DARLINGTON BOROUGH COUNCIL

CAG consultants

communities regeneration sustainability

SA/SEA Scoping Report
Darlington Borough Council
Local Transport Plan 3

CAG Consultants & Darlington Borough Council

CAG consultants

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Project Title **0**

Darlington Borough Council
LTP3 SA / SEA Scoping Report

Jointly produced by CAG Consultants and Darlington Borough Council

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1. Introduction and background

1.1 An essential consideration when drawing up planning documents is their effect on the environment and people's quality of life, both now and in the future. To help address this, a Strategic Environmental Assessment is carried out alongside the preparation of the Local Transport Plan (LTP) to make sure environmental issues are taken into account at every stage. This document forms a Scoping Report for the Strategic Environmental Assessment (SEA) of Local Transport Plan 3 and is the first stage in this process. It is published for a five week period of consultation between 26th February and 6th April 2010

1.2 SEA is a required process by virtue of SEA Directive 42/2001[1]. Article 3 requires that plans are the subject of an environmental assessment where they are likely to have significant effects on the environment. The process required in the UK is as prescribed in the SEA Regulations 2004. To assist in undertaking SEA of LTPs, the government has issued guidance[2] which integrates the SEA Directive's requirements with the existing transport appraisal processes: the New Approach to Appraisal (NATA).

1.3 This scoping stage is the first formal stage in the process and is necessary to propose and agree the appraisal methodology and collate the information needed to carry out assessment. SEA needs to be set within the context of existing plans and policies and an understanding of the current baseline situation. This is essential to help predict effects and identify key sustainability issues and problems. This relates to Stage A of the process as detailed in the guidance.

Environmental Assessment and Sustainable Development

1.4 The Environmental Impact Assessment Directive (EU/337/85) was adopted in 1985 and transposed into UK law by the EIA Regulations in 1988. This required the environmental assessment at the project level, but made no provision for assessment of strategic proposals. The SEA Directive has subsequently rectified this anomaly and the two strands of legislation now form a central piece of EU law designed to ensure that environmental factors are taken fully into account when strategic plans are prepared.

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[1] DIRECTIVE 2001/42/EC OF THE EUROPEAN PARLIAMENT AND OF THE COUNCIL of 27 June 2001 on the assessment of the effects of certain plans and programmes on the environment

[2] Strategic Environmental Assessment for Transport Plans and Programmes. TAG Unit 2.11. Draft Guidance. Department for Transport (April 2009).

1.5 The government's framework for sustainable development 'Securing the Future' was published in 2005 and is built around the following five principles: living within environmental limits; ensuring a strong, healthy and just society; achieving a sustainable economy; promoting good governance; and using sound science responsibly. Environmental assessment is a key process aimed at ensuring that the principles of sustainability are embedded in the preparation of the LTP.

Aim of the report

1.6 This report sets out the extent of and methodology for an environmental assessment or 'SEA' of LTP3. It sets out a framework for assessing the plan against environmental objectives and ensuring that environmental considerations are integrated into the process of plan preparation. The purpose of this scoping exercise is to verify and clarify this framework and provide an opportunity for consultees to advise of other relevant information that is available. This is a consultation document for the statutory agencies with environmental responsibilities in England along with other relevant bodies with a sustainability remit or a local interest. The overall aims of SEA are to:

- Inform the production of LTP3 to ensure it is as environmentally sustainable as possible by integrating the protection of the environment and consideration of enhancement of the environment into the strategy making process, influencing all stages of plan development.
- Consult on the SEA process at various stages to allow the public and stakeholders to input into its production.
- Provide an environmental audit at appropriate spatial and temporal levels.

Next steps

1.7 This Scoping Report establishes the framework and context for the appraisal. An assessment of identified reasonable options for LTP3 will be recorded in a table highlighting the likely impact on each SEA Objective, making reference to baseline information where appropriate. A summary of the key strategic issues will be collated and presented in an Initial Environmental Report that will inform the production of LTP3 and support early consultation stages. Any new issues or options arising following initial consultation will also be the subject of appraisal.

1.8 Whilst the Scoping Report will be reviewed periodically to ensure it is up to date, any matters arising from this consultation will be incorporated into the final Environmental Report which will provide a full account of the appraisal process and its key findings.

2. Local Transport Plan 3

2.1 The Local Transport Act 2008 retained the statutory requirement for local transport authorities to produce and review Local Transport Plans (LTPs) and underlying policies. The Act changed some of the aspects of the requirement and the Department for Transport (DfT) issued statutory guidance on 16 July 2009 clarifying these changes. This guidance refers to the recent Government guidance set out in the document 'Delivering a Sustainable Transport System' (DaSTS)3. In it, the Government sets out five key goals and 16 related challenges for transport policy. These replace the shared priorities contained within the previous LTP2 guidance.

2.2 The Council plans to develop the Local Transport Plan over two years following the guidance set out by the Department for Transport. It is recommended that a subregional context and implementation strategic plan is prepared by the Tees Valley Joint Strategy Unit (the City Region Transport Strategy) with the Council preparing the Plan itself. In 2009/10 work focuses on agreeing the scope of the Plan, clarifying the goals of the Plan and setting out the challenges that need to be solved. This process includes consultation with statutory consultees and the general public, both by officers from the Council and from the Tees Valley Joint Strategy Unit. A second phase of work, in 2010/11, would concentrate on the preparation of the implementation plan to deliver the challenges identified.

2.3 The Strategy underpinning the Plan is being prepared for the period up to 2026 to fit in with Darlington's Local Development Framework Core Strategy and incorporating the forthcoming updated City Region Business Case and the current Regional Spatial Strategy, both of which cover the period up to 2021. This Strategy would be delivered through a five year rolling implementation programme as currently is the case for the Second Local Transport Plan.

2.4 The consultation process in 2009/10 has included working with members of Darlington Partnership which includes the Council, Police and PCT along with many other public agencies as well as the Third Sector, businesses, communities and faith groups to deliver the vision and objectives of Darlington's Sustainable Community Strategy – One Darlington: Perfectly Placed 2008-2021. Further consultation included carrying out a Talking Together event with local people and stakeholders, a workshop with young people (at the request of cabinet) and contacting and maintaining dialogue with statutory consultees.

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[3] Delivering a Sustainable Transport System: Consultation on Planning for 2014 and beyond – DfT, November 2008

2.5 In terms of the scope of the Plan, guidance states that the LTP should relate to transport to, from and within the local transport authority area. Where cross-boundary travel is particularly important to users, neighbouring authorities may wish to consider a joint Local Transport Plan. In Darlington, it is recommended that a City Region Transport Strategy is prepared by the Tees Valley Joint Strategy Unit (TVJSU) on behalf of the sub-region's Councils to be included in separate LTPs. This solution reflects the need to realise local needs and priorities within a common strategic purpose. The local priorities set out in the Sustainable Community Strategy and Local Development Framework core strategy will be material in the preparation of Darlington's LTP3. Darlington's Rights Way Improvement Plan (2008) will be integrated into the LTP.

2.6 Preparation of LTP3 will take account of other plans and strategies including the Regional Spatial Strategy, the Darlington Sustainable Communities Strategy and the Darlington Local Development Framework (LDF) which is the collective name for development plans. In addition to the adopted Core Strategy DPD, the priority documents in the LDF include

- Accommodating Growth DPD
- Darlington Town Centre Fringe Area Action Plan DPD
- Making Places DPD
- Tees Valley Minerals and Waste Core Strategy DPD
- Tees Valley Minerals and Waste Development Policies and Sites DPD

2.7 In addition to SEA, a Health Impact Assessment, Equalities Impact Assessment and Habitats Regulations Assessment will inform the production of LTP3.

2.8 The government in the DfT DaSTS document has published 'five goals for transport' as follows:

- to support national economic competitiveness and growth, by delivering reliable and efficient transport networks;
- to reduce transports emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change;

- to contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health;

- to promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society;

- to improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.

2.9 The most significant policy change in DaSTS is the goal to reduce emissions from transport in order to tackle climate change. The Climate Change Act 2008 set UK targets to reduce greenhouse gas emissions. DfT has also published its strategy Low Carbon Transport: A Greener Future[4] setting out the actions to be taken by DfT to contribute to these targets. The DfT encourages local transport authorities to develop strategies and implementation plans that take significant steps towards mitigating climate change, by encouraging the development of sustainable transport systems, facilitating behaviour change and reducing the need to travel.

2.10 The Implementation Plans within each LTP should demonstrate how both capital and revenue funding available to the authority from central Government, council tax and other sources are to be used to further transport objectives. The Government has put in place three year local government settlements and ten year regional funding indicative allocations to provide a clearer context within which authorities may plan. However, Capital funding for both block allocations and major schemes is subject to Regional Funding Advice. Currently there are no plans to link any national performance funding to the quality or delivery of new LTPs although this situation may change. However, the overall quality of the LTP, and the delivery of it, may be taken into account by DfT in its decisions on the award of challenge funding or grants for major schemes.

2.11 The guidance sets out that LTPs should be developed in line with local strategic objectives as identified in the Sustainable Community Strategy and other local documents, in particular the Local Development Framework.

2.12 Authorities should ensure that the work of developing and implementing the LTP should inform the selection of improvement priorities in the Local Area Agreement. And vice versa. This will require close working with the Darlington Partnership – the area's Local Strategic Partnership. The National Indicator Set includes ten specific transport indicators, but the LTP should also describe how the actions within it will impact on non-specific targets such as air quality, CO2 emissions and child obesity. Additional local indicators and targets can be selected if these are appropriate.

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[4] Low Carbon Transport: A Greener Future – DfT, 15 July 2009

2.13 The DfT will no longer formally assess Local Transport Plans, impose mandatory targets or require submission of formal monitoring reports separate from the LAA Framework. Instead Government Office North East (GONE) will work with the Council during the development and implementation of the Plan. They will meet at least annually with officers delivering the Plan to reach an agreed view on progress and will meet formally with senior officers at least every two years. These meetings will assist the local public service inspectorates in preparing their Comprehensive Area Assessment, in particular with regard to the planning and delivery of transport; the management and maintenance of transport assets; and how transport assets work across sub-regions.

2.14 Developing options, selecting options and deciding on priorities for the Implementation Plan will be carried out in 2010, following further consultation. The draft Third Local Transport Plan is scheduled for Member's approval at Council in March 2011, prior to implementation from April 2011.

2.15 The Council has produced a set of LTP3 Outcomes (Table 1 below) taking account of:

- The five goals for transport.
- Consultation with Council officers.
- Consultation with key transport organisations, other groups and the public.

