds are expected to increase in frequency and strength throughout the UK. An increase in wind speed of just 10% results in a rise in storm damage insurance claims of 150%.
- Winters are expected to become wetter by around 4-6%, and summers drier by perhaps 7 to 10% across the North East by the 2020s.
- Extreme winter precipitation will become more frequent.
- Depending on emissions scenario, winter snowfall is predicted to decrease by between 40-100% by the 2080s.

2.3 EXPECTED IMPACTS OF CLIMATE CHANGE ON THE TEES VALLEY

The Impacts of climate change on the Tees Valley can be split up in to eight themes. The following sections are based on information from the 2002 report 'And the weather today is ...'⁵, supplemented by reviewed journal articles and more up to date information from UKCIP.

➤ Business and Tourism

The Tees Valley is likely to benefit significantly from the business opportunities brought about by climate change. Negative impacts on business include rising insurance and energy costs. This is likely to drive more stringent planning regulations and will encourage increased resource efficiency.

- There will be opportunities to develop new products and services, such as micro-renewables, that will help individuals reduce fuel and water consumption.
- Tees Valley is set to become the centre of the biofuels industry, already hosting the largest biofuels refinery in Europe, with the development of a rapeseed crusher eventually set to produce locally sourced biodiesel. Several other plans are underway for a second biodiesel refinery and its first bio-ethanol plant, as well as a wood-fuel facility.
- Warmer, drier summers are likely to encourage people to take holidays within the UK rather than travel abroad.

➤ Health

A national assessment suggests that the main impacts of climate change on health in the UK will be through increased frequency of extreme weather events such as heat waves and floods, through changing patterns of infectious disease, and via increased exposure to ultra-violet (UV) radiation.

⁵ And the weather today... (2002), commissioned by the North East Assembly on behalf of Sustainability North East (SustainE) with support from the UK Climate Impacts Programme (UKCIP)

Key findings of the Department of Health, 'Health Effects of Climate Change in the UK (2001)' were:

- Cold-related deaths, and deaths from bronchiolitis and pneumonia are likely to decline substantially, by perhaps 20,000 cases a year⁶.
- Heat-related deaths are likely to increase, by about 2,000 cases per year. The precautions necessary to cope with the expected frequency of heat waves are outlined in the document 'Heat wave plan for England' published in July 2004.
- Cases of food poisoning are likely to increase significantly, by perhaps 10,000 cases a year.
- It is likely that victims of the impacts of climate change (e.g. flooding) will suffer from increased levels of stress and mental illness.

➤ **Agriculture**

The impact of climate change on agricultural and horticultural practices includes changes in the location of agricultural activities, earlier development and growth, changed yields and quality.

- Crops we would normally see growing in the south of the country will be able to be grown further north. The United Nations (UN) believes there will be a shift northwards of between 200 and 300 kilometres for every degree of warming.
- Arable farming may become viable in some previously uncultivated areas.
- Times of planting and harvesting may change as the growing season lengthens.
- Increased dryness in the summer could affect the quality and yields of crops.
- Increased irrigation/drainage may be required to deal with water shortages and waterlogged land.
- Soil erosion may increase.
- Migration of different pest species and crop/livestock diseases may occur.
- Increased summer temperatures may exert heat stress on livestock.

➤ **Forestry**

In 2002, the Forestry Commission published the report 'Climate change: Impacts on UK forests⁷'. The key conclusions of this report were:

- Rising CO₂ levels and a longer growing season are likely to increase forest

⁶ Donaldson, G. C. (2006) Climate change and the end of the respiratory syncytial virus season. *Clinical Infectious Diseases*, **42**: 677-679

⁷ Broadmeadow, M. (2002) Climate Change: Impacts on UK forests, Bulletin 125

productivity across large areas of the UK, where growth is not limited by water or nutrient supply.

- Commercial species suitability will change, as well as the character and structure of native woodland ecosystems.
- It is likely that social and economic factors will play a larger part than climate change in determining the composition of plantation forests.
- There will be an increased risk of forest fires.

➤ **Transport and Highways**

There are a large number of important impacts for the transport industry presented in the document 'The changing climate: its impact on the Department for Transport⁸.'

The following issues are the most critical:

- Highways, airport runways and rail infrastructure will all suffer from the same physical impacts of the changing climate. Possible problems include subsidence, flooding and drainage issues.
- The age of the rail network means that there are already problems with landslips and collapses during times of heavy rain. These affect old embankments, tunnels and areas where there are old mine workings. Problems can be expected to increase.
- Rail and road closures may result from storms and flooding, cutting off communities from ground based emergency care.
- Difficult driving conditions due to snow and ice would reduce.

➤ **Buildings**

- Increases in rainfall will place additional strain on the water drainage and flood defences of buildings and urban areas within the Tees Valley. Heavy intense events and the likelihood that these will become more frequent means that existing flood defence and water runoff systems would be operating outside their design criteria.
- Foundations can be significantly affected by the ground shrinking as a result of drying and swelling when it has to absorb water again. This can damage buildings and cause walls to crack, requiring structural intervention such as underpinning.
- Wind action on buildings causes pressures that can lead to structural failure. This can range from individual roof tiles being removed through uplift, to flat walls and gable ends being sucked out. Very severe damage is also possible when chimney stacks or adjacent trees collapse on to a house.
- Exposure to increased levels of driving rain will lead to more rapid weathering of buildings and thus higher maintenance requirements in order

⁸ The changing climate: its impact on the Department for Transport, DfT, 2002

to ensure that buildings remain weather-tight throughout their expected lives.

- People will be more uncomfortable during the summer due to warmer external temperatures. This will increase the demand for air-conditioning in buildings, potentially offsetting reductions in energy consumption brought about through energy efficiency and conservation measures.

➤ **Energy Resources**

- Extreme weather events already cause significant disruption to supply, but an increased rate of climate change could exacerbate this and also lead to shifts in the demand for energy.
- Renewable sources of energy are likely to play an increasing role in energy supply, but will themselves be affected by the changing climate. For example, wind turbines rely on a relatively stable wind and will fail to function effectively in very low or high wind conditions.

➤ **Water Resources**

Given that the Tees Valley has above average levels of rainfall it is unlikely that the sub-region will suffer from water shortages. Other problems, however, may still be experienced.

- Reduced water levels can have a detrimental effect on water quality, as there is less water to dilute discharges.
- Flooding increases pollutant concentration from water by drawing in pesticides and other toxins from the surrounding area.
- Drought affects the colour of water - the lower the water levels, the higher the discolouration due to sediment levels.

3 The Tees Valley Climate Change Strategy

A climate change strategy is a valuable tool to raise the profile of climate security throughout the Tees Valley, signal our commitment to the wider community and plan actions in a coherent manner.

3.1 THE TEES VALLEY APPROACH TO REDUCING EMISSIONS

Over the lifetime of this Strategy (2006-2012) the Tees Valley Climate Change Partnership will achieve a minimum 8.75% reduction in CO₂e₉ below 2000 levels. This equates to an annual 1.25% reduction target for this period. For 2012-2030 the minimum target will be 27% (an annual target of 1.5%). These emission reductions will be achieved by progressively moving through the Tees Valley's Climate Change Spectrum (Figure 2) towards a future low carbon economy. This will result in increased resource efficiency, leading to competitive and innovative businesses, low fuel bills, and to communities that are pleasant and healthy places in which to live, learn and work.

➤ **Promotion of energy efficiency measures**

Measures in the first part of this spectrum require less intervention. Promotion of energy efficiency measures such as cavity wall insulation, energy saving light bulbs, or a micro wind turbine, can have significant positive environmental impacts, but require little active change at the individual level. Hartlepool Borough Council have already made significant progress in promoting these types of measures (please see Box 1).



Figure 2 The Climate Change Spectrum



➤ **Changes to habits and routines**

In the centre of the spectrum are more deep-seated changes in behaviour, such as turning off lights, opting to walk or cycle rather than using a car, buying locally produced foods, minimising consumption and increasing recycling.

⁹ CO₂e is an abbreviation of 'carbon dioxide equivalent' and is the internationally recognised measure of greenhouse emissions.

➤ ***Innovation allows change of aspirations***

At the far end of the spectrum are innovations and measures that encourage people to change their aspirations, bringing more fundamental changes in behaviour, for example, around air transport. The Tees Valley Climate Change Partnership is directly addressing the issue of rapidly increasing flight volumes by supporting Durham Tees Valley Airport's 'Last Call!' carbon offset scheme in partnership with Tees Forest (see Chapter 6.3).

3.2 APPLICATION OF THE FRAMEWORK

The Partnership has already worked through the Planning and Development stages of the Strategy and will now be focusing on Management (reducing emissions and reporting results), as covered in Chapters 5, 7 and 8. Chapter 7 outlines the steps we will take to facilitate progression through Figure 2, with actions focusing on all three elements of the spectrum, and an ultimate aim of changing the aspirations of residents in the Tees Valley.

Box 1 - Corporate energy savings in Hartlepool

Since signing the Nottingham (Hartlepool) Declaration on Climate Change and Tees Valley Climate Change Charter, a variety of projects and schemes have been utilised to help HBC reduce their CO₂e emissions. The 4th November 2006 was a Climate Change 'Day of Action'. This preceded a week long corporate energy savings campaign in conjunction with the Energy Saving Trust (EST). This initiative involved a number of volunteer EST-trained 'Energy Champions' educating their colleagues about improving energy efficiency, by promoting measures such as turning equipment off standby and unplugging mobile phone chargers when not in use. Prizes for staff participating included free loft or cavity wall insulation, an energy efficient microwave and a solar powered radio. In addition to this, all staff were provided with home energy surveys, for completion of which they received an energy saving goodie-bag.

In recognition of this type of initiative HBC has recently been accredited under the Carbon Trust's Energy Efficiency Scheme.

4 Emission Reduction Targets

Setting achievable targets to reduce emissions is essential for any strategy aiming to tackle climate change by the introduction of measures to mitigate as well as adapt.

The following section outlines both short-term (2006-2012 inclusive) and long-term (2012-2030) emission reduction targets. Both targets will help the Tees Valley contribute to the long-term delivery of the national CO₂ reduction targets of 60% below 1990 levels by 2050.

4.1 SHORT-TERM AIMS

2006-2012

- An **average annual 1.25% reduction** from 2000 levels each year
(total minimum net reduction of 8.75%)
- An **aspirational annual 2% reduction** from 2000 levels each year
(total net reduction of 14%)

4.2 LONG-TERM AIMS

2012-2030

- An **average annual 1.5% reduction** from 2000 levels each year
(cumulative net reduction of 35.75% below 2000 levels from 2006-2030)
- An **aspirational annual 2% reduction** from 2000 levels each year
(cumulative net reduction of 50% below 2000 levels from 2006-2030)

Whilst much research has been carried out into forecasting the future using a number of different scenarios and advanced modelling techniques, there is no convergence of ideas of what is achievable within this time frame. We have therefore set ourselves what we believe to be realistic aspirational targets, with minimum targets acting as a buffer against uncertainty. These targets will be reviewed on an annual basis (see Chapter 8) and are quantified in Table 1.

Major industry will be subject to the same reduction targets as the domestic and Small and Medium Enterprise (SME) sectors. The Environment Agency will lead for the delivery of major industry reductions through the Emission Trading Schemes, Climate Change Levy and PPC Regulations (see the Supporting Document for more information on these schemes).

The Partnership has not set targets beyond 2030 as it is likely that the 'safe' level of

CO₂ concentration in the atmosphere estimated by the Royal Commission on Environmental Pollution (RCEP) will be reduced in the near future, based on increased understanding of the sensitivity of the climate to increasing levels of greenhouse gases.

Table 1: Tees Valley minimum short-term emission reduction targets (tonnes of CO₂e)

	DBC	HBC	MBC	RCBC	SBC	EA (major industry)	TV Total*
2000 baseline	701,610	737,390	873,160	1,059,600	1,327,000	15,714,000	20,522,800
Average annual reduction 2006-2012 (1.25%)	8,770	9,217	10,915	13,245	16,588	196,425	256,535
Total reduction required 2006-2012 (8.75%)	61,391	64,522	76,402	92,715	116,113	1,374,975	1,795,745

* Includes emissions from aviation and rail

5 Emissions Reporting Protocol

Carbon provides a common currency for assessing the value of our actions in the context of mitigating climate change.

A vital part of any climate change strategy is to have an accurate inventory for a baseline year. This enables the identification of the main energy using sectors, and allows the Tees Valley Climate Change Partnership to set reduction targets and benchmark to allow for meaningful comparisons of emissions over time.

The aim of the Tees Valley Emissions Inventory (TVEI) is, therefore, to provide a guide to a well-targeted climate change strategy for each Local Authority, and the sub-region as a whole, but not to provide a detailed ecological footprint.