Table 1 LTP3 Transport Outcomes

Transport Outcomes – LTP3
Everybody is able to enjoy the borough's prosperity by providing and maintaining a reliable, predictable, efficient and affordable transport network.
Everyone can play their part in reducing the impact of transport on the environment and its contribution to climate change.
People live long, healthy and active lives, travelling safely and making active travel choices.
Everyone in Darlington can maximise their life chances by being able to access services, activities and facilities.
People in Darlington enjoy an attractive, clean, green and sustainable transport system.

3. Links to the higher tier Sustainability Appraisal

3.1 Two higher-tier plans have been adopted that set a strategic context for LTP3 and each has been the subject of sustainability appraisal. The Sustainability Appraisal Report for the North East Plan (June 2008[5]) predicts and evaluates the likely effects arising from the proposals for the Tees Valley City Region, within which Darlington Borough lies; and the Core Strategy DPD Sustainability Appraisal Draft Final Report (Dec 2009) predicts and evaluates the likely effects arising from the strategy and policy for development in the Borough. The RSS (adopted July 2008) incorporates the Regional Transport Strategy (RTS) to ensure the integration of land use and transport planning.

3.2 The key issues identified in these appraisals, together with the RSS key challenges are set out in Table 2, below, and provided an initial focus for the assessment of LTP3.

Table 2. Key issues

Key

- Key issues taken from Regional Spatial Strategy for the North East, Final Report of the Sustainability Appraisal (ERM June 2005)[6]
- Adopted North East of England Regional Spatial Strategy (RSS) Key Challenges (July 2008)
- Darlington LDF Core Strategy: Sustainability Appraisal Draft Final Report (Dec 2009)

Theme	Key sustainability issues and problems

[5] North East RSS Sustainability Appraisal. Consolidated Sustainability Appraisal Report. Prepared for the Government Office for the North East. ENVIRON June 2008

[6] The Scoping Report for the North East RSS was produced by ERM in 2004. Key sustainability issues were set out in both the 2004 and 2005 ERM reports.

Population	**Stemming and Reversing Population Decline** – if the Region is to have a sustainable future, more people need to be attracted to the Region than choose to leave. People will only want to stay if the Region offers them economic stability, good quality housing and living environments that meet their aspirations, and a good quality of life. Darlington's population is ageing and the retention of young people in the Borough is a growing concern.
Housing	20% of the region's housing stock is, or at risk of, experiencing problems of low demand, in particular Newcastle, Gateshead, North and South Tyneside, Middlesbrough, Redcar and Cleveland, Stockton, Sunderland, Hartlepool, and scattered areas in South East Northumberland and the Durham coalfield. In comparison to the rest of England, the general standard of housing is relatively good, although 26.5% of houses do not meet the 'decent homes' standard. **Stemming Urban-Rural Migration** – urban areas will need to provide the housing and living environments that people aspire to, in order to reduce the trend of urban-rural migration. **Tackling Low Demand and Regenerating Deprived Areas** – creating equilibrium in the housing market requires housing market restructuring and regeneration projects that provide a more diverse dwelling stock and better living environments that meet people's needs and aspirations. **Providing an Inclusive Range of Housing** – policy frameworks and management tools need to be implemented that guarantee good quality housing, recognising issues of affordability, fuel poverty and access to work and facilities in both urban and rural areas. There is a need to provide sufficient appropriate accommodation to meet the needs of an ageing population but this requirement should be balanced with the provision of housing that will help the Borough attract and retain higher income families. Currently there is a mismatch of supply and demand in the housing stock and identified shortfall of affordable housing in relation to needs. Poor quality housing exists in parts of the Borough and there is a decreasing availability of brownfield land on which to build new housing.
Climate change and energy	Existing fossil-fuelled power stations mean that the North East has the highest CO2 emissions per head of all the English regions. However, the region also has considerable potential for deploying renewable energy technologies, particularly offshore and onshore wind. In 2002, renewables accounted for only 1% of the North East's energy output; the region aims to deliver 10% by 2010. Of the 200km of flood defences in the region, only 25% are classed as being in good condition. 16,000 houses are at risk from flooding, principally in the towns of Morpeth, Ponteland, South Church/West Auckland, Hexham, Rothbury, Warkworth, Boldon and Lanchester. Predicted sea level rises (66cm by 2080) will increase flood risk across the region, particularly in tidal river estuaries such as the Tees. **Tackling the Impacts of and Adapting to Climate Change** – it is now a national policy priority that preventative action is needed to reduce greenhouse gas emissions and adapt to the likely impacts of climate change. Preventative measures require increased efficiency of energy and resource use and a shift to more renewable energy production. Adaptation measures will need to recognise the increased risk of extreme weather events such as flooding, drought and sea level rise. Adaptation measures are also required for the natural environment to enable responses to the impacts of climate change. CO2 emissions in Darlington are increasing particularly through Industrial and Commercial and Domestic activities. Energy consumption from non-renewable

	sources is greater overall than regional averages and a higher proportion of residents live in fuel poverty. Flood risk and climatic extremes are likely to increase and will impact on social, economic and environmental factors within the Borough
Environment	There is no clear data on 'sustainable' trade and the North East's **impact on global communities**. **Atmospheric emissions** from industrial sources have been falling in recent years, partly as a result of industrial decline. As a result, air quality in the region continues to improve and air quality objectives are exceeded in all areas (with the possible exception of Newcastle). Projections suggest that air quality will continue to improve. **Biological water quality** in the North East is 'good' in 80% of the region's river length, although this does not yet meet national and regional objectives (90%). Water quality in urban areas is significantly poorer than in rural areas. Investment in sewage infrastructure has ensured an improvement in bathing water quality, and quality standards are now achieved in almost all locations. The region also has a surplus of water resources, partly due to a decline in demand from industry, and is able to export water to other regions. The North East region has the highest security of water supply in England and Wales. **Biodiversity.** The North East has a higher than average proportion of land designated as National Nature Reserves and SSSIs. The condition of SSSIs is 94% classified as 'favourable' as of February 2010 compared to a national target of 95% to be achieved by 2010. The status of woodland and farmland birds, key indicators for biodiversity in general, is comparable to the rest of England. Overall populations of woodland birds have increased since 1970, and the majority of species have also increased. The majority of farmland birds species are decreasing. **Municipal waste** quantities are increasing (currently 1.55m tonnes/year), with landfill remaining the main route for waste disposal in all areas except Tees Valley (which relies on incineration). Although recycling rates are on the rise, 74% of municipal waste is still landfilled, with landfill sites predicted to be at full capacity by 2010. 4.8m tonnes of commercial and industrial waste are produced each year, although most is recycled and only 0.83m tonnes were landfilled in 2002 (compared to 4.3m tonnes in 1999). The North East region has the lowest proportion of **organic farmland** of all the regions, and the lowest number of registered organic producers. Key **land use trends** since 1980 have included an increase in land under agriculture and woodland, and a decrease in urban land. The area of land defined as 'tranquil' has decreased by 7% since the 1960s. Key land use assets in the region include: • 41% of land is covered by statutory designations, such as National Park, AONB etc, twice the England-wide average. • 11% of England's Heritage Coast is found in the region • Woodland now covers 12% of the region. 50% of woodland growth in recent years has been in urban areas. However, 46% of new housing was built on previously-developed land from 1998-2001, compared to an England-wide average of 57% and a national target of 65%. The North East is comparatively rich in **heritage** assets: • 8.5% of buildings are designated Grade I or II listed (3.6% national average) • Two of England's World Heritage Sites are located in the region However, a relatively high number of the region's Scheduled Ancient Monuments are at risk. **Protecting and Enhancing Key Environmental Assets** – it is imperative that development and growth are managed to protect and enhance the environment. **Ecological footprint**: Darlington's residents currently consume an unsustainable proportion of the earth's resources. Darlington's Ecological Footprint needs to be reduced in order to meet the sustainable living budget of 1.8 gha/capita. Darlington's **air quality** complies with national objectives and emissions of major air pollutants are below action levels. Darlington has a significant number of potentially **contaminated land sites**. Ecological and chemical **water quality** is generally poor The quantitative status of groundwater is under pressure and the Magnesian Limestone Aquifer is particularly sensitive to pollution. **Biodiversity**: Darlington's nationally designated SSSI's are in a favourable or recovering condition and Darlington has a good range of Local Nature Reserves.

	However, it is nationally recognised that biodiversity is under pressure from human development and climate change. The amount of **waste** reused, recycled and composted in the Borough is set to exceed national targets (40%) due to the introduction of a new waste contract in 2009. Darlington's local **landscape and historic character** requires protection from inappropriate and cumulative development Disparities in the quality of public realm and open space exist. Darlington's **heritage and historic environment** requires adequate protection and promotion through LDF policies. Darlington's local landscape and historic character requires protection from inappropriate and cumulative development.
Transport and accessibility	Much of the North East is well served by public transport, and the region has a high proportion of people travelling to work on foot or by bus. However, although key services are relatively accessible in urban areas, many rural areas within the region suffer very poor access to services. According to the ODPM's accessibility indicator, most of Alnwick, and much of Berwick-upon-Tweed, Castle Morpeth, Teesdale and Tynedale suffer from some of the worst access deprivation in England. **Improving Accessibility** – focusing development in the conurbations and main settlements can help maximise access to facilities and jobs by non-car modes and by improved public transport services and infrastructure. **Changing Travel Behaviour** – integration of land use and transport policy is needed to reduce the need to travel and focus development in locations easily accessible by non-car modes. Consideration will need to be given to demand management measures; public transport infrastructure and service improvements; and the promotion of non-car passenger and freight transport. **Addressing Transport Constraints** – investing in tackling transport constraints; dealing with inadequate transport infrastructure and services to tackle congestion hotspots; improving overall accessibility and social inclusion; and reducing the environmental impacts of transport; are critical to ensuring that the Region's transport networks enable the North East to remain competitive and serve the interests of all members of the community Despite the relative accessibility of workplaces, services and facilities in the Borough, Darlington's main mode of transport for all trips is the car. However, the % of trips by car has reduced between 2004 and 2008 with walking and cycling activity increasing. This trend needs to be maintained and continued, especially during future development.
Health and recreation	The North East is the most deprived region in England in terms of health. 50% of the population live in wards that are classified in the 10% of most health deprived wards in England. In terms of life expectancy, teenage pregnancy rates, and coronary heart disease rates, the region is significantly behind England-wide averages. Middlesbrough, Easington, Sedgefield and Hartlepool suffer the worst health deprivation within the North East. **Improving Health and Tackling Health Inequalities** – it is important that people have good access to services and facilities by modes other than the private car. The provision of health, sport and leisure facilities in new communities and the improvements of housing quality can also contribute to a better and healthier quality of life and can help reduce illness that contributes to worklessness. Overall life expectancy is below national averages and despite some positive health and lifestyle trends Darlington's performance is consistently below national averages. There are also significant ward level variations in health inequality Identified shortfall in provision of some typical recreational facilities and low levels of adults participating in sport.
Crime and	Crime rates in the North East are lower than for England as a whole, and have been falling since 1990 (when the region had among the highest crime rates in the country). There are no significant sub-regional differences in rates of crime/fear of crime, although recorded levels of crime are slightly higher in Cleveland