The formation of the TVEI was facilitated through the development of a unique end-user based Tees Valley Emissions Reporting Protocol (ERP) in partnership with Middlesbrough Council, the Environment Agency, the South East Climate Change Partnership (SECCP), DTI and DEFRA. The purpose of having an ERP is to assist local authorities to report emissions, and to present information on the connection between fossil fuels, electricity consumption and greenhouse gas emissions in a quantifiable way.

More information on the ERP and TVEI can be found in the Supporting Document to this Strategy.

5.1 THE BASELINE

In 2000, the Tees Valley's emissions were around 20.5 million tonnes of CO₂e from all sectors. In CO₂e we include carbon dioxide, methane and nitrogen oxides, expressed as an equivalent amount of carbon dioxide. These are the greenhouse gases which we will be targeting for reduction (see Chapter 8 for more information on the delivery process).

Table 2 displays Tees Valley emission levels for the year 2000 by Local Authority area and sector. This shows that over 80% of emissions came from energy consumption and around 15% from transport. Most emissions in the Tees Valley come from major industry. This sector represents a key economic driver in the sub-region and is subject to the same emission reduction targets as the other sectors (see Chapter 4). The Environment Agency will lead in meeting these reductions and will be submitting annual progress reports to the Partnership.

Working in partnership with the Environment Agency, we have disaggregated emissions from major industry from the DTI and Defra data in order to provide a representation for each Local Authority area. This is to ensure that their targets are realistic and represent emissions that are related to individual and commercial consumption and lie within the control of the Local Authorities/Local Strategic Partnerships.

In 2000 Redcar & Cleveland and Stockton-on-Tees showed slightly higher emissions from energy than the other boroughs. This is due to the location of the main industrial clusters within the boundaries of these two boroughs, which will include smaller businesses and industry excluded from the major industry sector. Similarly, emissions

from transport are higher for Stockton-on-Tees due to the positioning of the A19 and A66 (major trunk roads) within its boundary.

As a sub-regional Partnership, however, we believe that this strategy should focus on reducing emissions across the entire sub-region. Emission levels for each Local Authority area are therefore less significant than overall cumulative emission levels and reductions.

➤ **Data for Middlesbrough**

The Tees Valley Climate Change Partnership has worked in close Partnership with Middlesbrough Council, which established its own methodology in 2004 with the release of its Community Action Plan, trying to ensure data comparability and establish a similar emissions reporting protocol. However, due to the gradually evolving and experimental nature of data sources, the data included in this Strategy and the Tees Valley Emissions Inventory may be slightly different to the data used by Middlesbrough in their own work plans. The Partnership does not consider this to be a significant barrier to implementation and monitoring as close coordination with Middlesbrough and transparent reporting processes will continue. Both methodologies are likely to be subject to regular review, as the availability and reliability of data improves. Further information on the differences between the Tees Valley and Middlesbrough data can be found in the Supporting Document.

➤ **Emissions from Aviation**

Emissions from domestic aviation are covered by the Kyoto Protocol, but international aviation emissions are excluded. This is due to the difficulties associated with attaching responsibility for trans-boundary emissions. However, to ignore international emissions from aviation risks invalidating the UK Government's pledge to cut carbon dioxide emissions by 60% below 1990 levels by 2050. For this reason, although not explicitly included in the final Local Authority baseline figure, we do include emissions from personal international travel at the Tees Valley level. This figure is based on a regionally specific value of 0.17 tonnes/capita taken from the Ecological Budget UK¹⁰.

Aviation emissions will be controlled in the future through the EU Emissions Trading Scheme (EU ETS)¹¹, but the Partnership believes that the Tees Valley should lead the way and consider the impact of air travel, at least for experimental purposes.

¹⁰ WWF, SEI, cure and Biffa, 2006, Ecological Budget UK - Counting Consumption

¹¹ For more information on EU and UK ETS please consult the Supporting Document to the TVCC Strategy

Table 2: CO₂e emissions (kTonnes) by sector for baseline year 2000

		DBC	HBC	MBC	RCBC	SBC	TV Total
Gas	Domestic	137.3	139.4	183.4	189.1	236.6	885.8
	Industrial& commercial	120.2	118.9	109.2	188.3	182.0	718.6
Electricity	Domestic	80.6	63.6	97.3	105.0	133.1	479.6
	Industrial& commercial	114.1	163.4	204.1	297.7	349.5	1,128.8
Other fuels	Solid fuels ¹²	3.20	75.27	1.66	15	12.45	107.58
	Fuel oils	26	22	51	60	65	224
Energy sub-total		481	583	647	855	979	3,544
	Household waste	11	14	19	22	22	88
	Non- HH waste	3	1	0	2	2	8
	Transportation of waste	0.51	0.52	1	1	0.89	3.92
Municipal Waste sub-total		15	15	20	25	25	100
Personal transport	Bus	9.3	8.6	13.9	11.9	16.6	60.3
	Diesel car	18.4	13.2	20.1	18.0	30.4	100.1
	Petrol car	104.9	75.6	117.1	104.9	175.6	578.1
	Motorcycle	0.5	0.3	0.5	0.6	0.8	2.7
Freight	HGV	45.8	22.8	28.9	21.3	59.2	178
	Diesel LGV	23.3	16.3	22.5	19.7	35.4	117.2
	Petrol LGV	3.5	2.5	3.5	3.1	5.5	18.1
Road Transport sub-total		206	139	207	180	324	1,055
	Aviation	--	--	--	--	--	109
	Rail	--	--	--	--	--	1
Other transport sub-total		--	--	--	--	--	110
Total*		702	737	873	1,060	1,327	4,809
Major Industry sub-total		2	149	10	10,641	4,912	15,714
Total (all sectors)		704	886	883	11,701	6,236	20,523

* Excluding emissions from major industry

¹² Solid fuels includes both coal, and solid manufactured fuels such as coke, Benzole, tars, coke oven gas and blast furnace gas.

6 Current situation in the Tees Valley

An assessment of the current state of play in terms of emissions from different sectors across the sub-region is a useful precursor to producing a list of carbon-saving actions.

6.1 USE OF ENERGY (ELECTRICITY, GAS, SOLID FUELS AND FUEL OILS)

➤ Domestic and Small to Medium-size Enterprises (SMEs) Users

The domestic sector accounts for almost one third of the UK's total energy consumption, and around half of the reduction necessary to meet the Tees Valley emissions targets is anticipated to come from the domestic sector. In many cases the energy services we demand are provided using equipment that is less efficient than the latest technology due to age, technology or design.

Figure 3

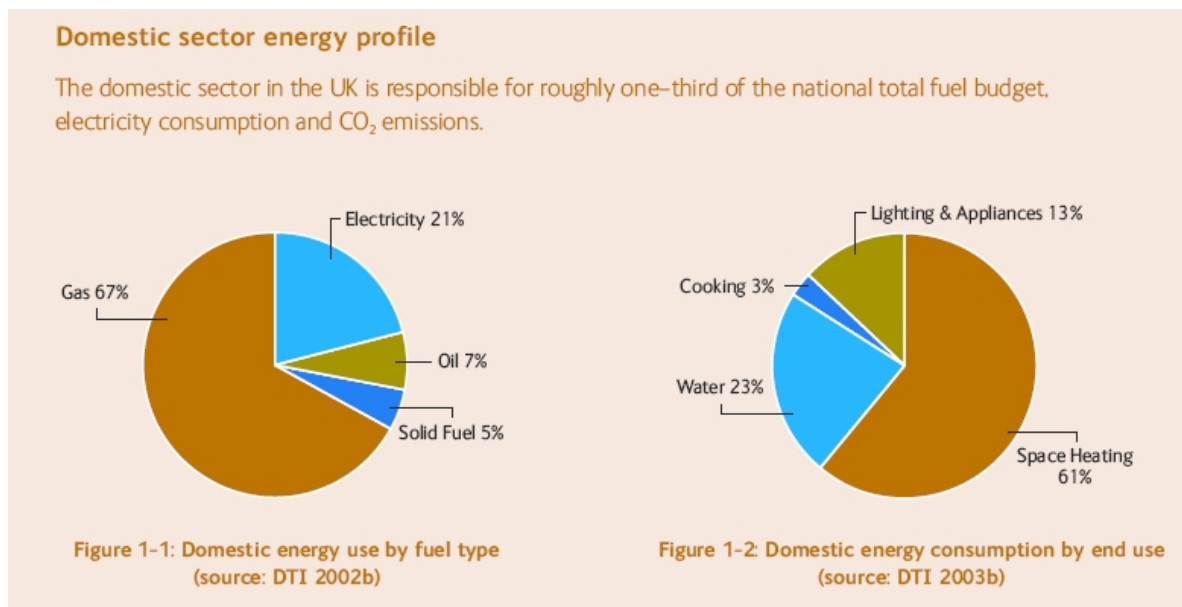


Figure 3 shows the domestic sector energy profile for the UK, with domestic energy use by fuel type on the left and domestic energy consumption by end user on the right. A large proportion of energy is used for space heating (around 61%). Home energy use is therefore central to efforts to reduce greenhouse gas emissions. Within the Tees Valley, Stockton-on-Tees Borough Council has shown particular success in achieving significant reductions in household energy consumption (see Box 2).

Box 2 – Home energy consumption in Stockton-on-Tees

In the Government's recently published "league table" of Local Authorities that have made the most progress in saving energy in the home, Stockton was 14th in the whole country and 4th in the region. The energy saving of domestic properties in the Borough was over 25% compared with an average in the region of 18%. This equates to a reduction of over 135,000 tonnes of carbon dioxide (CO₂) being released into the atmosphere from our homes.

Stockton rose to the challenge of increasing energy efficiency as far back as 1996, through the development of an affordable warmth strategy in conjunction with "National Energy Action" in 2001. Partnership work has also enabled the delivery of initiatives such as the Stockton Warm Zone where over 15,000 homes were insulated. Significant private sector investment of around £11.5 million (from British Gas and Transco) and Government grants have also contributed to this success.

The sources of inefficient energy use at the household level can be classed into three broad categories:

- The thermal and insulation quality of the house and heating system
- The number and energy rating of appliances
- The behaviour of individuals using the house and appliances.

All three can be targeted for improvement, and will make a strong contribution to the UK and Tees Valley emissions targets. In addition, concerns for disadvantaged residents who are classed as Fuel Poor (needing to spend more than 10% of their income on fuel to maintain an adequate standard of warmth), means that there are a raft of policies that impact on all aspects of the domestic energy sector. These are identified in the Supporting Document to this Strategy.

In addition to emissions from the home, this section also includes energy use from SMEs, which The Carbon Trust estimate contribute to around 6.6% of total UK emissions. The Partnership plans to achieve emission reductions within this sector through the Tees Valley Climate Change Charter (see Supporting Document) - a call to action for all businesses within the Tees Valley to commit to at least two measures, which will count toward emissions savings.

Each Local Authority in the Tees Valley will also be invited to sign the Tees Valley Climate Change Charter. The role that local authority operations can play in achieving emission reductions is illustrated by the example of Hartlepool (see Box 1). This will be covered in more detail in individual action plans, which will be formulated by each Local Authority or Local Strategic Partnership in conjunction with this strategy.

➤ Large Commercial and Industrial Users

Emissions from large commercial and industrial users (also including Local Authority operations) account for around two thirds of the UK's energy consumption and around 44% of all emissions from the UK.

Greenhouse gas emissions from industry are becoming increasingly regulated through the European Union and UK Emissions Trading Schemes.

In Phase 1 of the EU Emissions Trading Scheme approximately 1200 installations in the UK were included, covering approximately 46% of CO₂ emissions. These include industries involved in power generation, ferrous metals manufacture, mineral extraction and treatment and the manufacture of paper and board. In addition, any installation that has a combustion plant with a thermal input of greater than 20MW is also included, thus affecting food, chemicals and aerospace sectors as well as large hospitals and universities.

In late June 2006, the Government announced the proposal for the next phase of the EU Emissions Trading Scheme (Phase 2). The scheme is now expected to deliver additional savings of 8 million tonnes of carbon each year, beyond 2007. This is roughly equivalent to the emissions of 4 ½ million households.

Given the strong industrial base of the economy in Tees Valley, it is no surprise that a number of industries have been affected by the EU and UK Emissions Trading Schemes. Some examples of the industries committed to emission caps under these schemes within the Tees Valley include:

- James Cook University Hospital, Middlesbrough
- Teesside Integrated Iron & Steel Works
- SembCorp Utilities Teesside Limited Power Station
- Combined Heat and Power Plant, Boulby Mine

Through partnership with the Environment Agency the Tees Valley Climate Change Partnership supports policies that regulate emissions from the large commercial and industrial sector and acknowledge the greenhouse gas emission reductions already achieved (see Box 3).

Box 3 – Industry best practice: Dupont/Invista

Adipic acid is manufactured at the Wilton complex as part of the process to make Nylon. This process generates significant quantities of nitrous oxide (N₂O), an extremely potent greenhouse gas (310 times more effective than CO₂ at trapping the sun's heat). The annual plant releases were equivalent to about 20 million tonnes of carbon dioxide.