safety	and lower in Durham.
Deprivation	The North East has the highest levels of socio-economic deprivation of all the regions of England, with 56% of the population living in wards ranked among the most deprived 20% of wards in the country. **Reducing Regional Disparities** – the need to re-skill and increase economic participation within the workforce to enable the Region's population to share in the growth of the economy and improved quality of life and help reduce deprivation. Significant inequalities exist between the most deprived and least deprived wards in Darlington.
Community engagement	There is little data on public involvement in decision-making and civic activity, although election turnout at the 2001 General Election was below the national average. However, no clear conclusions can be drawn about the region's relative performance on this issue or on sub-regional variations. **Community Involvement** – all members of communities should be involved to ensure that their views are heard to inform the preparation and development of all plans, strategies and programmes. The majority of Darlington residents (70%) do not feel able to influence decisions
Economy and employment	Unemployment rates are higher than in the UK as a whole, at 6.7% compared to 4.9%, although unemployment has fallen sharply since 1999. Over the last 10 years, there has been no significant convergence in employment rates between the North East and the rest of the UK. The worst unemployment deprivation in the region is located in Easington, Hartlepool, Middlesbrough, Newcastle, Redcar and Cleveland, and Stockton. The economic growth rate in the North East over the period 1997-2001 was 11%, approximately half of the UK growth rate of 21%. The North East economy in 2001 accounted for 3.1% of the UK total, meaning that economic output per head of the population in the North East was only 75.5% of the UK average. At sub-regional level, economic output per capita in Tees Valley/Durham is lower than that in Northumberland/Tyne and Wear. **Managing Structural Economic Change** – continuing the transition of the economy from the industrial heritage of coal mining, shipbuilding, chemicals and steel production to a more broadly based economy centred on information-based 'knowledge' industries and the service sector. **Maximising Productivity** – employment growth in the Region is increasingly concentrated in the sectors with the highest productivity levels, particularly in knowledge intensive business services. To maximise sustained economic growth and competitiveness, the expansion of these best performing sectors is essential. **Harnessing the Environment's Economic and Regeneration Potential** – the establishment and growth of new innovative industries such as waste recycling and renewable energy should be supported within the capacity limits of the environment. Setting targets and developing holistic strategies to achieve them will be important to provide shared goals and joined up approaches. Improving the physical environment within built-up areas needs to be a key part of all regeneration

	schemes, including 'greening' over areas where appropriate. The vitality and viability of Darlington town centre will require protection in order to compete effectively with other shopping experiences. The unemployment rate is increasing and there is a low level of employment within high wage sectors. Coupled with this is the fact that there are inequalities in earnings and employment across the Borough and the population is ageing. This is likely to decrease the proportion of the population that are economically active in time.
Education and skills	Young people in the North East leave school with lower educational qualifications than those in England as a whole. Adult educational attainment in the region is also less than the national average. The worst education deprivation in the region is located Middlesbrough, Newcastle, Hartlepool, Gateshead, Redcar and Cleveland, Easington and Sunderland. **Linking with Universities and Colleges** – harnessing international networks, research, technology and the learning capacity of the Region's universities and colleges, and improving links with business. **Increasing Participation Rates and Entrepreneurialism** – closing the skills and education gap requires measures to increase participation rates to help stimulate economic growth and social inclusion using the Regional Skills Partnership and other partners. Efforts are also under way to reduce worklessness and support employers and other agencies in initiatives that help reduce long-term illness. Participation in sport and recreation can also contribute to workforce health and reducing worklessness. There is a shortfall in school places across the Borough and as a result more schools are needed. School age educational achievement varies across the Borough but performance is above the national average However, there is a mismatch of qualifications to available employment in the Borough as indicated by a high skills gap.
Culture and tourism	**Capitalising on Tourism** – the qualities of the Region's built heritage and natural environment need to be conserved and enhanced by improving both the quality and range of facilities and destinations, as well as improving accessibility by non-car transport modes. Participation, provision and awareness of cultural assets and activities in the Borough needs to be supported by the LDF

4. The SEA process

4.1 Strategic Environmental Assessment (SEA) is required by European Union Directive (2001/42/EC) on the assessment of the effects of certain plans and programmes on the environment. This Directive is often referred to as the “SEA Directive”. The SEA makes provision for the screening of plans to determine the need for environmental assessment such that where significant negative environmental effects are likely an assessment is conducted and this can inform the means by which adverse impacts are avoided or minimised and the positive environmental effects are maximised.

4.2 Darlington Borough Council considers that the scope of LTP3 is such that potential significant effects, which could be negative, may occur and has decided to undertake SEA. No screening determination has been undertaken in reaching this conclusion and the process of SEA formally starts with the production of this Scoping Report.

4.3 Unlike development plans (Regional Spatial Strategies’ (RSSs) and Development Plan Documents (DPDs)) there is no requirement for a sustainability appraisal. The scope of environmental factors listed in Annex I of the SEA Directive, however, indicates that a broad interpretation of what constitutes the environment is closely linked to social and economic factors: biodiversity; population; human health; fauna; flora; soil; water; air; climatic factors; material assets; ultural heritage including architectural and archaeological heritage; landscape; and the interrelationship between the above factors.

4.4 Given this guidance and the context of LTP3 it is appropriate to use the Council’s template for the sustainability appraisal of development planning documents as the point of reference to develop a framework of SEA Objectives. This is considered further in Section 5.

SEA stages

4.5 Government guidance advocates a five-stage approach to undertaking SEA and this is outlined in Table 3, below. Assessment occurs in parallel with development of the plan in order that environmental impacts can be identified and alternatives identified that will avoid adverse impacts. Where impacts are unavoidable, appropriate measures to mitigate them can be incorporated early in policy development, offering a preventative solution. This Scoping Report represents Stage A: agree the SEA methodology and collate the information needed to carry out the SEA.

Table 3 SEA stages

Table 3 Stages of SEA Stage A: Setting the context and objectives, establishing the baseline and deciding on the scope
A1: Identifying other relevant policies, plans and programmes, and environmental objectives A2: Collecting baseline information A3: Identifying environmental issues and problems A4: Developing the SEA framework A5: Consulting on the scope of the SEA
Stage B: Developing and refining alternatives and assessing effects
B1: Testing the plan objectives against the SEA objectives B2: Developing the strategic alternatives B3: Predicting the effects of the draft plan B4: Evaluating the effects of the draft plan B5: Considering ways of mitigating adverse effects and maximising beneficial effects B6: Proposing measures to monitor the significant environmental effects of plan implementation
Stage C: Preparing the Environmental Report
C1: Preparing the Environmental Report
Stage D: Consulting on the draft Plan and Environmental Report
D1: Public participation on the Environmental Report and the draft LTP3 D2: Assessing significant changes D3: Making decisions and providing information
Stage E: Monitoring the significant effects of implementing LTP3
E1: Finalising aims and methods for monitoring E2: Responding to adverse effects

5. SEA STAGE 1 – Pre-production / Evidence Gathering

Task A1: Identifying other relevant plans, policies and programmes and sustainability objectives. Aim: Identify and review other relevant policies, plans, programmes, and sustainable development objectives that will affect or influence LTP3.

5.1 LTP3 draws on numerous documents prepared by government organisations. The scope of SEA for LTP3 includes a wide-ranging review of the plans, policies and programmes which are likely to impact on LTP3. A full account of this review is provided as Appendix 1. Some of the key implications for the LTP3 are summarised below. LTP3 should:

- Encourage a change in behaviour toward more sustainable forms of transport and reduce greenhouse gas emissions;
- Aim to reduce the need to travel;
- Ensure new infrastructure is adaptable to climate change;
- Ensure that everyone has easy, affordable access to services and address current accessibility issues;
- Address safety issues and reduce fears about personal security;
- Improve connectivity and expand walking and cycling networks;
- Protect and enhance water, soil, air, geodiversity and biodiversity;
- Consider impact of schemes on landscape character and heritage;
- Support and enhance sustainable economic development; and
- Involve residents and stakeholders in the preparation of LTP3.

Task A2: Developing the baseline information. Aim: Collect relevant social, environmental and economic baseline information and produce a characterisation of the plan area.

5.2 A comprehensive amount of baseline data has been considered in preparing the LTP3 Scoping Report. This draws on information in the Local Development Framework evidence base, the LDF Annual Monitoring Report and various government websites. This is set out as Appendix 2.

5.3 For the purposes of identifying key issues and establishing a framework for monitoring performance of the plan, a set of indicators has been presented in Appendix 2 along with trends. The Council will continually monitor and review data with a view to identifying problems that emerge in the future and taking action to resolve them. Appraisal will take this current and the likely future baseline position into account. The likely evolution of the baseline without LTP3 will be considered in assessment. An overview of the current baseline situation is outlined in the following sections.

Profile of the Borough of Darlington

5.3.1 Darlington Borough is situated in North East England and is one of five unitary authorities which make up the Tees Valley sub-region, along with Stockton-on-Tees, Middlesbrough, Redcar and Cleveland and Hartlepool. Darlington is a compact Borough with an area of 75.9 square miles with a population of around 100,000. The market town of Darlington is the main settlement and outside the urban area there are three main villages of Heighington, Middleton St George/Middleton One Row and Hurworth/Hurworth Place, as well as service villages of Bishopton, Piercebridge, Sadberge and High Consicliffe. The remainder of the area consists of smaller villages, hamlets and open countryside. North Yorkshire lies to the south of the Borough, the Tees Valley is to the east, the former coalfield areas of County Durham to the north, and rural Teesdale to the west. 87% of the population live within the urban centre of the Borough. The resident population is expected to increase by 8,300 over the next 12 years with in-migration exceeding out migration. Transport services and infrastructure will need to respond to the needs of a growing and increasingly ageing population. The greatest increases in age profile are expected in those aged 75 to 84 years. An increase of 4,200 residents aged 75-85+ is forecast between 2009 (8,300) and 2026 (12,500)42.