Although the plant is now owned by Invista, in 1998 it was operated by Du Pont, who made a commitment to construct a Combined Off Gas Abatement (COGA) plant to remove the nitrous oxide from the production process. In the COGA, N₂O reacts with methane at high temperatures to form nitrogen, carbon dioxide and water. The heat from the reactions is harnessed to produce steam that is used elsewhere in the nylon manufacturing process. In the first full year of its operation (1999), the COGA unit destroyed 42,300 tonnes of N₂O, equivalent to nearly 2% of total UK greenhouse gas emissions in 1990.

An additional benefit from the COGA is the destruction of ammonia and volatile organic compounds from other processes on the site.

6.2 EMISSIONS FROM WASTE

As for energy use, the scope of this strategy encompasses only municipal waste, and not most of the waste produced by commercial and industrial users. The reason for this is that comprehensive and accurate data are not yet publicly available for disposal of wastes from commercial and industrial processes. Most emissions associated with

waste from these sectors lie outside the control of this Partnership. This strategy therefore focuses on emissions from municipal waste.

A Joint Waste Management Strategy covering Hartlepool, Middlesbrough, Redcar & Cleveland and Stockton-on-Tees Borough Councils means that most residual waste from these authorities is sent to the EfW (Energy from Waste) Plant at Haverton Hill, Billingham. A small proportion of this waste is currently landfilled, mainly at times when the EfW Plant is unavailable.

Darlington is not currently part of this contractual arrangement as it inherited a landfill-based contract when it became a unitary authority in 1997. Consequently it has focused on increasing recycling levels and is currently working on a new waste disposal contract that will include diversion from landfill as a priority.

Greenhouse gas savings are made partly from reductions in landfill emissions of methane (CH₄), which has a much stronger warming effect than CO₂ (21 times more effective) and partly from increasing recycling. All landfill sites that accept biodegradable municipal waste have landfill gas control, which is flared to generate CO₂ rather than CH₄. This gas is not currently used as a green fuel to generate electricity, but the Partnership will seek to promote this whenever it becomes viable. Waste recycling also significantly reduces greenhouse gas emissions because secondary materials (recycled from waste) use far less energy in production than primary raw materials (up to 95% less in the case of aluminium).

Current targets for Local Authorities in the Tees Valley area (excluding Darlington), set by the Joint Waste Strategy include:

- Raising civic amenity site recycling to 50% by 2010
- Encouraging waste minimisation in order to stabilise tonnages and achieve zero growth after 2010
- Increasing home composting rates to 20% by 2020
- Reducing municipal waste sent to landfill by 5% by 2010

The Tees Valley Climate Change Partnership supports these targets and will work towards both meeting and exceeding these standards wherever possible.

The Partnership also promotes the Waste Hierarchy, whereby waste reduction is considered to be better than re-use, then recycling, then energy recovery through incineration, then, lastly, landfill.

Some critics argue that recycling sometimes has little benefit for the environment, but the recent publication of the largest and most comprehensive international review of life-cycle analyses (LCAs)¹³ of waste management systems reported that higher rates

of recycling do lead to reductions in overall carbon emissions. The document produced by WRAP¹⁴ (Waste & Resources Action Programme) established that current levels of paper, cardboard, glass, plastics, aluminium and steel recycling save around 10-15 millions tonnes of CO₂e per year compared with the current mix of landfill and incineration with energy recovery to the same materials.

¹³ An LCA is a calculation of the environmental burden of a material, product or service during its lifetime

¹⁴ Environmental Benefits of Recycling, WRAP, 2006

By diverting large proportions of the waste stream to be recycled, therefore, significant emission reductions can be achieved. This is illustrated by Redcar & Cleveland's recycling scheme (see Box 4). By increasing their recycling/composting rate to 36% in 2005/06 a total of 6,000 tonnes of CO₂e has been saved (this does not include further offsets made by reducing the need for virgin materials - see Table 3). This is equivalent to taking around 3,000 cars of the road.

Table 3: CO₂ emissions associated with recycling ERM (2006)¹⁵

Material	Emissions Factor (tonnes of CO₂e/ tonne of material)
Non-ferrous metals	11.634
Textiles	7.869
Plastic (dense)	2.324
Plastic (film)	1.586
Glass	0.762
Paper and card	0.496
Ferrous metals	0.434
Compost	0.0162

As Table 3 shows, key elements to recycling are: non-ferrous metals (mostly aluminium), textiles, and plastics. Given that paper and glass are consumed in such large quantities, they are also very effective at reducing emissions.

Composting shows one of the lowest emissions savings. However, given that organic waste is particularly heavy and that 3.75 litres of diesel are used for each tonne of waste transported, it is recommended that the percentage of household domestic composting be increased. In areas where households have little or no outside space, womerries and community composting schemes may be employed.

To achieve emission reductions of 8.75% below 2000 levels, it is recommended that each local authority aspire to emulate Redcar & Cleveland's recycling rate. This would entail driving recycling to levels of around 40% by 2010, 45% by 2015 and 50% by 2020, in line with proposed central government targets.

Research into greening communities shows that households who recycle also tend to show a higher level of environmental awareness, and tend to develop their lifestyles around this awareness.

¹⁵ ERM (2006), Impact of Energy on Waste and Recycling Policy on UK Greenhouse Gas Emissions, Final Report for Defra, January 2006

Box 4 - Recycling in Redcar and Cleveland

Redcar & Cleveland Borough Council (RCBC) has been awarded Beacon Status in Waste and Recycling 2006-2007 and is leading the way on best practice through increased efficiency and new working arrangements. These include new working patterns agreed with the Unions and a four day working week, ensuring, use of vehicles for bulky waste collections on weekends and bank holidays, improved kerbside collections of source separated materials (with mixed waste only collected fortnightly), and new investment in Household Waste Recycling Centres (HWRCs). These actions have boosted public participation in recycling to nearly 90%.

Innovations include the use of a dedicated Community Waste Liaison officer who conducts home visits and carries out waste audits. This has helped a number of customers understand the importance of recycling and increased their participation in the schemes. The waste audits have also helped to identify low take up rates across the borough which will allow officers to target individual homes, streets or whole communities for education and promotion of the service.

6.3 EMISSIONS FROM TRANSPORT

The transport sector is responsible for around one quarter of total UK emissions. Emissions from the transport sector are growing at a rate of around 1% per year, and this is the only sector where emissions are expected to be higher in 2020 than in 1990¹⁶. This contrasts with other sectors, such as domestic and manufacturing, where energy intensity and consumption show a declining trend.

The Tees Valley Emissions Inventory shows that the largest contributor to greenhouse gas emissions from transport in the Tees Valley is the use of petrol cars, despite car ownership being significantly lower than the national average at the present time. The Department for Transport's (DfT's) TEMPRO¹⁷ database indicates that in 2005, 34% of households had no access to a car, compared to 28% nationally.

This gap is forecast to close significantly by 2021, when 27% of Tees Valley households are likely to not have access to a car, compared to a forecast national figure of 23%. This increase in car ownership is likely to have a significant impact on emissions from transport. The Tees Valley Climate Change Partnership will be looking to curb the increase in emissions from this sector by developing an integrated, sustainable sub-regional transport system. This will aim to incorporate ideas and successes from Darlington's 'Local Motion' scheme (see Box 5).

¹⁶

¹⁷ Bristow et al. (2004) How can we reduce carbon emissions from transport?, Tyndall Centre Technical Report, No. 15. Trip End Model Presentation Program

Box 5 – Darlington’s ‘Local Motion’ Scheme

In April 2004 Darlington Borough Council (DBC) won £3.24 million from the Department for Transport to become a showcase Sustainable Transport Town. More recently £1.5 million has been awarded to Darlington from Cycling England.

This money has been spent on developing an understanding of how and why residents chose to travel. Using this knowledge a programme has been established to provide high quality travel information, education and training and a marketing strategy inspiring citizens to change the way they travel. The infrastructure for pedestrians, cyclists and public transport users has also been improved significantly.

So far success has been seen in schools, where 50% now have an ‘active travel’ plan. A recent survey has shown that since 2004 there has been a 27% reduction in single-family car trips and 300% increase in cycling levels on the journey to school.

Residents are also being engaged through an ambitious programme of individualised travel marketing (ITM), resulting in an increase of 14% in bus journeys and a reduction of 3% in car use and 6% in car mileage.

➤ Transport, economic growth and prosperity

The key reason for the growth in emissions from transport relates to economic growth and associated increase in prosperity. As individuals become more prosperous, they also tend to choose to travel in a way that uses more carbon. Instead of walking (zero carbon), they are more likely to take the bus (low carbon). Figure 4 shows a comparison of carbon dioxide emissions from different transport modes. Short haul air travel is ranked the highest emitter of CO₂ per passenger kilometre, with passenger rail the lowest. Walking and cycling are both counted as being zero carbon.

Transport is both a contributor to prosperity, providing opportunities to participate in international trade; and a consequence of prosperity, allowing people more choice of recreation and leisure activities and access to a wider range of goods and services.

The challenge for transport is to improve accessibility and to facilitate economic growth whilst at the same time reducing emissions. This requires a long-term, sustained effort across many policy fields, such as spatial planning, industrial development and agriculture, which must all integrate the aim of reducing the need to travel as a policy driver.

➤ Private vehicle use

Private vehicle use is increasing and now accounts for over 86% of miles travelled in the UK, compared with just 27% in 1952. Energy consumption in this sector has increased by around 1% per year since 1973¹⁸. These rates are currently unlikely to decline in the future due to the continued increase in national fleets of motor vehicles and increased mobility.

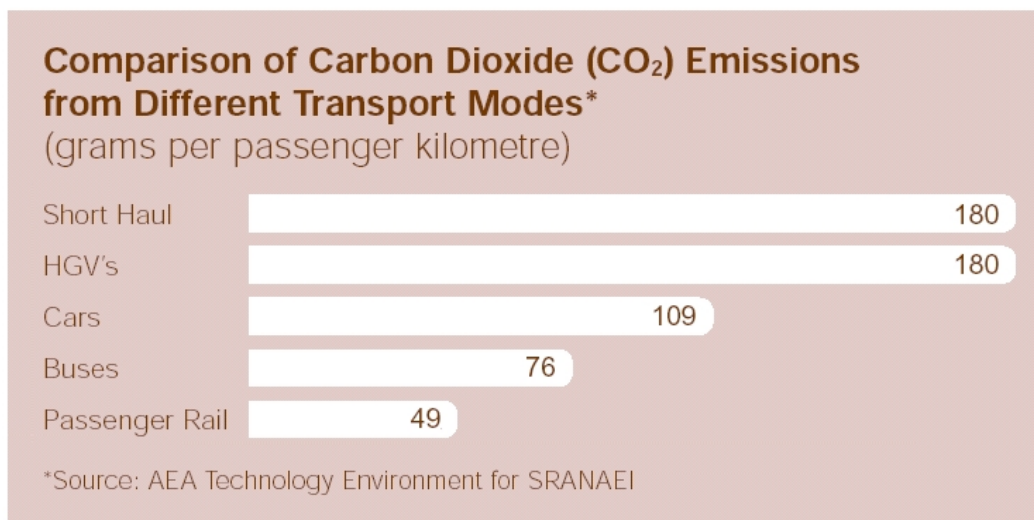
From a climate change perspective, growth in personal transportation growth is a major concern, whilst data on public behaviour and opinions regarding modal shifts to

¹⁸ Greening, L.A., 2004, Effects of human behaviour on aggregate carbon intensity of personal transportation: comparison of 10 OECD countries for the period 1970-1993. *Energy Economics*, **26**, 1-20

more sustainable transport measures is even more disturbing.

- A significant number of people who do not have cars aspire to have one. Suggestions that individuals should change their lifestyles, in particular to reduce car journeys and flights, sparks considerable hostility, even amongst those who express a high level of concern about climate change and other environmental issues.
- Behavioural research on car dependency by researchers on behalf of the FIA Foundation shows that the majority of the population are determined to retain car usage in the face of virtually any barrier, such as excessive cost, tighter legislation and the banning of vehicles from urban areas.
- Environmental performance ranks at the bottom of most people's concerns when buying a car. There are few substitutes for petroleum-based liquid fuels, and those that do exist are not readily available.

Figure 4



Whilst there are a number of behavioural factors that have driven the increase in emissions from the personal transportation sector, transport users have become locked into production and consumption patterns that are not easily changed in the short-term. For example, companies are located in certain places and need supplies, people need to go to work, and children need to go to school. In the Tees Valley, emissions from private vehicles (petrol and diesel cars) account for almost 60% of the total emissions from the transport sector, including aviation and rail emissions.

A significant contribution to emissions from the transport sector comes from personal car journeys to and from work. The Tees Valley sees a daily inflow of traffic from surrounding areas, including County Durham, Tyne & Wear and North Yorkshire, in addition to a large outflow to these regions. There is also no dominant centre of commercial activity as would be the case for a single large city of similar population; personal journeys are regularly trans-borough boundary. Because of this, it makes it extremely difficult to attach responsibility of CO₂e emissions to one particular Local Authority in the Tees Valley. For this reason it is best to address transport at the sub-regional level.