5.3.2 Overall Darlington ranks 95th most deprived out of 354 authorities in England and there is an increasing gap between those that live in the most and least deprived wards of the Borough. Transport services and infrastructure will need to respond to any inequalities in terms of access to service and facilities experienced. LTP3 will also need to ensure that local people are involved and consulted on the plans preparation. Currently only 29.9% of the population feel that they can influence decisions in their locality.

Health and Safety

5.3.3 Male and female life expectancy is increasing but is below the regional and national averages. The average life expectancy for males is 75.2 years which is below the regional average of 75.8 and the national average of 77.3. The average life expectancy of females is 80 years which is below the regional average of 80.1 and the national average of 81.5. In terms of inequalities in health in the Borough there is a reported 13 year difference in life expectancy between the most and least deprived wards.

5.3.4 Encouragingly, 79.3% of residents believe that their health and wellbeing is improving and obesity is decreasing slightly amongst reception year children (decrease of 0.72%) and children in year 6 (decrease of 0.53%). However, Darlington has a higher obesity rate than the national average overall. LTP3 could contribute to decreasing obesity rates by promoting and prioritising modes of transport in the Borough that encourage physical activity. To encourage walking and cycling there is also a need to protect, manage and enhance the multi functional green infrastructure network, in line with the Tees Valley Green Infrastructure Strategy and emerging Darlington Green Infrastructure Strategy. Access to primary health care remains high with 94% (07/08) of the population being able to access primary health care in 15 minutes by public transport.

5.3.5 Crime in the Borough has decreased by nearly a quarter (22.6%) over the period 2005/09 and has consistently decreased in all wards within the Borough with the exception of one rural and three urban wards in the period 2006/09 which have shown a slight increase. Overall however, the Borough's crime rate (59.2%) is slightly above national (54%) and regional averages (52.9%) as of 2007/08. In terms of crime, a greater rate took place in urban wards as opposed to rural wards in the Borough in 2008/09. Of the urban wards the most crime took place in the town centre in 2008/09 and overall a greater proportion of crime took place in the more deprived urban wards as opposed to less deprived urban wards. Thefts of and thefts from vehicles are decreasing and a significant reduction of thefts from vehicles (51%) occurred between 07/08.

5.3.6 The percentage of residents who feel safe whilst outside at night has improved by 10.4% in the period 2002/09. However, more recently there has been a slight decline of 1.7% between 2007/09. The percentage of residents who feel safe whilst outside during the day has improved by 5.9% in the period 2002/09. The % has also increased slightly between 07/08 and 08/09. LTP3 could consider how to make people feel safer whilst travelling around the borough to contribute to overall feelings of personal security.

5.3.7 In terms of road safety there has been a 6.2% reduction in the number of people killed or seriously injured in road traffic accidents and a 31.1% reduction in the number of children killed or seriously injured in road traffic accidents. Maintenance of roads which relates to safety is also improving with a 5% reduction in principal roads where maintenance should be considered. Darlington within the top quartile nationally in respect of its latest results. A 25% reduction in non-principal classified roads where maintenance should be considered has also been achieved. Improvements to footways (pavements etc) have also been made over the period 03/08. Set A routes have improve by 22% and Set B routes by 8%.

Economy and employment

5.3.8 Darlington has historically benefited from relatively high levels of employment. With fewer major employers and a compact urban area, access to employment is good. Over 80% of the population are able to access employment by public transport and 53% of the population only need to travel between 2 to 5km to get to work. However, a higher % of Darlington's working population use a car to get to work than the national average. This is being addressed in part by the take up of business travel plans. 28 business (30% of Darlington's workforce) either have or in the process of developing a travel plan

5.3.9 The public sector (public administration, education and health) is the largest employer in Darlington followed by Distribution, hotels and restaurants. Manufacturing has declined and there is a low level of employment from high wage sectors compared to the national average. Employment in the transport and communications sector is higher in Darlington than the national, regional and sub-regional averages. A continued reduction in congestion and peak period traffic flows (reduction of 301 vehicles between 04/08) will support the movement of freight and the logistics sector in the Borough and should help to improve the Borough's economic performance generally and enhance the Borough's appeal to investors and those wishing to establish businesses.

5.3.10 In terms of the availability of employment land, the Darlington Gateway Strategy has been remarkably successful in tackling the lack of sites and premises to meet the needs of potential employers. Gateway has attracted £420 million of private sector investment into the borough to date resulting directly in the creation of over 2000 jobs. This is evidenced by the amount of land available for development which has increased by 421.33ha over the period 2004/08. The amount of land available for development could directly lead to an increase in new business developments in the Borough which would potentially require new or improved transport infrastructure. Regeneration initiatives that come forward throughout the LTP3 plan period may also help to improve revenue from tourism and may increase the number of trips made to the Borough. This may also lead to a need for new or improved transport services and infrastructure.

5.3.11 The town centre has also been improved as an important strand of the Gateway strategy. As a result the Pedestrian Heart of the town centre has now been completed which prioritises the movement of pedestrians over traffic flows. However, despite the improvements the town centre and town centre fringe has more vacant floorspace than out of town shopping centres. There is also an identified need to improve transport connections between the core and areas outside the ring road.

Darlington's Ecological Footprint

5.3.12 The Ecological Footprint (EF) is a measure of human demand on the Earth's resources. It compares human demand with planet Earth's ecological capacity to regenerate. It represents the amount of biologically productive land and sea area needed to regenerate the resources a human population consumes and to absorb and render harmless the corresponding waste. Using this assessment, it is possible to estimate how much of the Earth (or how many planet Earths) it would take to support humanity if everybody lived a given lifestyle. In order to live sustainably the world's population needs to live within a budget of 1.8 global hectares per capita. This has been calculated by dividing the total biologically productive surface area of the planet by the current world population. The EF of the UK is 5.4 gha/capita and is three times greater than the sustainable living budget. This means that if everyone lived as the UK population do we would need three planets to sustain life. The EF for the North East is 5.19 gha/capita and the Tees Valley EF is 5.12 gha/capita. Darlington's EF is currently 5.23 gha/capita which although is less than the UK's EF is greater than the EF for the North East and for the Tees Valley. As Darlington's EF is 3.43 gha/capita above the sustainable living budget of 1.8 gha/capita life within Darlington is unsustainable. Travel related activities equate to 16% of Darlington's total EF.

Climate Change and Energy

5.3.13 Throughout the lifetime of the planet, the Earth's climate has varied in response to natural cycles and events. However, in recent decades evidence has accumulated to demonstrate that an unprecedented rise in global temperatures has occurred over the last century or so. Scientific consensus attributes this change to emissions of greenhouse gases. Encouragingly, CO2 emissions from road transport have reduced by 4kilo tonnes in Darlington from the Governments 2005 baseline and emissions from road transport are significantly less than those emitted by the domestic and industrial and commercial sectors at 171 Kilo tonnes per annum. The reduction of emissions may be in part attributed to successful schemes such as the Darlington Sustainable Travel Town Project and Cycling Demonstration Town project which have influenced travel mode choice to more sustainable forms of transport and travel in the Borough. However, maintaining the successful outcomes of these projects and considering further ways to reduce greenhouse gas emissions will be a key challenge for LTP3 which will need to contribute to the national target of achieving an 80% reduction in greenhouse gas

emissions by 2050. Further challenges will be to ensure that Transport services and related infrastructure will be adaptable to predicted increases in weather extremes as a result of climate change.

Transport

5.3.14 Sustainable transport is key to the wider sustainable development agenda. An efficient transport network is a pre-requisite of a successful modern economy. A safe and accessible transport network helps fulfil societal objectives, while an energy efficient and low-pollution transport network is essential to safeguard the environment and climate. Good transport links exist with the A1 (M) crossing the west of the Borough and other key roads and railways linking the Borough to the remainder of the North East and Yorkshire. The Durham Tees Valley airport is in the southern part of the Borough. Access to services and facilities in the Borough by public transport, walking and cycling is good with 94% of the population being able to access services without the use of a car. However, this figure may not reflect access to services of the 13% of the population that do not live within the urban centre and more may need to be done to improve access to services of those living in the more rural parts of the Borough.

5.3.15 However, despite the ability of the majority of residents to access services and facilities without the use of a car, car ownership is increasing in the Borough (increase of 1,800 cars between 2004 and 2008) and less households in Darlington are now without a car than the North East and UK average. However, the level of car ownership in the Borough does not necessarily reflect use. Encouragingly, research undertaken as part of the Sustainable Travel Demonstration Town project shows that car mileage in the Borough has reduced by 34.3 million kilometeres between 2004 and 2008. This project has also influenced transport mode choice too with a decrease of 4% choosing to drive and an increase of 4% choosing to walk and 3% choosing to cycle in the urban part of the Borough which directly correlates with an increase of 19 cycling trips per person per year. The Cycle Demonstration Town Project has also played a key part in increasing cycle activity with the length of cycle paths doubling in the Borough between 2005 and 2009 from 20 to 41 km. Length of public rights of way are also increasing slightly with an increase of 2.3km of bridleways and 1km of public footpath between 2004 and 2009. However, Darlington's Rights of Way Improvement Plan indicates that only 9% of paths are judged to be of a high quality and have a high level of usage.

5.3.16 Overall, shopping and leisure are the largest trip generators accounting for over half (54%) of all trips in the Borough which strengthens the need to continue to improve walking and cycling networks and public transport services and connectivity of such to the town centre. Certainly, bus patronage is an area that the LTP3 could seek to influence. Overall patronage, has decreased by 1.455 million trips between 2003 and 2008, 34% of services did not run on time during 08/09 and 55.1% of the population are dissatisfied with local bus services and 58% dissatisfied with local transport information.

However, it must be noted that a decline in patronage in Darlington is reflective of a wider national issue. Rail patronage, on the other hand is increasing with report increases of 25.9% between 2003 and 2008. Improvements to railway stations that are taking place in the Borough may help to further increase levels of patronage.

5.3.17 Promotion of sustainable transport alternatives and schemes in the Borough is high as a result of the Demonstration Town projects, the resulting 'Local Motion' brand and work undertaken with young people. Young people in the Borough are demonstrating positive travel choices demonstrated by a greater % of children walking to school than any other mode of transport (52.4%). This trend is also increasing slightly year on year. 82% of schools (36 out of 44) also have a school travel plan in place with 100% of schools expected to have a plan in place by April 2010.

Air, Land and Water

5.3.18 Darlington Borough Council is responsible for air quality management. Air quality monitoring demonstrates compliance with national air quality objectives and hence the Council has not needed to designate any Air Quality Management Areas. Within the Darlington Council area, domestic / commercial heating is largely fuelled by natural gas, which gives low levels of emissions compared with other carbon based fuels. There are few large industrial processes within the Council area, and there is no significant impact from industrial sources outside of the Council area. In today's society traffic tends to form the principal source of air pollution. Carbon monoxide (CO), oxides of nitrogen (NOX), volatile organic compounds (VOC) and small particles (PM10) are among the pollutants emitted from vehicle exhausts. However, continuous monitoring carried out within the Darlington Council area, shows that there is unlikely to be any exceedance of government objectives, even at the most heavily congested traffic location.

5.3.19 Darlington Borough Council also has a duty to survey the area for possible contaminated land sites. The Council has identified approximately 1280 potentially contaminated sites. Sites are being remediated on an ongoing basis through the planning system and Part 2A Contaminated Land regime. Darlington Borough has a fairly substantial number of potentially contaminated sites due to its industrial past.

5.3.20 In relation to Darlington's water quality, biological river quality is below the national average at 52% of river length assessed as having 'good' biological status as opposed to the national average of 54.2%. Under the new Water Framework Directive Assessment all rivers and tributaries have been awarded a moderate ecological potential and all those that have been assessed currently fail the Water Framework Assessment in terms of chemical quality16. The quantitative and chemical status of Darlington's groundwater is also poor and an increasing trend in rising nitrates in the catchment area has been identified. The Magnesian Limestone Aquifer which underlies the Borough and other Local Authority Areas is particularly

sensitive to pollution. The target set by the Water Framework Directive is for all water bodies to obtain 'good' ecological status and chemical status by 2015. However, the Draft River Basin Management Plan for the Northumbria River Basin indicates that the target will not be met with 68% of surface water bodies in the Tees catchment achieving 'good status' by 2027. Groundwater quantitative and chemical status is also not predicted to achieve 'good status' until 2027.

Biodiversity and Geodiversity

5.3.21 Biodiversity is the variety of life on earth at all levels, from genes to worldwide populations of the same species; from communities of species sharing the same small area of habitat to worldwide ecosystems. The main threats to both local and global biodiversity are associated with human activities causing habitat loss/damage, loss of biodiversity, loss of protected species, disturbance to and pollution of ecosystems, risk to unprotected habitats and the impact of climate change

Darlington Borough contains the following 4 Sites of Special Scientific Interest (SSSI):

- Neasham Fen – designated as a Geological SSSI – Favourable condition (provides an important record of Flandrian vegetation history and environmental change);
- Hell Kettles;
- Newton Ketton meadows; and
- Redcar Field

5.3.22 All sites are in a favourable or recovering condition. A total of 8.29 hectares of Darlington Borough is designated as SSSI. Darlington also has 8 Local Nature Reserves (LNR's) and 3 community woodlands amounting to a total of 64 hectares. In total, Darlington has 45 identified local wildlife sites, however, only a small proportion of sites (13%) have been subject to positive conservation management in the last five years.

5.3.23 Darlington contains several priority habitats and species. Most priority habitats and species are either rare and/or in general decline due to land take and habitat fragmentation. LTP3 should contribute to protecting priority habitats and species and seek opportunities for enhancement where possible. Darlington contains the following Priority Habitats listed in the UK Biodiversity Action Plan (BAP):

- Lowland meadows (5.1ha);
- Lowland calcareous grassland (0.6ha);
- Lowland dry acid grassland (1ha);
- Fens (1ha);
- Reedbeds (0.5ha); and
- Purple moorgrass and rush pastures (0.55ha)

5.3.24 Darlington also hosts the following UK BAP “Priority Species” that have specific environmental protection and conservation requirements:

- Water Vole– severe decline – national protection status;
- Brown Hare;
- European Otter - some encouraging signs in terms of expansion of range but still rare with European protection status;
- Pipistrelle Bat (European protection status). Can be adversely affected by lighting schemes and habitat fragmentation;
- Skylark;
- Linnet;
- Reed Bunting;
- Corn Bunting;
- Spotted Flycatcher;

- Tree Sparrow;
- Grey Partridge;
- Bullfinch;
- Song Thrush; and
- Great Crested Newt – greatest level of population in the lowland areas of Darlington.

Waste and Minerals

5.3.25 Waste Management facilities in the Borough include one Household Waste Recycling Centre (HWRC) on Whessoe Rd and 17 recycling bank sites (bring sites) distributed across the Borough. Darlington does not have a waste transfer station and all waste that is collected by Darlington Borough Council is transported to Aycliffe where it is either landfilled or recycled. The landfill and Materials Recycling Facility is approximately one mile outside of the Borough's boundary. In terms of minerals, no quarrying activities are undertaken within the Borough. However, efforts should still be made to safeguard resources. Wherever possible recycled aggregates are currently used in all highways maintenance schemes in the Borough. Materials such as kerbs and flagstones are also reused as much as possible.

Heritage and Landscape

5.3.26 The Borough has a wealth of historic areas, buildings and features reflecting its railway history, Quaker heritage and roman and medieval legacy. Buildings within the urban centre of Darlington are predominantly Victorian with some buildings from the Georgian era. Overall, there are 8 Grade I, 31 Grade II* and 478 Grade II listed buildings in the borough. Of these listings 1 Grade I, 5 Grade II* and 18 Grade II buildings are on the Buildings at Risk Register. The condition of the buildings at risk are predominantly classified as in a vulnerable condition (42%) as opposed to at extreme risk (23%). Only 5 heritage assets at risk are currently undergoing restoration. However, the overall number of granted applications for listed building consent has increased by 19% over the period 2005/09. This could indicate that awareness of the planning process in relation to listed buildings and their quality in the Borough is improving. This assumption has been made and verified with Darlington Borough Council's Conservation Officer as applications are largely only granted if they have a positive impact on the building.

5.3.27 Listed buildings do not however, provide the full picture of the condition of Darlington's heritage. There are also numerous historic but unlisted buildings at risk. Darlington Borough Council is in the process of establishing a record of locally important buildings. However, until this is complete locally important buildings could be at a higher risk of inappropriate development or other pressures.

5.3.28 There are 598 sites of local and regional significance on the Sites and Monuments Register and 20 Scheduled Ancient Monuments (SAM's). Darlington has the second highest number of SAM's in the Tees Valley although the density is below the North East average. 2 SAM's are at risk and a recent audit shows that improvements are needed in particular to the accessibility (where feasible) and provision of interpretation at scheduled monuments. Accessibility to SAM's and other heritage assets is perhaps an area that LTP3 may be able to influence.

5.3.29 In relation to Darlington's railway heritage, 14 assets are listed of which 21% are on the risk register. Considering the importance of Darlington's' railway heritage (the world's first public railway) this is a worrying proportion. These assets include:

- North Road Railway Station;
- Former Goods Shed, Station Road; and
- 138-148 North gate (home of Edward Pease and where he met George Stephenson to discuss the Stockton and Darlington Railway)

5.3.30 Darlington Borough has 17 conservation areas in total, 9 of which have character appraisals. One conservation area is classified as being at risk. Recorded threats within the character appraisals include:

- Loss of buildings from the key periods of the area's development;
- Unsympathetic design of newer buildings;
- Damage to the character of surviving buildings (façade etc);
- Loss of traditional features such as sash windows, cast iron rainwater goods etc;

- Cluttered streetscapes;
- High levels of traffic in some areas; and
- Vacant/disused and overgrown land

5.3.31 A further threat to Darlington's heritage and historic environment is that of climate change and LTP3 will need to consider ways of reducing greenhouse gas emissions. Direct impacts have been identified by English Heritage as:

- Heightened risk of ground subsidence and decay of stonework due to increased extremes of wetting and drying;
- Erosion of archaeological sites and damaging flooding in historic settlements due to more frequent intense rainfall;
- Changes in hydrology that put buried archaeological remains at risk; and
- Design integrity of historic buildings and landscapes by the need to provide new or more effective rainwater disposal or flood protection measures

5.3.32 Darlington's landscape largely falls within the Natural England classification of the Tees Lowlands. Key characteristics that are relevant to the Borough include:

- A low-lying plain of gently undulating, predominantly arable farmland, with some pasture, and wide views to distant hills;
- Meandering, slow moving river Tees flows through the heart of the area; and
- Contrast of quiet rural areas with urban development

In addition Darlington is also covered by the Durham Magnesian Limestone Plateau and the Durham Coalfield Pennine Fringe.

5.3.33 Overhead transmission lines and pylons, motorway corridors, railway lines and other infrastructure elements are widespread features. Woodland cover is generally sparse. Minor valleys and linear strips of open land extend as "green corridors" from rural farmland into the heart of the Teesside conurbation. The threats to the Tees Lowlands include:

- Hedgerow removal and the loss of meadows and pasture through agricultural;
- Intensification; and
- Recreational development near to urban areas e.g. golf courses

5.3.34 LTP3 will need to consider how to reduce the impact of transport infrastructure and associated furniture on the landscape. Some issues with unnecessary signage and street clutter have been highlighted in the town centre by Darlington's Conservation Officer. A further historic landscape characterisation study that includes the Borough is currently underway and is due for completion in 2011. Darlington's landscape has a direct correlation with residents and visitors experiences of tranquillity. Tranquillity is difficult to describe and can be different to different people but largely includes a sense of peace and quiet and a feeling of 'getting away from it all'. Tranquillity has been identified by the Campaign to Protect Rural England as an important contributing factor to quality of life and mental and physical wellbeing. It is also crucial to rural economies. Darlington Borough is the most tranquil of the Tees Valley authorities and is ranked 39th out of 87 authority areas in the Country. LTP3 will need to consider how to reduce the impacts of transport and transport infrastructure on tranquillity.

5.3.35 LTP3 will need to consider how it can protect and enhance the green infrastructure network. Darlington has already identified how it can maintain, make best use of and improve green infrastructure through its ROWIP. Further work is under way in 2010 to develop a Green Infrastructure Strategy for the Borough, in line with the existing Tees Valley Green Infrastructure Strategy. This network has a key role in providing a transport network for those choosing to travel on foot or by bike.

Task A3: Identifying sustainability issues. Aim: Identify key sustainability issues for the SEA to address.

5.4 A key role of this Scoping Report and the consultation exercise is to identify and agree the significant environmental issues within Darlington Borough given the context of LTP3. Drawing on the findings of the sustainability appraisal of the North East RSS, the Darlington Core Strategy DPD, the review of other documents (Appendix 1) and the baseline (Appendix

2) the key issues are set out below. Further detail on these key issues, in particular setting out their implications for LTP3 is contained in Appendix 3.