The sub-regional Transport Strategy proposes further investigation into a number of measures that would help to reduce the demand for private vehicle use. This is

important for both reducing emissions from this source and also facilitating the regeneration of the sub-region, without which development would eventually be stifled by congestion. Measures under consideration include parking charges, and increasing awareness and use of more sustainable modes of transport.

➤ **Public Transport**

Whilst the bus remains the principal mode of public transport in the Tees Valley, with over 39 million journeys recorded in 2005/06¹⁹, bus patronage continues to decline at an accelerating rate. Decreases of up to 8% have been recorded across the Tees Valley. At the same time, bus operators have faced increased costs of around 8.5% per annum, which are reflected in the continued rise in fares.

Despite the lack of substantial investment in the local rail system in Tees Valley, the number of people travelling by train has continued to increase at virtually all stations. Between the base years of 1999/00 and 2005/06 the average increase in station footfall for the Tees Valley was 37%. The Tees Valley Joint Strategy Unit reports that this growth shows every sign of continuing.

From a climate change perspective the growth and development of rail travel is a positive mitigating measure, encouraging a modal shift from car journeys to a more efficient transport mode (in terms of CO₂e per passenger kilometre). A shift from HGV to rail travel for the transportation of freight also has the potential to save further CO₂ per kilometre travelled.

The Tees Valley City Region Development Programme, published in May 2005 (in response to the [Northern Way Growth Strategy](#)) proposes a new, high quality, public transport system consisting of Tees Valley Bus Network improvements and Tees Valley Heavy Rail improvements (including a Tees Valley Metro). These are central to the long-term transport strategy of the City Region, which aims to improve connectivity within the Tees Valley and enhance the sub-region's economic performance, facilitating the regeneration programme for the next 20 years.

➤ **Aviation**

Rapid growth in aviation has ensured that it remains a significant and growing contributor to climate change, despite technological advancements that continue to improve efficiency and reduce emissions as new aircraft are introduced. Greenhouse gas emissions from aviation have increased by over 50% over the past decade.

Air traffic is estimated to contribute to about 3.5% of the total share of human activities held responsible for climate change. This share is expected to grow to 5% by 2050 and threatens to undermine global warming mitigation efforts made in other industrial sectors.

○ **Durham Tees Valley Airport**

Within the Tees Valley, Durham Tees Valley Airport is used by around 898,000 passengers a year and deals with around 363 tonnes of cargo. The airport is currently home to 30 businesses and employs around 750 people. The expansion of Durham Tees Valley Airport is supported by a number of national, regional and sub-regional documents. These include The Future of Air Transport White Paper, the Northern

¹⁹ Tees Valley Transport Monitoring Report, 2006, Tees Valley Joint Strategy Unit

Way, the Statutory Planning Framework, the Regional Spatial Strategy and the Regional Economic Strategy. Development of the airport is viewed as a key economic driver for the sub-region.

Proposals for the expansion of the airport are aimed at increasing capacity and in improving operational efficiency. The proposals would increase the airport from its current potential of 1.2 million (actual 787,000) passengers per year to around 3 million and the current rate of throughput (cargo) of just over 1000 tonnes to around 26,000 tonnes.

The Tees Valley Climate Change Partnership recognises the importance of the Durham Tees Valley Airport to the economy of the sub-region. The Airport's White Paper estimates that for every 1 million passengers leaving from Durham Tees Valley Airport a further 500 jobs at the airport will be created.

We therefore aim to avoid opposing this development and instead chose to work in conjunction with the Airport by offering general support and a financial contribution of £2000 towards the 'Last Call' carbon offset scheme, funding tree planting in the Tees forest and increasing public awareness of the connection between air travel and global warming.

➤ Shipping

In 2000 EU-flagged ships emitted almost 200 million tonnes of CO₂. This is significantly more than emissions from EU aviation²⁰.

The Tees Valley hosts Teesport; the second largest port in the UK, handling around 10% of all the UK's shipping traffic. It is the only deep-sea port on the East coast capable of taking vessels up to 150,000 tonnes and has the potential to become a major deep-sea container port catering for the growing Far East trade, creating around 5,000 new jobs.

As for aviation, however, the allocation of emissions from shipping activities is not straightforward due to the cross-boundary nature of such travel, and associated difficulties in attaching responsibility for emissions to any one country or region. As such, emissions from shipping are usually excluded from national and international emissions inventories.

As such, although the Tees Valley Climate Change Partnership acknowledge the contribution of shipping towards sub-regional CO₂e emissions, in the absence of any clear emissions allocation method, we are unable to quantify this contribution and therefore emissions from shipping are excluded from the overall Tees Valley Emissions Inventory at present.

²⁰ Source: Ship Emissions Report, p. 160 (2005)

Chapter 7 Actions

A strategy aiming to combat climate change should consider mitigation and adaptation. This chapter therefore considers what actions can be taken to both reduce CO₂e emissions and to prepare ourselves for existing and future changes to the climate.

The act of reducing greenhouse gas emissions is termed mitigation. Because of the lag times in the global climate system, no mitigation effort, no matter how rigorous or relentless, is going to prevent climate change from happening in the next few decades. In fact, the first impacts of climate change have already been observed in natural systems. Adaptation is therefore essential. Reliance on adaptation alone, however, will lead to a greater magnitude of climate change, to which effective adaptation is only possible at very high social and economic costs. It is therefore no longer a question of mitigation or adaptation; these measures need to be developed in concert with one another.

For ease of use the Partnership has chosen to display actions in tabular form, covering responsibility and potential carbon savings. Each action is colour coded to denote a stage of the Climate Change Spectrum (see Chapter 3), with light green representing actions requiring less intervention and change, and the darker greens for progressively more deep-seated changes.

This table will work in conjunction with Local Authority Action Plans to deliver comprehensive and consistent cross-sectoral CO₂ savings.

Box 6 – Renewable Energy in Middlesbrough

'New Energy' is one of four main areas of focus within Middlesbrough's Action Plan to reduce greenhouse gas emissions. Middlesbrough currently has eight installations that demonstrate the success of clean, renewable energy technologies. Some examples of these are given below:

- Nature's World has solar panels, wind turbines, geo-thermal energy, and passive solar design to demonstrate how renewable energy can reduce a site's energy bills, and provide a valuable educational resource.
- The Hydrogen Fuel Cell at Acklam Cemetery Chapel of Remembrance was launched in June 2005 and represents part of the solution to moving to low-carbon energy systems.
- More recently, Beechwood Youth and Community Centre successfully installed a 1.5kW building mounted wind turbine.

These sorts of new energy have great potential to complement initiatives to reduce energy consumption by providing cleaner localised energy generation, which benefits the local society and economy as well as the environment.

7.1 TABLE OF ACTIONS

Factor	Action	Responsibility/ key partners	Examples of potential carbon savings per annum (kgCO ₂ e)
Energy Use	Improve the energy efficiency of the sub-region's buildings, including both homes and business premises	All Local Authorities (LAs)/Local Strategic Partnerships (LSPs), Tees and Durham Energy Advice (TADEA), Energy Saving Trust (EST), Carbon Trust	- Cavity wall insulation: 202/house - Boiler upgrades: 44/house - External wall insulation: 336/house Draught proofing: 28/house
	All new housing developments to meet highest standards in energy efficiency and sustainable construction techniques e.g. wider use of Combined Heat and Power, use of eco-building design	Developers, Planners, CLEMANCE, Renew Tees Valley,	- Installing room thermostat: 70/house - Switching fuel to gas: 622/house
	Research innovative ways to meet the sub-region's energy requirements through renewable sources of power and heat (Middlesbrough Council have already made significant progress in this area - see Box 6)	Renew Tees Valley, Nature's World, NaREC	- Ground source heat pumps: 434/house - Solar water heating: 103/house - PV: 176/house
	Work towards the integration of renewable energy into the major new developments in the Tees Valley (Middlehaven, Central Park, Victoria Harbour, North Shore)	Tees Valley Regeneration, all LAs/LSPs One North East	Preparing for considerable CO ₂ reductions post-2012
	Increase take-up of micro-renewables such as wind turbines amongst householders and businesses	EST, Renew Tees Valley	Variable, depending on power and placement of turbine.
	Promote the procurement of 100% renewable	Sustainable Energy	

	energy to households and businesses	Installations, Green Electricity Market Place, TADEA	
Transport	Promote eco-driving and the purchase of low-carbon vehicles	EST, local garages, Target Neutral	- Cleaner vehicles: 68/new purchase - Eco-driving: 22/driver
	Actively promote and work towards the implementation of an effective, efficient and user-friendly inter-modal transport system, incorporating the development of bus and cycle networks and a possible Tees Metro/light railway system	Tees Valley Joint Strategy Unit (JSU), Renew Tees Valley	- Modal shift in transport: 37/person. - Double journeys by bike by 2012: likely to instigate general change in attitudes and behaviour and promote further carbon savings
	Improve and promote a safe and convenient walking and cycling network in the sub-region	All LAs/LSPs, Tees Valley Climate Change Coordinator (TVCCC), Sustrans, Natural England, Tees Forest	As above
	Ensure that new developments are located and designed to encourage the use of public transport, walking and cycling	Planners, developers, all LAs/LSPs.	- Reducing car use by a quarter: 750/vehicle
	Reduce CO ₂ emissions by supporting the growing biofuels industry in the Tees Valley through promotion of the use of biofuels in private vehicles and LA and public transport fleets	All LAs/LSPs, Renew Tees Valley	- Conversion to 100% green biodiesel: 3500/vehicle
	Promote the use of hydrogen fuel cell technologies, in preparation for hydrogen-based transport	Renew Tees Valley, All LAs/LSPs	- Hybrid vehicle allowing regenerative braking (20% reduction in fuel consumption): 700/vehicle. - If hydrogen

			produced using renewable energy, process is carbon neutral: 3500/vehicle
Waste	Minimise the amount of waste produced in the Tees Valley	LAs/LSPs, householders, businesses	- Stabilise total waste tonnage: overall reduction in emissions as recycling and composting increase, and disposal reduces
	Promote the recycling and re-use of waste	LAs/LSPs, CLEMANCE	- Diverting waste from landfill to recycling: 435/person (if all waste recycled)
	Minimise transportation of waste	LAs/LSPs, Waste Contractors	- Transportation of heavy organic waste: 10/tonne
	Promote the use of recycled materials	CLEMANCE, Renew Tees Valley, local recycling companies	- Encouraging environmentally aware attitudes and severing the connection between consumption and prosperity leading to long-term future reductions in CO ₂
Procurement	Increase the procurement of green energy for LA buildings and promote it amongst business and the wider community	LAs/LSPs	- Potential to reduce emissions associated with electricity down to 0 for energy purchased on a renewable tariff (reductions of 5,244,000 - 9,704,000 per LA)
	Encourage procurement of the most energy efficient office equipment and more locally supplied products.	LAs/LSPs, suppliers	- Leading to reduction in overall electricity consumption and CO ₂ savings from reduced mileage travelled.
Carbon	Support the increase in	Tees Forest,	- Tree planting:

Sequestration	tree and vegetation cover within the Tees Valley	Forestry Commission, World Land Trust	between 7.5 and 13/tree
	Support the development of a carbon capture and storage coal-fired power station in the Tees Valley	Renew Tees Valley	- Paving the way for significant savings post-2012
Awareness raising	Raise awareness of climate change (CC) in the business, commercial and industrial sectors through use of the Tees Valley Climate Change Charter	TVCCC, Groundwork Trust, Business Link.	- Changing attitudes and behaviours to develop gradual but deep-rooted change and carbon savings
	Promote the importance of energy efficiency and awareness of climate change amongst householders through development of promotional and other display materials	TADEA, EST	- Turning heating down 1°C: 75/household - Switching off lights: 8/household - Efficient use of washing machine&kettle: 4/household each
	Engage with schools and universities in the region to promote awareness and understanding of CC and the work of the Partnership	Durham University (Stockton Campus), University of Teesside, LEAs, Ecoschools Programme, Carbon Trust	- Engaging with young people (e.g. though CC materials in Ecoschools packs) will help them make the connection between sustainability, green consumerism and CC and thereby increase awareness amongst the next generation and drive long-term reductions in CO ₂ emissions.
	Engage with the Ecoschools Programme to investigate the possibility of including further Climate Change materials in the packs distributed to schools	TVCCC, Renew Tees Valley	- as above
	Develop a Tees Valley Climate Change website in order to promote our objectives to a wider audience	TVCCC	Paving the way for significant future CO ₂ e savings

Adaptation	Ensure that all businesses, public services and households are prepared to adapt to climate change, both physically and financially.	LAs/LSPs, Environment Agency, Emergency Services	---
	Ensure new developments are not at risk of flooding from the rivers or sea	Planners, Developers, Environment Agency	---
	Encourage the use of rainwater storage to reduce treated water consumption and to reduce flood risk	LAs/LSPs, Householders, Northumbrian Water	---
	Develop an integrated approach to Tees Valley emergency planning in order to avoid the worst effects of future threats such as droughts and heatwaves.	LAs/LSPs, TVCCC, Tees Valley JSU	---
	Improve community preparedness in relation to future severe weather events through undertaking flooding scrutiny reviews and bi-annual emergency planning exercises	LAs/LSPs, Environment Agency, Emergency Services	---

7.2 CARBON SAVINGS SOURCES

Energy efficiency and awareness raising

- Coefficients have been obtained from the Energy Saving Trust (www.est.org.uk).