Social Issues

- The population is ageing with the greatest increase in those aged 75-84;
- The resident population will increase by 8,300 over the next 12 years and in-migration will continue to exceed out migration from the Borough;
- There is an increasing gap between those that live in the most and least deprived wards in the Borough;
- 70% of residents feel that they can not influence decisions in the Borough;
- Life expectancy is below regional and national averages and levels of obesity are higher than regional and national averages;
- Crime rate and theft of and from vehicles is decreasing. Feelings of personal safety are increasing;
- Maintenance of principle roads and footways are amongst the top quarter of performance nationally. The % of non principal classified roads where maintenance should be considered has improved by 15% from 05/06 to 08/09 and performance is in the mid quartile nationally;
- Road accident casualties are reducing but rate of reduction is less than other Tees Valley authorities;
- The majority of the population (94%) are able to access services and facilities by public transport, walking and cycling;
- Car ownership is increasing in the Borough and the % of ownership is generally above regional and national averages;
- Shopping and leisure are the largest trip generators, accounting for over half (54%) of all trips in the Borough;
- 56.5% of children walk, 3% cycle and 15.7% use public transport to get to school. 82% of schools have a school travel plan;

- The % of public rights of way that are easy to use are increasing but only 9% of paths have a high level of usage;
- Bus patronage is declining with 55% of residents dissatisfied with the bus service and 59% dissatisfied with transport information. 34% of bus services do not run on time;

Environmental Issues

- High Ecological Footprint;
- Carbon dioxide emissions from road transport in the Borough have reduced and the Borough emits less CO2 emissions from transport than other Tees Valley authorities;
- All Council owned and operated fleet use a biofuel mix;
- Darlington Borough will experience drier summers and wetter winters as a result of climate change and the risk of flooding will increase;
- Air Quality – There are no signs of nitrogen dioxide emissions falling. However, emissions of particulate matter are well within the targets set;
- Land - Darlington Borough has a fairly substantial number of potentially contaminated sites (1,280) due to its industrial past;
- Ground and surface water chemical and ecological quality – Generally poor ecological and chemical quality and water bodies will not meet the Water Framework Directive's target of 'good status by 2015;
- All of Darlington's nationally designated Sites of Special Scientific Interest (SSSI's) are in a favourable condition but only a small percentage (13%) of local wildlife sites have been subject to positive conservation management in the last 5 years;
- General decline in the following priority habitats and species (present in the Borough):
    - Lowland calcareous grassland – very rare 0.6ha;

- Lowland dry acid grassland – very rare 1ha;
- Fens and Reedbeds – rare;
- Wet woodland;
- Lowland meadows;
- Water vole – severe decline – national protection status;
- Otter – some encouraging signs in terms of expansion of range but still rare with European protection status;
- Pipistrelle Bat – European protection status. Can be adversely affected by lighting schemes and habitat fragmentation;
- Skylark;
- Corn Bunting;
- Spotted Flycatcher;
- Tree Sparrow;
- White Clawed Crayfish

- Increase in heritage assets at risk;
- The Tees Lowlands Landscape character area has issues with hedgerow removal and the loss of meadows and pastures;
- Some issues with highways signage clutter have been highlighted;

Economic Issues

- Until the economic downturn, business start up in the Borough was increasing (albeit not at the same rate as business start up in other Tees Valley authorities);
- Employment in the transport and communications sector is higher in Darlington than the national and regional averages;
- The amount of employment land available for development is continuously increasing in line with Regional Spatial Strategy requirements. This could result in an increase in new business developments in the Borough requiring transport infrastructure;
- Peak period travel flows are decreasing;
- The majority of residents only need to travel between 2-5km (1.2-3.1 miles) to access places of work. However, only 12% walk, 2% cycle or 10% use the bus to get to work.

Task A4: Developing the sustainability appraisal framework. Aim: Develop the SEA framework, consisting of the environmental objectives, indicators and targets.

5.5 This SEA uses the SA Framework for the Local Development Framework as the starting point for developing a framework for the environmental assessment of LTP3. This is because the SEA Directive requires a broad interpretation of the environment and in recognition of the close link between environmental assessment and sustainable development. The scope of LTP3 is much narrower than the LDF, however, and the subsequent SEA Framework does not include all the SA Objectives. Additionally, some new SA objectives have been added to ensure the relevance of the framework to LTP3.

5.6 Table 4, below, comprises of a set of sustainability objectives for Darlington Borough. The purpose of these objectives is to state the direction and priorities of the SEA and give a structure to ensure a comprehensive and robust assessment.

5.7 Draft indicators have been identified for each of the SEA Objectives in the interests of monitoring progress towards delivering these. These are set out in Table 4 below.

Table 4 Proposed SEA Framework for LTP3

Sustainability Objective	Sub-objective (Decision making Criteria)	Draft Indicator(s)

1. Improve access to services, facilities and employment for all members of the community	• Will it improve the affordability of public transport services? • Will it improve access to public transport services for the elderly and/or those with a disability? • Will it improve the interconnectivity of transport modes? • Will it extend pathways, cycleways and public transport services to key facilities, employment sites etc? • Will it improve highways infrastructure to key facilities and services? • Will it involve the community in decisions regarding local transport services? • Will it improve access to services, facilities and employment for those living in rural parts of the Borough?	• Public transport average journey costs • NI5: Overall general satisfaction with local area • NI175: Access to services and facilities by public transport, walking and cycling • Increase in length and quality of public rights of way and cycle routes • Number of transport related community consultation events and responses • NI4: % of people who feel that they can influence decisions in their locality • Number of community transport schemes • Level of provision of bus routes
2. Improve the health and wellbeing of all by reducing health inequalities and promoting healthier lifestyles	• Will it prioritise modes of transport that involve physical activity? • Will it improve access to health facilities? • Will it reduce transport related noise levels?	• Increase in levels of walking and cycling activity • Increase in length and quality of public rights of way and cycle routes • % access to primary health care • No of transport schemes that include

		noise reducing measures
3. Improve community safety, reduce crime and anti social behaviour and improve public confidence	• Will it contribute to a sense of personal security and safety? • Will it reduce transport related crime and anti-social behaviour? • Will it improve the overall safety of the Borough and help reduce road traffic accidents?	• % of residents surveyed feeling safe whilst outside during the day and night. • No of schemes implemented to address safety concerns i.e. lighting schemes, improvements/extensions to footways • Thefts of bikes • Thefts of and from vehicles • NI168 & 169: Principal and non principal classified roads where maintenance should be considered • NI147 & 148 People and children killed or seriously injured in road traffic accidents • Footway condition survey results
4.Promote traffic reduction and encourage more sustainable alternative forms of transport	• Will it reduce private car mileage? • Will it encourage the use of alternatives to car travel? E.g. walking, cycling and public transport?	• Car mileage • Increase in length and quality of public rights of way and cycle routes • % change in transport mode choice • % of schools and

		businesses with travel plans • Level of provision of bus routes • Bus and rail patronage
5. Ensure the Borough is prepared for climate change, increase resilience through adaptation and reduce greenhouse gas emissions	• Will it reduce transport related greenhouse gas emissions? • Will it encourage uptake of renewable sources of transport energy? • Has the need to cope with climate extremes been considered? E.g. design of transport infrastructure	• CO2 levels originating from transport in the LA area • No of schemes promoting biofuels etc • % of transport infrastructure including flood mitigation measures (SuDS)
6. Maintain protect and improve air quality	• Will it reduce transport related air pollutants? • Will it reduce levels of congestion?	• Reduction of nitrogen dioxide and particulate matter • Peak period traffic flows
7. Conserve, protect and enhance ground and surface water quality	• Does it improve the quality of water in the Borough?	• Positive or negative changes in river quality (chemical and ecological) • Ground water quality • Nitrate vulnerable zones • % of transport infrastructure including (SuDS)
8. Protect and improve the quality of land and soil and promote sustainable waste and mineral management	• Does it reduce contaminated sites and increase remediation? • Will it minimise the loss of land (and soils) to transport infrastructure? • Will it prioritise infrastructure on	• Number of contaminated sites remediated though new infrastructure • % infrastructure on

	previously developed land • Will it increase the amount of waste and minerals reused, recovered and recycled?	previously developed land • % infrastructure on Greenfield land • % of new transport infrastructure using reclaimed materials in construction
9. Protect, conserve and enhance biodiversity and geodiversity	• Will it reduce levels of disturbance to species and habitats? • Will it protect and enhance habitat corridors and linking routes? • Does it continue the protection of nationally and locally designated sites? • Will it improve understanding of and contact with biodiversity and geodiversity?	• Locally important BAP habitats and populations of BAP species • Number of new pathways/cycleways contributing to the creation of natural space and wildlife corridors • Quality and improvement of SSSI's and LNR's • Number of pathways, cycleways etc created to improve access to LNR's and other wildlife sites
10. Preserve and enhance Darlington's distinctive and valuable historic environment, landscape character and settlements and improve accessibility to heritage assets	• Will it protect and enhance features and areas of historic, archaeological and cultural value? • Will it protect and enhance the quality and character of the landscape/townscape? • Will it increase understanding and access to Darlington's heritage? • Will it avoid severance of communities and settlements?	• Identified listed buildings, locally listed/important buildings and structures/heritage, SAMs, historic parks and gardens, conservation areas and changes to these • No of transport schemes

		incorporating landscape mitigation measures • Identified improvements to signage, street clutter etc • Number of pathways, cycleways etc created to improve access to heritage assets in the Borough
11. Transport services and infrastructure to contribute to achieving local and regional sustainable levels of economic growth	• Will it reduce levels of congestion? • Will it improve connectivity with the rest of the region? • Will it support the movement of freight and support Darlington's logistics sector?	• Peak period traffic flows • No of schemes to improve road and rail connectivity within the sub-region and wider North East region • Increase in bus and rail services to and from the Borough • Access to and ease of movement on the Strategic Road Network
12. Revitalise the town centre	• Will it improve connections between the core and areas outside the ring road? • Will it improve parking in the town centre	• No of connection improvement schemes delivered • No of direct public transport services to the town centre • Increase of walking and cycling routes to the town centre • No of car parking

		improvement schemes and levels of usage

Task A5: Consulting on the scope of SEA. Aim: Produce a Scoping Report and consult relevant authorities, the public and other key stakeholders on the scope of the appraisal and the key issues and possible options for solutions

5.8 A key component of the SEA process is consultation with stakeholders. The consultation throughout this period will be in accordance with Article 6 of the European Union Directive 2001/42/EC and the Darlington Borough Council Statement of Community Involvement.

5.9 The Environmental Assessment of Plans and Programmes Regulations 2004 (Regulation 12(6)) defines certain timescales for consulting the statutory bodies on a Scoping Report. This requires the responsible authority's give the consultation body a period of 5 weeks from the date it receives the Scoping Report. Statutory Consultation bodies are: English Heritage, Environment Agency and Natural England. Other appropriate consultees will be contacted at various stages throughout the assessment process. This consultation procedure is integrated into the Statement of Community Involvement.

5.10 This Scoping Report is also available to the public via the Council's website at

http://www.darlington.gov.uk/Transport/Transport+Policy.htm

5.11 This consultation seeks to:

- Ensure the SEA is comprehensive and robust enough to support the LTP3 during the later stages of full public consultation.
- Advise on the appropriateness of the SEA objectives.
- Advise on the appropriateness of the key environmental issues.
- Advise on the comprehensiveness of the baseline data.

6. Consultation questions

6.1 The following questions should be used to guide the formation of a consultation response:

1) Are there other relevant policies, plans, programmes or objectives that will affect or influence LTP3?

2) Do you agree that the baseline data collected is appropriate to LTP3?

3) Do you have, or know of, any additional relevant baseline data which should be added to that already listed?

4) As far as you are aware, are there any inaccuracies or anomalies in the data presented?

5) Do you agree that these are the key environmental issues for Darlington Borough?

6) Are you aware of any issues which should be added, or any that should be removed?

7) Are the SEA objectives suitable in the context of Darlington?

8) Are there any additional SEA objectives that should be included or should any be removed?

9) Do the indicators provide a relevant measure for the associated objective? If not then please suggest additional indicators.

10) Do you have any comments with respect to targets?

11) Do you have any further comments on the information in the SEA Framework?

Please return any comments on the above questions or any other relevant issues by 6th April 2010 to:

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7. Relevant References

European Commission (2001) Directive 2001/42/EC "on the assessment of the effects of certain plans and programmes on the environment".

ODPM (2005) A Practical Guide to the Strategic Environmental Assessment Directive.

Department for Transport (DfT) - WebTag Guidance for SEA. TAG unit 2.11: Strategic Environmental Assessment for Transport Plans and Programmes (April 2009). http://www.dft.gov.uk/webtag/documents/index.php

Environmental Assessments of Plans and Programmes Regulations (Statutory Instrument 2004 no.1633).

Appendix 1: Review of Policies, Plans and Programmes

Key objectives relevant to the LTP3	Implications for the LTP3
International Policies, Plans, Programmes and Sustainability Objectives	
I1 World Summit on Sustainable Development, Johannesburg (2002)	
Global governmental declarations to: • Advance and strengthen 3 pillars of sustainability (economic development, social development and environmental protection) at all levels • Protect biodiversity • Tackle underdevelopment through education, training and technology transfer • Tackle global poverty • Change consumption and production patterns • Conserve natural resources • Tackle climate change, and • Bring health care to basic minimum standards	• Transport infrastructure and schemes to safeguard biodiversity • Reduce the reliance on motorised forms of transport in order to conserve natural resources and reduce emissions of greenhouse gases
I2 United Nations Framework Convention on Climate Change (1992), including the Kyoto Protocol (2005)	
To achieve stabilisation of greenhouse gas concentrations in the atmosphere at a level that would prevent dangerous anthropogenic interference with the climate system. Such a level should be achieved within a timeframe sufficient to allow ecosystems to adapt naturally to climate change, to ensure that food production is not threatened and to enable	• LTP3 should recognise the contribution it can make towards meeting the UK's Kyoto targets through reductions in greenhouse gas emissions from the transport sector.

economic development to proceed in a sustainable manner. Targets include: • Reduction of greenhouse gases to 12.5% below 1990 levels by 2012 • Domestic emissions reduction of 20% • 10% of electricity from renewable sources by 2010 • Double UK's Combined Heat and Power capacity by 2010	• In particular, the LTP3 should recognise the contribution it can make towards reducing emissions of the following gases through the transport sector: • Carbon dioxide (CO2) • Methane (CH4) • Nitrous oxide (N20) • Hydroflurocarbons (HFC's) • Perflurocarbons (PFC's) • Sulphur hexafluoride (SF6)
I3 UN Convention on Biological Diversity (1992)	
Objectives include: • Conservation of biological diversity • Sustainable use of biodiversity • Fair and equitable sharing of genetic resources Target to achieve a significant reduction in biodiversity loss by 2010. The UN Convention is implemented by the UK Biodiversity Action Plan (1994), listing priority species and habitats and their respective targets	LTP3 to protect listed Biodiversity Action Plan species and habitats
European Policies, Plans, Programmes and Sustainability Objectives	
E1 EU Climate Action and Renewable Energy Package (2008)	
The package of EU climate and energy measures approved in December 2008 sets the following targets (relevant to the LTP3) which are likely to be effective from 2011: • For sectors not covered by the EU Emissions Trading System (e.g. transport (except aviation, which will join ETS in 2010), farming, waste and households) –	• LTP3 to consider what measures/actions will need to be taken to meet the 10% target for Darlington by 2020 • LTP3 to consider how to encourage greater use of alternative fuel sources (for example, when encouraging travel plans or drawing up/negotiating

greenhouse gas emissions to be cut to 10% below 2005 levels by 2020 • At least 10% of transport fuel in each country must be renewable (biofuels, hydrogen, 'green' electricity etc) by 2020 Biofuels must meet agreed sustainability criteria	new public transport service contracts)
E2 Strategic Environmental Assessment Directive (01/42/EC) 2001	
Objective to: Provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development.	SEA is compulsory for LTP3. Consideration of the following topics will need to be taken into account throughout the preparation of the LTP3: • Biodiversity, fauna and flora • Population and human health • Water and soil • Air • Climate Factors • Cultural heritage and landscape
E3 Air Quality Directive (08/50/EC) 2008	
This Directive consolidates existing legislation and establishes objectives for ambient air quality, designed to avoid, prevent or reduce harmful effects on human health and the environment. Also aims to maintain air quality where it is good.	• LTP3 to take into account current effect of transport on Darlington's air quality and health. • LTP3 will be required to contribute to improving and maintaining Darlington's air quality
E4 Water Framework Directive (2000/60/EC) (2000)	
Requires all inland and coastal water bodies to obtain 'good ecological and chemical status by 2015. objectives to: • Prevent deterioration of aquatic ecosystems and associated wetlands • Promote sustainable use of water • Reduce pollution of water	• LTP3 to reduce impact on water and the potential for such impacts. Vehicles and roadways contribute pollutants from • construction (sediments) • fuel emissions

	• wear and tear from vehicle tyres, brakes and other mechanical components • accidental spills • wear of the road surface, shoulder and verge • maintenance practices such as herbicide use, mowing, road surface cleaning or reparation. In addition, roads collect pollutants from the atmosphere and adjacent land use that are also washed off into the stormwater system.
E5 Groundwater Directive (80/68/EC) (1980) & Groundwater Daughter Directive (06/118/EC) 2006	
Aims to protect groundwater from pollution by controlling discharges and disposals of certain dangerous substances (nitrates in particular) to groundwater	LTP3 to reduce impact on groundwater and the potential for such impacts
E6 Environmental Noise Directive (02/49/EC)	
Aims to: Monitor the environmental noise problem; by requiring competent authorities in Member States to draw up "strategic noise maps" for major roads, railways, airports and agglomerations, using harmonised noise indicators	The LTP3 will need to consider how to prevent and minimise noise pollution from current and planned transport related activities. (for example, implementation of noise reducing surfaces)
E7 The Habitats Directive (92/43/EC) (1992)	
To conserve flora, fauna and natural habitats of EU importance. Provides for the designation of Special Areas of Conservation (SACs) for threatened species and habitats	LTP3 should take into account the requirements of the Directive. This includes the requirements for the LTP3 to be subject to Habitat Regulations Assessment
E8 The Birds Directive (97/49/EC) (1997)	
Requires the protection and conservation of bird species by; • Designation of Special Protection Areas (SPAs) for rare or	Protect areas designated under the Directive, e.g. SPAs. Need to ensure under the Habitat Regulations Assessment that SPA's will not be negatively impacted by the LTP3.

vulnerable species listed in Annex 1 • Banning of deliberate killing or capture, destruction or removal of nests and eggs, disturbance during breeding or rearing of Article 1 species • Establishment of a general scheme of protection for all wild birds	This includes SPA's outside of the Borough.
E9 White Paper: European Transport Policy for 2010: Time to decide (2001)	
Aims to develop a European transport system capable of shifting the balance between modes of transport, revitalising the railways, promoting transport by sea and inland waterways and controlling the growth in air transport. Objectives to: • Address the imbalance between the overuse of road and air transport and the underuse of rail and sea modes • Improve the links between all methods of transport • Need for interconnected infrastructure • Place users at the heart of transport policy, in particular address safety concerns • Rationalise urban transport – current lack of integrated policy approach to town planning and transport is allowing the private car an almost total monopoly	• LTP3 to support and encourage rail use in the Borough • Improve all transport links and consider interconnectivity of infrastructure. • LTP3 to improve public safety and address current causes for concern. • LTP3 objectives to inform LDF policies and vice versa
E10 The European Landscape Convention (2000)	
Every planning action or project should improve landscape quality, or at least not bring about a decline. The effects of projects, whatever their scale, on landscape should therefore be evaluated and rules relating to those effects defined. Each planning action or project should not only match, but also be appropriate to the features of the places.	LTP3 objectives and actions to consider their impact on Darlington Borough's landscape character. Design of infrastructure, street furniture etc to enhance landscape quality or mitigation measures to be put in place to ensure that no decline in quality is caused.