Transport

- Figures are based on an average annual mileage of 12,000 in a moderately efficient car, which would emit approximately 3.5 tonnes CO₂ per annum (www.targetneutral.com).

Waste

- Defra estimates that the average person in the UK produces 500kg of waste/year (www.defra.gov.uk).
- The GWP of methane is 21 (www.environment-agency.gov.uk). The National Atmospheric Emissions Inventory (NAEI) estimates that emissions of methane

per tonne of waste disposed of to landfill are 8.5kg. This therefore corresponds to 178.5 tonnes CO₂e per tonne, and thus 89.25 per person, based on the above assumption.

- Friends of the Earth estimate that 0.87 tonnes of carbon is saved per tonne of waste (mixed recyclables) diverted from landfill to recycling: (www.foe.co.uk/resource/briefings/greenhouse_gases.pdf).
- Transportation of waste figures based on an estimate of 3.75 litres of diesel per tonne of organic waste transported (emissions factor from Defra: <http://www.defra.gov.uk/environment/business/envrp/gas/envrpgas-annexes.pdf>).

Carbon sequestration

- Carbon savings per tree planted are from www.carbon-info.org.

Chapter 8 Delivery, Monitoring and Review

To ensure success, this Strategy will be coordinated and delivered by the Tees Valley Climate Change Coordinator in close conjunction with all five Local Authorities within the Tees Valley sub-region, as well as other key partners. The Partnership will continue to engage with the regional and national climate change agenda in order to maintain a consistent and coordinated approach.

8.1 DEVELOPING AREA SPECIFIC ACTION PLANS

- With the exception of Middlesbrough Council, who are already implementing an award-winning action plan, all remaining Local Authorities/Local Strategic Partnerships (LSPs) will use this document, together with the Supporting Document to this Strategy, to develop individual, targeted action plans specific to their area in order to meet the CO₂e targets set out in this document.
- Each Local Authority is responsible for the development, management, delivery and review of its own action plan. Usually this is done through LSPs, engaging the local authority's partners as well. Because timetables for submissions and decisions by LSPs differ, it is not possible to give an agreed timetable for decision making. However, all of the partner local authorities are committed to ensuring that their action plans are based on robust consultation and gather high level and political support from within their boroughs.
- Local Authority area action plans will also include a 'state of play' report highlighting the current situation with regards to borough activities. This will then be used to formulate a specific actions section on reducing carbon emissions, including emissions from Local Authority buildings and activities.

8.2 DELIVERY OF THE STRATEGIC AIMS AND MONITORING PROGRESS

- Monthly meetings of the Tees Valley Climate Change Partnership Steering Group (consisting of key representatives from each funding partner and currently Chaired by the Environment Agency) will continue to be held, in order to facilitate discussion on the current situation and progress made, as well as to agree future policy direction.
- These meetings will be organised by the Tees Valley Climate Change Coordinator, who will act in an advisory capacity and ensure exchange of best practice between Partners.
- CO₂e emission levels will be updated on a yearly basis in conjunction with the release of data from the DTI. This data will be inputted into the Tees Valley Emissions Inventory, from which tables for the Tees Valley will be drawn and published on our website.
 - The DTI is not currently releasing data at regular intervals, and so exact dates for the publication of these results cannot be included in this

Strategy. There is also currently a time lag of 2 years for the release of data. For these reasons the Partnership chooses to monitor progress in terms of carbon saved, rather than total emission levels (see below).

- Monitoring progress towards short-term targets will be done on a carbon-savings basis from actions taken and projects implemented. This will be done on an annual basis in report form, made available in electronic format to all Partners and also available to download from our website.
 - Information on carbon savings within each Local Authority area will be provided by the key contacts listed in Chapter 8.3.
 - Savings associated with sub-regional projects will be reported by the Tees Valley Climate Change Coordinator.
 - The Partnership will plan to release the first such report in March - May 2008, with successive reports published during the same time period in 2009, 2010, 2011, 2012, 2013 and 2014 (to cover results for 2012).
- Prior to the release of these reports, the Partnership Steering Group will review the Strategy during annual workshops held in February. These will run every February from 2008 to 2013.
- Methodology and targets may be reviewed over the next two years in line with regional targets to be set soon for the North East by the Regional Climate Change Coordinator.

8.3 RESPONSIBILITY FOR REPORTING PROGRESS

Data will be provided to the Tees Valley Climate Change Partnership via the Climate Change Coordinator by the end of January each year from 2008-2013 by the people listed below. Information will include details of any schemes implemented, in relation to tonnes of carbon saved, as well as data on recycling rates. This will then be processed and made available for discussion at February's workshop, before being published in the annual report during March - May.

Darlington Borough Council	Name: Paula Jamieson Title: Sustainable Development Officer Address: Hopetown House, Brinkbum Road, Darlington, DL3 6ED Tel: 01325 388761 Email: paula.jamieson@darlington.gov.uk
Hartlepool Borough Council	Name: Sylvia Tempest Title: Environmental Standards Manager Address: Public Protection and Housing Division, Hartlepool Borough Council, Civic Centre, Victoria Road, Hartlepool, TS24 8AY Tel: 01429 523316 Email: sylvia.tempest@hartlepool.gov.uk

Middlesbrough Council	<p>Name: Shadia Rahman Title: Environmental Protection Officer Address: Middlesbrough Borough Council, Vancouver House, Gurney Street, Middlesbrough, TS1 1QP Tel: 01642 728265 Email: shadia_rahman@middlesbrough.gov.uk</p>
Redcar&Cleveland Borough Council	<p>Name: Paul Taylor Title: Environmental Management Officer Address: Redcar & Cleveland Borough Council, Strategic Performance and Planning, Chief Executives Directorate, Redcar and Cleveland House, Kirkleatham Street, Redcar, TS10 1RT Tel: 01642 444240 Email: Paul.Taylor@redcar-cleveland.gov.uk</p>
Stockton Borough Council	<p>Name: Kawun Williams Title: Environmental Project Officer Address: Stockton-on-Tees Borough Council, Gloucester House, 72 Church Road, Stockton-on-Tees, TS18 1TW Tel: 01642 526596 Email: kawun.williams@stockton.gov.uk</p>
Sub-region	<p>Name: Laura Owen Title: Climate Change Coordinator Address: 18b Manor Way, Belasis Hall Technology Park, Billingham, TS23 4HN Tel: 01642 373044 Email: laura.owen@tadea.com</p>

8.4 2012 AND BEYOND

- In 2012 the Strategy will be reviewed and a new version covering 2012-2030 will be published to ensure effective progression through the later stages of the project.
- From 2012-2030 the Partnership will work towards achieving the long-term CO₂e targets as outlined in Chapter 3.
- Aspirational targets will become increasingly viable as energy efficiency becomes an accepted norm and public awareness and behaviour changes accordingly (moving towards Stage 3 of the Climate Change Spectrum, as described in Chapter 2). The development of new, low carbon technologies and the increased use of renewable energy will further the potential to work towards higher carbon reduction targets.

8.5 TIMETABLE FOR ACTION

Details	Timescale
Consultation period on this document	November 2006 - January 2007
Launch of TVCC Strategy	March 2007
Collation of data on carbon savings	December 2007 - February 2008
1 st Strategy review Workshop	February 2008
Publication of 1 st update report	March – May 2008
Successive reviews and update reports	February and March–May each year until March-May 2013

9 Glossary

Adaptation - in the context of climate change, refers to any adjustment that takes place in natural or human systems in response to the actual or expected impacts of climate change, aimed at moderating harm or exploiting beneficial opportunities.

Adaptive Capacity - the ability of a system to adjust to climate change through moderating potential damage, taking advantage of opportunities, and adapting to the consequences of change.

Biofuel - any fuel that is derived from biomass (recently living organisms or their byproducts, such as agricultural crops or manure from cows). It is a form of renewable energy produced from a sustainable source that reduces particulate matter produced from emissions.

Carbon Dioxide (CO₂) – one of the most significant greenhouse gases, contributing around 77% to global greenhouse gas emissions.

Carbon Dioxide equivalent - a metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential (GWP). The CO₂e for a gas is derived by multiplying the tonnage of gas by the associated GWP. The GWP for methane is 21 and for nitrous oxide 310. This means emissions of 1 million metric tonnes of methane and nitrous oxide are equivalent to emissions of 21 and 310 million metric tonnes of carbon dioxide respectively.

Carbon Neutral - see **Carbon Offset**.

Carbon Offset - a reduction in carbon dioxide emissions from the activities of a third party, aimed at canceling out (offsetting) the emissions arising from a particular action, such as driving a car or taking a flight. If all emissions are offset the activity is called **Carbon Neutral**. Offset activities include tree planting and investing in renewable energy projects.

Carbon Sink – the term given to the natural ability of trees, other plants and the soil to soak up carbon dioxide and temporarily store the carbon in wood, roots, leaves and the soil.

Combined Heat and Power (CHP) - a fuel-efficient energy technology that puts to use the by-product heat that is normally wasted to the environment. CHP can increase the overall efficiency of fuel use to more than 75%, compared with around 50% from conventional electricity generation.

Eco-Building Design – ensures structures are beneficial or non-harmful to the environment and resource efficient, using renewable and locally sourced materials. They require minimal energy to construct, and once complete, to inhabit.

Eco-driving – driving in a way that maximises fuel efficiency. Techniques include driving at slower speeds, driving smoothly, using higher gears and ensuring the vehicle is serviced regularly.

Ecological Footprint - a representation of how much productive land and water is needed to provide the resources, such as energy, water and raw materials that we use in our everyday lives. It is a way of determining relative consumption for the purpose of educating people about their resource use and encouraging lifestyle change in order to reduce consumption.

Eco-Schools Programme – a government sponsored scheme that provides a simple framework to enable schools to analyse their operations and become more sustainable.

Hybrid Vehicles - combine a conventional petrol engine with an electric motor to deliver improved fuel economy and reduced carbon dioxide emissions. Most are able to run in electric-only (zero-emissions) mode at lower speeds.

Global Warming Potential (GWP) - a measure of how much a given mass of greenhouse gas is estimated to contribute to global warming. It is a relative scale that compares the gas in question to that of the same mass of carbon dioxide.

Green Energy Tariff – electricity arrives through the same cables and wires as usual, but for every unit of electricity you use your supplier will plough an equal amount of green energy into the National Grid.

Greenhouse Gases - gases that trap energy radiated by the Earth within the atmosphere and contribute to global warming. The Kyoto Protocol identifies 5 other greenhouse gases in addition to CO₂. These are Methane, Nitrous Oxide, Hydrofluorocarbons, Perfluorocarbons, and Sulphur Hexafluoride. Because greenhouse gases vary in their ability to trap heat in the atmosphere, some are more harmful to the climate than others. See **Global Warming Potential**.

Ground Source Heat Pumps – transfer heat from the ground in to a building to provide space heating and occasionally to heat domestic water. For every unit of electricity used to pump the heat, 3-4 units of heat are produced.

Mitigation – refers to deliberate actions aimed at reducing emissions or enhancing the sinks of greenhouse gases.

Renewable Energy Tariff – see **Green Energy Tariff**.

SME – Small to Medium-sized Enterprise. The European Commission defines SMEs as businesses with less than 250 employees and a turnover of less than 50 million Euros.

Vulnerability - the degree to which a system is unable to cope with the adverse effects of climate change, including climate variability and extremes.

9 Further Information

Further information on most of the areas covered by this Strategy can be found in the Supporting Document. Information on specific themes covered by this document can be accessed through the following links:

Climate Change (general)

- Defra: <http://www.defra.gov.uk/environment/climatechange/index.htm>
- BBC: <http://www.bbc.co.uk/climate/>
- UNEP: <http://climatechange.unep.net/>
- European Commission: http://ec.europa.eu/environment/climat/home_en.htm
- Tyndall Centre: <http://www.tyndall.ac.uk/index.shtml>
- Met Office: <http://www.met-office.gov.uk/research/hadleycentre/>
- UK CIP: <http://www.ukcip.org.uk/>
- Environment Agency: <http://www.environment-agency.gov.uk/yourenv/639312/>
- Sustainable Development Commission: <http://www.sd-commission.org.uk/pages/climatechange.html>
- Intergovernmental Panel on Climate Change (IPCC): <http://www.ipcc.ch/>
- Ends Report: <http://www.endsreport.com/>

Impacts of Climate Change

- UK CIP: <http://www.ukcip.org.uk/>
- Environment Agency: <http://www.environment-agency.gov.uk/>

Emissions Trading Scheme (ETS)

- DTI: <http://www.dti.gov.uk/energy/environment/euets/index.html>
- Defra: <http://www.defra.gov.uk/environment/climatechange/trading/index.htm>
- European Commission: <http://ec.europa.eu/environment/climat/emission.htm>

Waste

- European Commission: <http://ec.europa.eu/environment/waste/strategy.htm>
- Resource Recovery Forum: <http://www.resourcesnotwaste.org/>
- Renew Tees Valley:
<http://www.renewteesvalley.co.uk/main.asp?Section=547&Admin=False&Article=0&User=jtpkrwnnhaozfm dmfhuhhœkafi>

Transport

- DfT: <http://www.dft.gov.uk>
- Highways Agency (including research compendium):
<http://www.highways.gov.uk/>
- European Commission: http://ec.europa.eu/transport/index_en.html

Energy

- DTI: <http://www.dti.gov.uk/energy/index.html>
- Defra: <http://www.defra.gov.uk/environment/energy/index.htm>
- Carbon Trust: <http://www.carbontrust.co.uk/energy>
- Energy Saving Trust: <http://www.est.org.uk/>
- Renew Tees Valley:
<http://www.renewteesvalley.co.uk/main.asp?Section=546&Admin=False&Article=0&User=jtpkrwnnhaozfm dmfhuhhœkafi>

Sustainable Development

- Sustainable Development: <http://www.sustainable-development.gov.uk/>
- Defra: <http://www.defra.gov.uk/environment/sustainable/index.htm>
- Sustainable Development Commission: <http://www.sd-commission.org.uk/>
- Sustainable Development Research Network: <http://www.sd-research.org.uk/>
- Renew Tees Valley:
<http://www.renewteesvalley.co.uk/main.asp?Section=1004&Admin=False&Article=0&User=jtpkrwnnhaozfm dm fhuhhcekafi>
- Tees Valley Regeneration: <http://www.teesvalleyregeneration.co.uk/>
- One North East: <http://www.onenortheast.co.uk/page/index.cfm>
- Sustaine: <http://www.sustaine.com/>

10 Acknowledgements

The Tees Valley Climate Change Partnership would like to thank the following organisations for their help with the production of this Strategy:

- All the key funding Partners, as listed in Chapter 1.3.
- Tees Valley Joint Strategy Unit (JSU), for the provision of data on population and waste and general on-going support for the project.
- The Tourism Teams at Darlington, Hartlepool, Middlesbrough, Redcar&Cleveland and Stockton Borough Councils for providing a selection of photographic images for use in this document.
- Tees Valley Tourism (<http://www.destinationteesvalley.co.uk/>), for providing the map used on page 6.
- The Energy Saving Trust, for allowing us to use photographs from their collection, and for their ongoing backing and assistance.
- Photographs from www.Free-foto.com have also been used in this document.

CABINET
22 January 2007



Report of: Children's Services Scrutiny Forum

**Subject: FINAL REPORT – RAISING BOYS ACHIEVEMENT
– BRIDGING THE GENDER GAP**

1. PURPOSE OF REPORT

1.1 To present the findings of the Children's Services Scrutiny Forum following its investigation into 'Raising Boys Achievement – Bridging the Gender Gap'.

2. SETTING THE SCENE

2.1 Boys' achievement is one of the key factors effecting education performance and the gender-gap has been a high profile issue, both nationally and internationally, since the early 1990's.

2.2 The issue of boys achievement is complex and there is little consensus with professionals regarding its causes although some possibilities include:-

- (a) Girls' greater maturity and social awareness;
- (b) Some boys disregard for authority, academic work and formal achievement;
- (c) Girls' intuitive use of talk, reflection and collaboration to support learning;
- (d) Girls' apparent ability to rise above indifferent teaching;
- (e) Differential gender interactions between pupils and teachers in the classroom;
- (f) Differences in students' aspirations and their attitudes to work;
- (g) A 'macho' or 'laddish' peer culture among boys;
- (h) Boys' efforts to avoid the culture of failure; and
- (i) Modification of the examination system.

Final Report – Raising Boys Achievement – Bridging the Gender Gap

- 2.3 It is acknowledged that literacy skills play a key role in the gender gap, however, it is important to recognise that the pattern of boys' underachievement does not relate to all boys, or all subjects. Whilst girls do consistently outperform boys in all four stages in English the position in mathematics up to the age of 16 is more evenly matched. Nationally there are also signs that girls are beginning to fall behind in science by the age of 11.

3. OVERALL AIM OF THE SCRUTINY INVESTIGATION

- 3.1 The overall aim of the Scrutiny investigation was to examine the educational achievement levels of boys in Hartlepool with a view to identifying possible ways of improving performance to bridge the gender gap.

4. TERMS OF REFERENCE FOR THE SCRUTINY INVESTIGATION

- 4.1 The Terms of Reference for the Scrutiny Investigation were as outlined below:-

- (a) To gain an understanding of national policy issues relating to boys achievement levels and the bridging of the gender gap;
- (b) To gain an understanding of the national and regional picture relating to the gender gap in education achievement levels;
- (c) To gain an understanding of work undertaken nationally and regionally to identify factors affecting boys achievement and the strategies/models identified to address the gender gap;
- (d) To consider examples of good practice in other Local Authorities;
- (e) To examine boys achievement levels in Hartlepool and explore:
 - (i) The reasons for/factors linked to underachievement by boys and the gender gap;
 - (ii) The strategies in place to improve boys achievement levels and close the gender gap; and
 - (iii) The effectiveness of the strategies in place.
- (f) To compare strategies/practices implemented in other Local Authorities, and strategies/models identified nationally, with those in place in Hartlepool with a view to identifying possible areas for improvement.

5. MEMBERSHIP OF THE CHILDREN'S SERVICES SCRUTINY FORUM

5.1 The membership of the Scrutiny Forum was as detailed below:-

Councillors Brash, S Cook, Fleet, Griffin, Laffey, London, Preece, Rogan, Shaw, M Waller and Young.

Co-opted Members: Elizabeth Barraclough, David Relton and Jesse Smith.

Resident Representatives: John Cambridge, Evelyn Leck and Michael Ward.

Education Advisor: Rob Lowe.

6. METHODS OF INVESTIGATION

6.1 Members of the Children's Services Scrutiny Forum met formally between 17 July 2006 to 11 December 2006 to discuss and receive evidence relating to this investigation. A detailed record of the issues raised during these meetings is available from the Council's Democratic Services.

6.2 A brief summary of the methods of investigation are outlined below:-

- (a) Detailed Officer reports supplemented by verbal evidence;
- (b) A site visit to examine the good practice that exists within a neighbouring Local Authority in relation to 'Raising Boys' Achievement'. Visit undertaken to Sunderland City Council (4 October 2006);
- (c) Site visits to the following schools to illustrate the work already being undertaken in Hartlepool:
 - (i) West View Primary School – 15 September 2006;
 - (ii) Golden Flatts Primary School – 20 September 2006;
 - (iii) Kingsley Primary School – 22 September 2006;
 - (iv) Manor College of Technology – 26 September 2006;
 - (v) Dyke House Secondary School – 5 October 2006; and
 - (vi) Brierton Community School – 17 October 2006.
- (d) Evidence received from the National Education Breakthrough Programme;
- (e) Evidence received from the Blended Learning Pilot Programme (currently being implemented in Hartlepool);

- (f) Evidence received from a representative from North East of England National Strategies for School Improvement; and
- (g) The views of local residents, parents, children/young people, teachers, school governors and adults other than teachers working in schools.

FINDINGS

7. NATIONAL POLICY RELATING TO BOYS' ACHIEVEMENT LEVELS AND THE BRIDGING OF THE GENDER GAP

7.1 The Scrutiny Forum was informed of the Government's commitment to raising the performance of all underachieving pupils, both boys and girls and its efforts to address the gender issue through the work of the DfES and its partner organisations. Further details of the research undertaken and the strategies implemented are outlined in Section 10 of this report.

7.2 Based on the information shared with the Scrutiny Forum, Members also found that:-

- (a) The Government recognised the complexity of the factors contributing to the gender gap and the absence of a simple solution;
- (b) Appreciated the diverse nature of each school in terms of their history and culture; and
- (c) Recognised that whilst many of the problems experienced by schools were shared, there was a need for solutions to be based on the requirements of each individual school. In order to achieve this it was necessary for each school to focus on the evaluation of its results to find out when and where boys' underachievement occurs.

8. THE NATIONAL AND REGIONAL PICTURE RELATING TO THE GENDER GAP IN EDUCATION ACHIEVEMENT LEVELS

8.1 Member were pleased to find that statistics showed that the percentage difference between boys and girls achievement levels for 2006 confirmed that the gender gap in the North East region differed very little from the national position.

8.2 The Forum was also advised of evidence that in some instances:-

- (a) The gender gap in the North East region was in fact smaller, or equal, to the national figure, as shown in bold in **Tables 1, 2, 3 and 4** overleaf; and that

- (b) Boys outperform girls, as shown in the shaded boxes in **Table 2**, and have consistently achieved similar results as girls in maths and science.

TABLE 1 – Percentage Gender Gap at Key Stage 1 (KS1) – Achieving Level 2 or above

	Reading %	Writing %	Maths %
England (LA maintained schools)	9	11	3
North East	9	11	3
Hartlepool	11	13	3

TABLE 2 – Percentage Gender Gap at Key Stage 2 (KS2) - Achieving Level 4 or above*

	English %	Reading %	Writing %	Maths %	Science %
England (LA maintained schools)	10	8	15	1	1
North East	11	8	20	1	2
Hartlepool	8	8	17	3	1

TABLE 3 – Percentage Gender Gap at Key Stage 3 (KS3) – Achieving Level 5 or above*

	English %	Reading %	Writing %	Maths %	Science %
England (LA maintained schools)	15	15	14	1	1
North East	15	16	15	2	1
Hartlepool	16	17	18	4	1

TABLE 4 - Percentage Gender Gap at Key Stage 4 (KS4) – GCSE or equivalent*

	5+A* - C %	5+A*-C (inc. English & Maths) %	5+ A-G %	5+ A* - G (inc. English & Maths) %
England (LA maintained schools)	9.7	8.2	4.3	4.7
North East	8.9	7.3	4.1	4.7
Hartlepool	7.4	11.2	3	3.3

* Figures provided by the DfES (North East of England National Strategies for School Improvement)

- 8.3 The Forum was particularly pleased to see the lower than national figures in relation to Key Stage 4 (GCSE or equivalent results), however, it was noted that there was an increase in the gender gap for 5+ A* - C grades in Hartlepool when English and maths figures were included. The Forum observed that this was a reverse of the national and regional trend and were of the view that this reflected the real area of concern for boys' achievement in Hartlepool, i.e. English and in particular writing.
- 8.4 The Forum also drew attention to the increase in the gender gap following the movement of boys from primary school (Key Stage 2 – Table 3) to secondary school (Key Stage 3 – Table 4). It was noted that this increase occurred nationally, regionally and more specifically in Hartlepool and tended to be larger in English, maths and writing. This added further weight to the point made in paragraph 8.3 and highlighted concerns regarding the effectiveness of transitional arrangements across the region and nationally.
- 9. WORK UNDERTAKEN TO IDENTIFY FACTORS AFFECTING BOYS' ACHIEVEMENT**
- 9.1 The Forum was informed that in identifying factors affecting boys' achievements a number of pieces of research had been undertaken resulting in the production of the following papers:-
- (a) 'Yes He Can – Schools Where Boys Write Well'; and
 - (b) 'Boys' Achievement in Secondary Schools'.

- 9.2 The main findings of these reports were that whilst the issue of boys' underachievement was complex schools that had been successful in raising boys' attainment and writing skills all exhibited the following characteristics:-
- (a) A positive learning culture that stimulates high standards, engages boys' interests and insists on good behaviour;
 - (b) Good teaching and learning;
 - (c) Good classroom management;
 - (d) Track and support boys' performance; and
 - (e) Have strategies focused on literacy which provides intensive support on reading, writing and literacy across the curriculum.
- 9.3 Members of the Forum were encouraged to find that many of the characteristics identified were already present in schools in Hartlepool and felt that this was a contributory factor to Hartlepool's success in dealing with the issue. Further details of the Forum's observations in terms of work being undertaken in the schools visited in Hartlepool as part of the investigation are outlined in Section 12 of this report.
- 9.4 The Forum was also advised that the Government had initiated a three year pilot project (The Raising Boys' Achievement Project), the aim of which was to 'examine strategies employed by specific schools which appeared to be effective in raising boys' achievements'. The results of the project showed that:-
- (a) Boys respond well to an integrated approach to literacy, where the emphasis is less on the teaching aspects of learning to read and write, and more on the process of becoming a reader and a writer. Drama provides a medium through which this approach can be effectively delivered;
 - (b) Target setting and mentoring have a strong potential to raise achievement for boys;
 - (c) Single sex classes can contribute to raising achievement as they enable a classroom environment to be created which allows both sexes to learn with less distraction and disruption; and
 - (d) Socio-cultural approaches underpin other strategies through challenging images of masculinity.
- 9.5 Regarding the work of the Raising Boys' Achievement Project, the Forum was particularly interested in the elements of its recommendations relating to the factors necessary for the effective implementation of strategies to deal with raising boys' achievement. These included:-

- (a) The importance of leadership and support;
- (b) A shared commitment by all staff involved; and
- (c) The creation of school ethos where staff and pupils feel valued and involved, have clear boundaries and where there is a focus on the individual pupil.

9.6 Members of the Forum acknowledged the importance of these factors and gave consideration to how they related to the work currently being undertaken in Hartlepool schools. The Forum commented that on the basis of the visits undertaken as part its investigation it appeared that schools also recognised the importance of these strategies and that activities were being undertaken to achieve them. It was, however, noted that only a selection of schools had been visited and at the time of the investigation a full analysis of activities being undertaken was not available, although work was now underway on obtaining this.

10. NATIONAL AND REGIONAL STRATEGIES/MODELS IDENTIFIED AND IMPLEMENTED TO ADDRESS THE GENDER GAP

National Strategies and Models

10.1 It was brought to the Forum's attention that the Government had in recognition of the importance of the gender gap issue developed and implemented a range of strategies. These included:-

- (a) The National Literacy Strategy;
- (b) The Key Stage 3 National Strategy;
- (c) Materials and Guidance;
- (d) The Raising Boys' Achievement Project;
- (e) The Blended Learning Project;
- (f) The National Reading Campaign;
- (g) Playing for Success;
- (h) The Dads and Sons Campaign;
- (i) LEA Education Development Plans;
- (j) The Breakthrough Collaborative Project (i.e. The National Education Breakthrough Programme referred to in section 9 of this report.);
- (k) Sponsoring work with Beacon Schools; and

(l) The Gender Achievement website.

10.2 Each of these strategies could be grouped into four different areas:-

- (a) Pedagogic - Classroom-based approaches centred around teaching and learning;
- (b) Individual - Essentially a focus on target-setting and monitoring;
- (c) Organisational - Ways of organising learning at the whole school level; and
- (d) Socio-cultural - Approaches which attempt to create an environment for learning where key boys and girls feel able to work with, rather than against the aims and aspirations of schools.

Strategies and Models Implemented Regionally

10.3 Following an examination of the national strategies available, the Forum was encouraged to see that many were already being 'rolled out' on a regional basis. In looking more closely at some of these strategies the Forum received presentations on the work being undertaken through the National Education Breakthrough Programme for Raising Boys' Achievements in Secondary Schools and the Blended Learning Project.

10.4 In relation to the National Breakthrough Project the Forum was advised that sixty six schools across the country, including a number from the North East region, were taking part. One Council which had been taking part in the programme was Sunderland City Council and in order to observe its operation first hand the Forum undertook a visit as part of its investigation. Details of the visit are outlined in Section 11 of the report.

10.5 The Forum was also informed of the work being undertaken as part of the Blended Learning Project, the aim of which was to raise boys' achievements by changing organisational systems of learning and teaching in order to maximise the potential of students. A pilot of this project was already being implemented in Hartlepool and details of this are outlined in section 12 of this report.

11. GOOD PRACTICE IN OTHER LOCAL AUTHORITIES

11.1 As part of the Forum's remit, consideration was given to comparing a neighbouring Local Authority's activities in addressing the issue of raising boys' achievement and reducing the gender gap.

11.2 Sunderland City Council had over recent years been involved with National Education Breakthrough Programme for Raising Boys' Achievements in Secondary Schools, the key principles of which were:-

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- (a) Use of strong leadership and the creation of an environment for change;
 - (b) Focus on teaching and learning methods;
 - (c) Use of mentoring and targeted intervention;
 - (d) Create capacity; and
 - (e) Use data to drive improvement.
- 11.3 These key principles mirrored a number of the findings of the Raising Boys' Achievement Project.
- 11.4 Members received evidence from the Boys' Underachievement Project Manager, and School Improvement Officer, for Sunderland City Council. During the course of the presentation it was highlighted to Members that some of the schools participating in the programme had achieved a 17% improvement in GCSE results. Members were also advised that involvement in the programme had for Sunderland City Council resulted in a 4% reduction in the gender gap (to 8.15%) between 2005 and 2006.
- 11.5 During the course of the visit those Members of the Forum present were clearly impressed with the operation of the programme and in particular the use of learning conversations as a way of reaching boys. An additional issue raised during the Forum's visit related to the sharing of information. It became evident during the course of discussions that there was a considerable amount of expertise available within the North East region in relation to raising boys' achievements. Whilst it appeared that there were informal mechanisms in place for the sharing of this information Members suggested that the creation of a formal body should be explored.
- 11.6 Members at a later meeting of the Forum received a detailed presentation on the work of the programme from the Programme Director of the Education Breakthrough Programme and were interested to hear that a secondary school in Hartlepool (Brierton Secondary School) was already participating in the first stages of the programme. Members welcomed the involvement of Hartlepool schools in the programme and it was suggested that the situation at Brierton Secondary School should be monitored with a view to the involvement of more Hartlepool schools in the programme should it prove to be effective.
- 11.7 In considering the possible extension of involvement in the National Education Breakthrough Programme for Raising Boys' Achievements the Forum acknowledged the possible financial implications. During discussions with programmes Director a possible option for the formation of a funding cluster approach came to light and the Forum was of the view that this should be explored further.

12. BOYS ACHIEVEMENT LEVELS IN HARTLEPOOL

- 12.1 Following detailed consideration of the national and regional position in relation to raising boys' achievements, and the gender gap, the Forum went on to look at the position in Hartlepool.
- 12.2 The Forum was informed that locally the issue of raising boys' achievements was one of the key priorities within the Council's Children and Young Persons Plan. Members were encouraged to note that Hartlepool had a history of dealing well with the gender gap issue and had consistently performed close to the national figure.
- 12.3 The Forum received information to illustrate this, as outlined in **Tables 5 to 8** below, with instances where boys outperform girls shown in the shaded boxes:-

**TABLE 5 – Percentage Gender Gap In Hartlepool at Key Stage 1 (KS1)
- Achieving Level 2 or above***

Year	Reading %	Writing %	Maths %
2003	11.5	13.1	1.7
2004	11.6	12.5	4.5
2005	9.4	12.5	1.8
National Figure 2005	8	11	2
2006	11	13	3

**TABLE 6 – Percentage Gender Gap In Hartlepool at Key Stage 2 (KS2)
- Achieving Level 4 or above***

Year	English %	Maths %	Science %
2003	13.1	0.2	1
2004	6.9	1/9	0.1
2005	8.8	0.2	1.5
National Figure 2005	10	1	1
2006	8	3	1

**TABLE 7 – Percentage Gender Gap In Hartlepool at Key Stage 3 (KS3)
- Achieving Level 5 or above***

Year	English %	Maths %	Science %
2003	13.1	4.3	4.5
2004	15.7	3.1	2.7
2005	14.9	2.7	4
National Figure 2005	13	1	1
2006	16	4	1

**TABLE 8 – Percentage Gender Gap In Hartlepool at Key Stage 4 (KS4)
- GCSE or equivalent***

Year	5+A*- C %	5+A*-C (inc. English & Maths) %	5+ A-G %	5+ A* - G (inc. English & Maths) %
2003	9.5	8.3	3.2	2.1
2004	4	6.8	2.1	3.8
2005	8.3	7.5	3.7	4.4
National Figure 2005	11	9	5	5
2006	7.4	11.2	3	3.3

12.4 From the statistical information provided for the last three years the Forum observed that:

- (a) The highest gender gap percentage was consistently in the area of English and in particular writing. This pattern was mirrored nationally and was recognised by Members as a possible area for the concentration of efforts in Hartlepool; and
- (b) Where boys had outperformed girls it always tended to be in the areas of maths and science.

12.5 From the statistical information provided for 2006 the Forum also learned that:-

- (a) In terms of GCSE (or equivalent) results Hartlepool was now within the top ten percent of all local authorities with 58.1% of all pupils achieving at least 5+ A*-C. This exceeded the 55% national target set for 2006 and was only 3.9% off the target already set for 2007;

- (b) When broken down into boys and girls achievements 2006 results showed a 7.4% gender gap, in favour of girls. This was an improvement on the 8.3% figure for 2005 and was only 2.2% off the national figure for 2006 of 9.6%; and
- (c) The importance of literacy in terms of boys achievements could be seen when 2006 results were looked at more closely in terms of the number of 5+ A*-C GCSE (or equivalent) including English and mathematics. Results showed that the gender gap increased to 11.2% in 2006 compared to the national figure of 8.7% and in terms of how this compared to previous years it represented an increase in the gender gap from 7% in 2003, 7.3% in 2004 and 7% in 2005.

12.6 On a regional basis, the Forum considered and compared Hartlepool's results with those of the neighbouring Tees Valley Authorities, as outlined in **Tables 9 and 10** below.

12.7 The Forum noted from the information provided that Hartlepool performed well in comparison to its Tees Valley neighbours in relation to Key stage 4 and the number of A*-C grades achieved and was in fact under the national figure. An examination of the figures for A*-C grades including English and maths, however, resulted in the Forum reiterating its view regarding the major contributory factor which English and maths grades make to boys achievement levels and the need for the focusing of strategies in Hartlepool towards this in the future.

TABLE 9 - Achievement Gap between Boys and Girls - 2006 - Key Stage 4 (A*-C Grades)

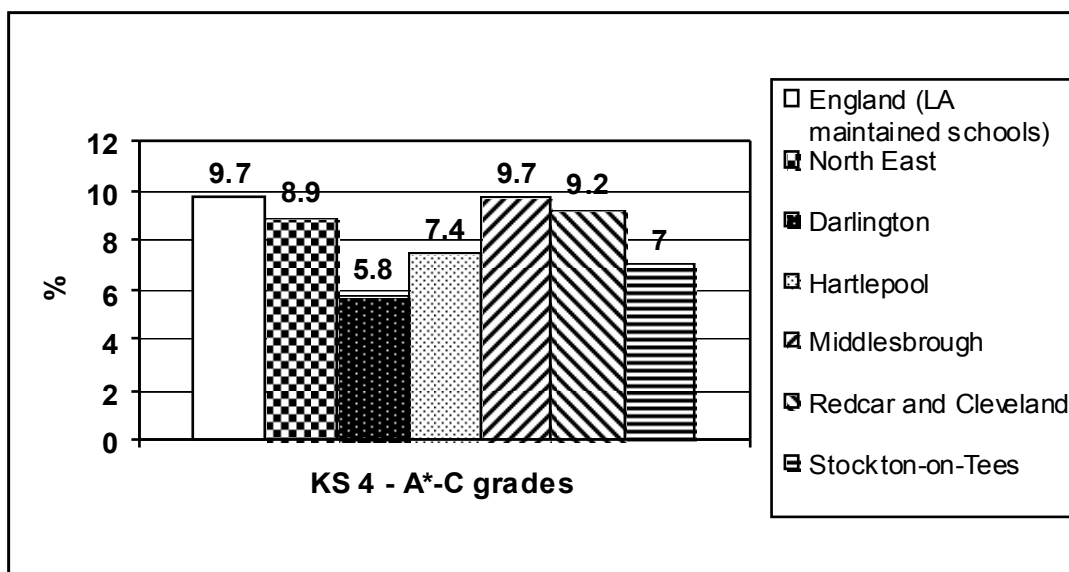
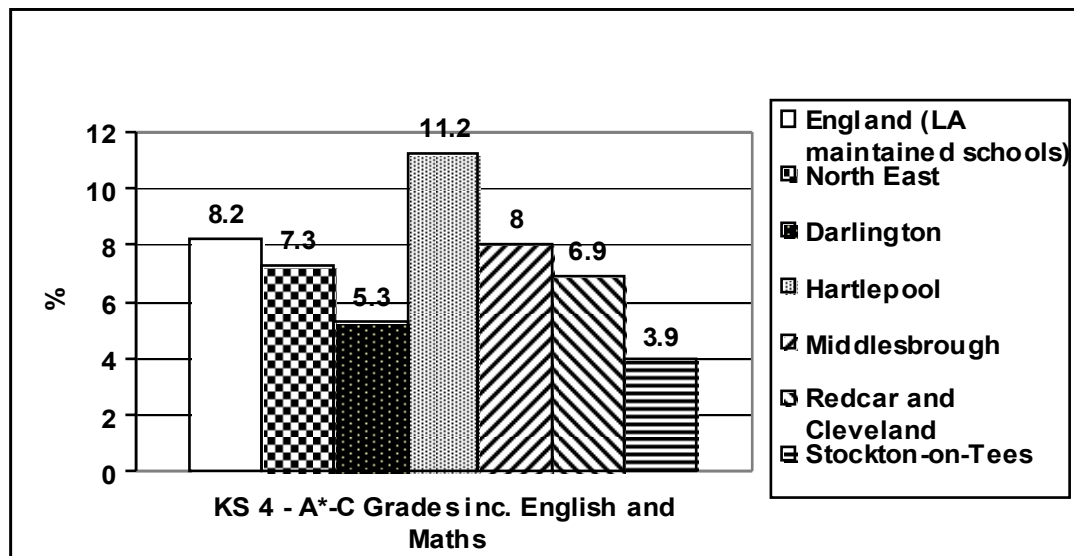


TABLE 10 - Achievement Gap between Boys and Girls - 2006 - Key Stage 4 (A*-C Grades – Including English and Maths)

The Reasons for Factors Linked to Underachievement by Boys and the Gender Gap

- 12.8 In examining the statistical information provided Members of the Forum acknowledged that Hartlepool started with a very low baseline in terms of boys' abilities, i.e. when they start school at the foundation stage, and were of the view that Hartlepool's achievement in relation to the size of its gender gap was even more commendable.
- 12.9 During the course of its investigation the Forum undertook a series of visits to schools in Hartlepool. During the course of these visits the Forum obtained a 'snapshot' of each school's view on the gender gap issue and the types of activities being undertaken to address it. From these visits it was apparent to Members that many of the reasons for boys' underachievement in Hartlepool mirror those identified nationally, as outlined in paragraph 2.2.

The Strategies in place to Improve Boys' Achievement Levels and Close the Gender Gap and their Effectiveness

- 12.10 During the course of the investigation and in particular the visits to schools the Forum noted that many of the views expressed and activities undertaken were mirrored across all the schools. These included:-
- (a) The absence of a single solution to the gender gap issue and the need for a combination of initiatives and options to be available for schools;
 - (b) The importance of:-
 - (i) Good transitional arrangements;

- (ii) Mentoring;
 - (iii) Knowing your students and identifying what types of learners they are;
 - (iv) Social skills and interaction;
 - (v) Creating a positive ethos in the school, in terms of manner and speech with the aim of making learning 'cool';
 - (vi) Sharing information with other schools in relation to each child and best practice for dealing with the gender gap;
 - (vii) Good teachers and having teaching assistants in class;
 - (viii) Continuous monitoring of staff and pupil performance;
 - (ix) Making boys to feel secure in their learning environment;
 - (x) Curriculum development were possible and the problems which the rigidity of the curriculum in the first three years of secondary school causes in terms of keeping boys engaged;
 - (xi) Effective transitional arrangements between primary and secondary schools; and
 - (xii) Personal and subject profiles so that everyone knows what is expected of them and what is needed to move onto the next level.
- (c) The need:-
- (i) To teach every child as an individual and address their learning needs;
 - (ii) For teachers to adapt teaching styles;
 - (iii) Gear the curriculum to each child's needs/curriculum enrichment; and
 - (iv) For parental involvement at all levels.

12.11 It was, however, apparent to Members that views differed on issues such as the importance of male teachers in their position as role models for boys and the effectiveness of single sex classes. Whilst there had been some success with single sex classes some there were concerns regarding then impact of separation on children's social skills and where it was used it tended to be in single subjects, i.e. English. It was also noted that the use of single sex classes tended to raise the performance of both genders and as such did not tend to reduce the gender gap.

12.12 In considering the issues/areas of importance identified through the schools visits the Forum welcomed the views expressed regarding the need for good teachers and teaching assistants in schools if boys and indeed all pupils were to succeed. Particular support was also expressed for the:-

- (a) The provision of information sharing;
- (b) The need to teach every child as an individual and address their learning needs;
- (c) Provision of effective transition arrangements for children between Key Stages 2 and 3 and the establishment of a consistent approach across schools;
- (d) The need for teachers to adapt teaching styles;
- (e) The need to make learning 'cool' for boys;
- (f) The importance of portraying a good school image in the press and the role the Local Authority can play in assisting in this;
- (g) The need to gear the curriculum to each child's needs/curriculum enrichment; and
- (h) The need for parental involvement at all levels.

12.13 The Forum acknowledged that a considerable amount of work was being undertaken, however, it was noted that an overall view of what was being done across all schools in the town was not yet available. The Forum noted that this situation was in the process of being addressed through the appointment of the Boys' Achievement Co-ordinator, on a part time basis, the remit of whose post was to focus on addressing the issue of underachieving boys from Key Stage 2 to 3 and beyond. This was to include an audit of current practice in schools across Hartlepool and the Forum hoped that its work could feed into the future activities of this post.

12.14 The Forum also learned that work was just beginning to be undertaken by:-

- (a) A small number of enquiry groups across Hartlepool's primary schools to look at the issue of boy's achievement which it was felt might benefit from elected Member involvement; and
- (b) The Blended Learning Project (a national strategy). As a project currently being piloted across a small number of schools in Hartlepool the Forum was impressed by its operation so far. The Forum expressed its support for the 'rolling out' of the project across all schools in Hartlepool the Forum and was of the view that serious

consideration needed to be given to how this was to be resources in terms of officer support.

- 12.15 In relation to the wider issue of the activities being undertaken by the Children's Services Department, the Forum observed that details of each activity and timescale were outlined in the Performance and Achievement Division's Operational Plan 06/07. The Forum noted that whilst it was clear from the Operational Plan that a considerable amount of work was being undertaken to address the gender gap issue funding for this area of work, as with others, was tight. Work on this issue had in the past been undertaken alongside officers other duties and the new Boys Achievement Co-ordinator post was the first to be created specifically to deal with the issue.

13. COMPARISON OF STRATEGIES AND PRACTICES – HARTLEPOOL'S APPROACH

- 13.1 In comparing strategies and practices implemented by other local authorities the Forum was as previously indicated impressed by the work being undertaken by Sunderland City Council. Members were, however, aware that the Authority had in place specifically appointed officers to undertake this work. When compared to other Tees Valley Authorities it became apparent to the Forum that as in Hartlepool the activities undertaken to address the boys' achievement issue tended to be undertaken by officers as part of their other day to day duties. The Forum felt that this would continue to be the most appropriate course of action and welcomed the flexibility which the appointment of the new Boys Achievement Co-ordinator on a fixed term basis would provide in the future.
- 13.2 In terms of possible areas for improvement the Forum was of the view that the practices and strategies currently being implemented in Hartlepool continued to be very effective. This was reflected in the level of gender gap in the town. There were, however, some areas where further work could be explored and these are outlined in Section 14 below.

14. CONCLUSIONS

- 14.1 The Forum concluded:-
- (a) That Hartlepool continued to do well in addressing the boys' underachievement issue in its schools with the gender gap being very close to national figures. However, the gap in Hartlepool related to boys writing rather than reading and as such future strategies should be focused upon boys literacy and in particular writing;
 - (b) That the Authority should be commended on the appointment of a dedicated Raising Boys' Achievement Co-ordinator and that the findings of this scrutiny investigation would clearly feed into the development of future practices.

- (c) That it was evident that there was no 'one fits all' strategy that would address the boys' underachievement issue and where strategies were successful in Hartlepool, it was as a result of individual schools implementing innovative initiatives and practices tailored to their own cultural environments;
- (d) That in recognition of the differing ways in which individuals learn the curriculum should be tailored where possible, and vocational courses utilised, to meet the needs of individual boys;
- (e) That there was a need to encourage schools in Hartlepool to share best practice and whilst informal arrangements were in place consideration needed to be given to the creation of a formal network and perhaps Hartlepool's involvement in a regional network;
- (f) That transition arrangements for pupils moving between primary and secondary schools appeared on a whole to be working effectively in Hartlepool although it was evident that further improvements could be made;
- (g) That in view of the effectiveness of the National Education Breakthrough Programme for Raising Boys' Achievements in helping other local authorities to raise boys' achievement levels, there was a need to explore the extension of schools involvement in the programme within Hartlepool;
- (h) That it was evident that a 'cluster' funding approach to reduce the costs of involvement in the National Education Breakthrough Programme would be beneficial;
- (i) That to ensure the effectiveness of the 'rolling out' of the Blended Learning Project it was crucial for adequate staffing arrangements to be in place;
- (j) That whilst the Primary School Enquiry Groups had recently been established there may be a benefit for Elected Member involvement in them together with the creation of similar groups for Secondary Schools;
- (k) That a large factor in boys reaching their true potential was the provision of good all round support and this was particularly applicable to parents; and
- (l) That whilst Departmental Action Plans were in place to address the underachievement of boys' there was clearly a need for the establishment of a separate departmental policy/strategy.

15. RECOMMENDATIONS

- 15.1 The Children's Services Scrutiny Forum has taken evidence from a wide range of sources to assist in the formulation of a balanced range of recommendations. The Forum's key recommendations to Cabinet are as outlined below:-
- (a) That the Authority focuses its future strategies in relation to the raising of boys' achievement levels on boys' literacy and writing;
 - (b) That in addition to the Authority's Children's Services Departmental Action Plans, the creation of a policy, that includes a clear timetable and future aims and objectives, in relation to the raising of boys' achievement levels in Hartlepool be further explored;
 - (c) That a review be undertaken to ensure that an appropriate staffing structure is in place for the effective 'rolling out' of the Blended Learning Project across all Hartlepool schools;
 - (d) That a review be undertaken to ascertain what, if anything can be done to strengthen the authorities transfer and transition arrangements, including the possible extension of use of the Transfer and Transition Self Evaluation Toolkit;
 - (e) That a formal process be developed for the sharing of information and best practice to assist in the raising of boys' achievement levels across all schools in Hartlepool;
 - (f) That the feasibility of establishing a Regional Network with Local Authorities to share best practice to relation to addressing the boys' underachievement issue be explored;
 - (g) That ways of encouraging greater parental involvement in the education of boys' within schools across Hartlepool be explored;
 - (h) The Authority encourages schools with low levels of boys' achievement to become involved in the National Breakthrough Programme;
 - (i) That the Authority explores with the National Breakthrough Programme the possibility of adopting a 'cluster' funding approach, to assist in the reduction of costs associated with participation in the programme; and
 - (j) That Elected Member involvement in the Primary School Enquiry Groups together with the creation of Secondary School Enquiry Groups be further explored.

16. ACKNOWLEDGEMENTS

- 16.1 The Scrutiny Forum is grateful to all those who have presented evidence during the course of our investigation. We would like to place on record our appreciation, in particular of the willingness and co-operation we have received from the below named:-

Hartlepool Borough Council:

John Collings, Assistant Director of Children's Services

Paul Wilkinson, Senior Advisor

Ruth Chalkley, Secondary AFL and Literacy Co-ordinator

Geraldine Chapman – KS3 Strategy Co-ordinator

Anne Pringleton (Blended Learning Project)

Gillian Richmond, Gender Achievement Co-ordinator

Schools:

Andy Brown (West View Primary School)

Kate Callan (Golden Flatts Primary School)

D.Dobson, M.Mailen, A.Darby and K.Hill (Kingsley Primary School)

Alan White (Manor College of Technology)

Bill Jordan (Dyke House Secondary School)

Chris Simmons, Governor, West View Primary School

External Representatives:

Janet Potts, Programme Director, the Education Breakthrough Programme

Mike Viner, Senior Regional Director, North East of England National Strategies for School Improvement, DfES

Dave Howcroft, Boys' Underachievement Project Manager, Sunderland City Council

Chris Campbell, School Improvement Officer, Sunderland City Council

**COUNCILLOR SHAW
CHAIR OF THE CHILDREN'S SERVICES SCRUTINY FORUM**

December 2006

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BACKGROUND PAPERS

The following background papers were consulted or referred to in the preparation of this report:-

- (a) DfES – Research Report No 636 – Raising Boys' Achievement (Raising Boys' Achievement Project);
- (b) Department of Health Report – Using the National Healthy Schools Standard to Raise Boys' Achievements;
- (c) CYPP;
- (d) Raising Boys' Achievement - DfES – Research Report by the Raising Boys' Achievement Project - No 636;
- (e) Raising Attainment at Key Stage Two – Medway Council – Education and Lifelong Learning Overview and Scrutiny Committee (Feb 2005); and
- (f) Addressing the Educational Needs of Boys (Submitted to Department of Education, Science and Training - 2004).

In addition, the following websites have been used for background information in the preparation of this report:-

- (a) Raising Boys' Achievement Project: www-rba.educam.ac.uk
- (b) The DfES Standards Site: www.standards.defs.gov.uk
- (c) The Basic Skills Agency: www.basic-skills.co.uk
- (d) Case studies: www.teachernet.gov.uk
- (e) Ofsted: www.ofsted.gov.uk