National Policies, Plans, Programmes and Sustainability Objectives	
Sustainable Development	
N1 Securing the Future: UK Government Sustainable Development Strategy (2005)	
Identifies four UK priorities for action which include: • Sustainable consumption and production • Climate change and energy • Natural resource protection and environmental enhancement • Creating sustainable communities and a fairer world The strategy also sets out five guiding principles that will be used to achieve sustainable development in the UK. These are as follows: • Living within environmental limits • Ensuring a strong healthy just society • Achieving a sustainable economy • Promoting good governance • Using sound science responsibly	• Sustainable consumption and production is about achieving more with less. LTP3 to take into account the impacts of how goods and services are produced / delivered in relation to transport in Darlington. Impacts on resources use should be reduced. • LTP3 to actively reduce greenhouse gas emissions and ensure infrastructure will be adaptable to the impacts of climate change. • LTP3 to encourage a change in behaviour toward more sustainable forms of transport • LTP3 to engage communities in its preparation
N2 Planning Policy Statement 1: Delivering Sustainable Development (2005)	
PPS1 sets out the following key principles that should be applied to ensure that development plans contribute to the delivery of sustainable development: • Promote urban and rural regeneration to create vibrant places that improve the wellbeing of communities • Promote inclusive, healthy, safe and crime free communities • Bring forward sufficient land of a suitable quality in	LTP3 should contain policies to reduce the need to travel (for example the LTP3 should encourage and improve opportunities for walking, cycling, public transport and car sharing) and to ensure the efficient use of land in relation to new infrastructure. LTP3 to help achieve the other objectives listed wherever possible.

appropriate locations to meet the expected needs for development • Improve access to services • Focus developments in existing centres to promote their viability • Reduce the need to travel • Use land more efficiently • Protect and enhance biodiversity, the historic environment and landscape character • Address the causes and impacts of climate change • Safeguard natural resources	
N3 Delivering a Sustainable Transport System (2008)	
Recognises that transport plays a key role in all our lives. Sets goals that take into account transports wider impact on climate change, health, quality of life and the natural environment: • To support national economic competitiveness and growth by delivering reliable and efficient transport networks • To reduce transports emissions of carbon dioxide and other greenhouse gases, with the desired outcomes of tackling climate change • To contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport, and by promoting travel modes that are beneficial to health. • To promote greater equality of opportunity for all citizens with the desired outcome of achieving a fairer society; and • To improve quality of life for transport users and non-transport users, and to promote a healthy natural environment	LTP3 to take into account these goals in the preparation of the LTP and to consider ways of meeting then. In particular the LTP3 should seek to: • Improve performance of existing networks to reduce congestion that constrains economic growth • Improve the connectivity of the transport system to improve access to services • Reduce greenhouse gas emissions • Promote ways of travelling that are beneficial to health • Reduce the risk of transport related accidents and fatalities • Contribute to Darlington's regeneration plans • Face the challenges of transport connections to rural parts of the Borough and the challenges that will arise as a result of an ageing population • Where new infrastructure is required, seek solutions that mitigate unavoidable adverse impacts such as land take and noise.
N4 Planning Policy Statement 7 Sustainable Development in Rural Areas (2004)	

Aims to raise the quality of life and the quality of environment in rural areas and promote more sustainable patterns of development in rural areas, including villages and the rural fringe of large urban areas.	The LTP can contribute to these policies through: • Enabling urban and rural dwellers to enjoy the wider countryside through the development of accessible multi functional routes; • Reduce the need to travel through the support of local service provision and the use of technology; • Support accessibility by sustainable travel modes to urban centres for services/facilities/opportunities.
Climate Change and Energy	
N5 Climate Change Act (2008)	
Sets a new ambitious target to ensure that the net UK carbon account for the year 2050 is at least 80% lower than the 1990 baseline. For the year 2020, emissions must be such that the annual equivalent of the carbon budget for the period is at least 26% lower than the 1990 baseline.	LTP3 to assist with carbon account targets
N6 The UK Renewable Energy Strategy (2009)	
Recognises that to meet the challenge of climate change carbon needs to be saved in every sector of society which will involve a rapid transition to renewable energy. Sets a goal of 15% of UK's energy to be renewables by 2020. Re-iterates the EU's target that the transport sector should achieve 10% energy from renewable sources by 2020.	LTP3 to encourage renewable sources of transport energy such as sustainable biofuels, electricity and hydrogen
N7 Low Carbon Transport: A Greener Future (2009)	
Strategy recognises that greenhouse gas emissions from	LTP3 polices and actions to support the objectives of the

transport represent 21% of total UK domestic emissions and that decarbonising transport must be part of the solution. Objectives to: • Support a shift to new technologies and sustainable fuels • Make public transport an accessible, attractive and low carbon and easy to use option for individuals and businesses • Improve co-ordination, integration and interchange between different modes, including cycling • Promote other sustainable modes • Promote eco-driving techniques • Develop ICT systems to reduce the need to travel • Ensure that the planning system takes full account of the potential consequences of development for transport • Use market mechanisms to encourage a shift to lower carbon transport	strategy. For example, the LTP3 could: • Specify actions to build on the success of the Sustainable Travel Towns Programme to continue promotion of sustainable modes. • Integrate with and influence the LDF process • Consider how to use / introduce market mechanisms effectively in Darlington. For example, discounted public transport, increase in town centre parking costs etc
Air, Water and Soil	
N8 The Air Quality Strategy for England, Scotland, Wales and Northern Ireland (2007)	
The Strategy sets objectives for ten main air pollutants to protect human health. Ensures ambient air quality poses no risk to human health in public places and does not have a detrimental effect on quality of life. Air pollutants include: • Particulate Matter (PM_{10} & $PM_{2.5}$) – Transport is UK's primary source • Nitrogen dioxide (NO_x) – Transport is UK's primary source • Ozone (O_3) • Sulphur dioxide (SO_2) • Polycyclic Aromatic Hydrocarbons (PAHs) – Transport is UK's primary source • Benzene – Transport is UK's primary source • 1,3-butadiene – Mainly from combustion of petrol	LTP3 will need to consider the implications of its objectives on air quality. Particularly in relation to those that are primarily caused by transport in the UK

• Carbon monoxide (CO) – Transport is UKs primary source • Lead • Ammonia	
N9 Future Water: The Government's Water Strategy for England (2008)	
Recognises that water is essential for life and is vital for our health and wellbeing, drinking and sanitation, and for agriculture, industry and transportation. However, large amounts of surface water run-off causes water quality problems. Run-off from roads contains heavy metals and hydrocarbons. The strategy identifies a need to do more to address run off from roads and sets a vision for 2030 as: • Better management of surface water draining, allowing for the increased capture and re-use of water, slow absorption through the ground; and more above ground storage and routing of surface water separate from the foul sewer system.	LTP3 to promote SuDS as part of new and existing transport infrastructure to improve water quality and to reduce flood risk. For example, swale and detention basins and porous paving of highways could be utilised.
N10 Safeguarding our soils, A Strategy for England (2009)	
Sets a vision that by 2030, all England's soils will be managed sustainably and degradation threats tackled successfully. This will improve the quality of England's soils and safeguard their ability to provide essential services for future generations. • Agricultural soils will be better managed and threats to them addressed • Soil will play a greater role in the fight against climate change and in helping us to manage its impacts • Soil in urban areas will be valued during development, and construction practices will ensure vital soil functions can be maintained: and, • Pollution of our soils is prevented, and our historic legacy	• LTP3 to make the best use of existing transport infrastructure to minimise the need to use more of the Borough's soil resources and potentially damage soil functions through the construction of new infrastructure. • Where new transport infrastructure is required construction practices will need to be utilised to minimise the impact to soil

of contaminated land is being dealt with.	
Biodiversity and Geodiversity	
N11 Wildlife and Countryside Act 1981 (as amended)	
Principle mechanism for the legislative protection of wildlife in Great Britain. Act makes it an offence to: • Intentionally kill, injure or take any wild birds or their eggs or nests • Intentionally kill, injure or take, possess or trade in any wild animals and prohibits interference with places used for shelter or protection • Pick, uproot, trade in or posses certain wild plants The Act: • Includes measures for preventing the establishment of non-native species • Provides for the notification of SSSI's • Prohibits the undertaking of agricultural or forestry operations on land within National Parks which has been either moor or heath for 20 yrs • Requires authorities to maintain up to date definitive maps and statements for the purposes of clarifying public rights of way	• LTP3 to ensure that actions comply with the Act. • LTP3 to consider how transport infrastructure can better link to public rights of way to encourage walking and cycling in the Borough.
N12 State of the Natural Environment 2008	
Identifies why the natural environment is valuable and what aspects are valued most: landscapes and Geodiversity, biodiversity, opportunities for recreation, employment and inspiration. Identifies the following pressures on the natural environment: • Invasive species and diseases • Biomass crop production (risks and opportunities)	LTP3 to reduce pressures on the natural environment by: • Ensuring that biofuels used are sustainably sourced • Reducing run-off from roads directly to water and soil • Taking action to address climate change

• Agricultural intensification (drainage of wetlands, demise of mixed farming schemes etc) • Under management of woodlands • Nutrient enrichment of terrestrial and aquatic habitats • Toxic chemicals that enter the environment on a daily basis (pesticides, herbicides, industrial chemicals etc) • Climate change	
N13 Planning Policy Statement 9 Biodiversity and Geological Conservation (2005)	
Any development should aim to maintain, enhance, restore or add to biodiversity and geological conservation interests.	All transport schemes and policies should seek to minimise negative impacts on biodiversity; promote positive impacts; and mitigate where required.
Waste and Minerals	
N14 Strategy for Sustainable Construction (2008)	
The strategy identifies that the construction industry in England uses around 400 million tonnes of materials every year. Around 90 million tonnes of CD&E inert waste is produced, with half of this recycled as aggregates, including at the site of production. Estimates suggest at least a further 20 million tonnes of non-inert and mixed CD&E waste is also produced annually. As a result the strategy sets a target of: • By 2012, a 50% reduction of construction, demolition and excavation (CD&E) waste to landfill compared to 2008.	LTP3 to reduce waste from construction activities and to promote use of recycled materials
Economy	
N15 Planning Policy Statement 4: Planning for Sustainable Economic Growth (2009)	
Encourage economic development that is compatible with environmental objectives. Ensure sufficient land is available	LTP3 to support economic development in the Borough by ensuring that transport infrastructure (public transport

for development and is well served by infrastructure. The development on brownfield and sustainable locations is encouraged	links, walking/cycling networks and roads) is in place to support new developments and regeneration schemes
N16 Planning Policy Statement 6: Planning for town centres (2005)	
Promote the vitality and viability of town centres through: • Planning for growth and development of existing town centres • Promote and enhance existing centres through the encouragement of a wide range of services in a good environment that are accessible to all • Setting out a spatial strategy for the network and hierarchy of centres	LTP3 to support and promote the accessibility of the town centre.
N17 Sustainable Distribution: A Strategy (1999)	
The aim of the sustainable distribution strategy is to ensure that the future development of the distribution industry does not compromise the future needs of our society, economy and environment. Objectives include: • Improve the efficiency of distribution • Minimise congestion • Make better use of public transport infrastructure • Minimise pollution and reduce greenhouse gas emissions • Manage development pressures on the landscape – both natural and man-made • Reduce noise and disturbance from freight movements • Reduce the number of accidents, injuries and cases of ill health associated with freight movement	LTP3 to support measures that improve the economic requirements of logistics in the Borough whilst reducing potential negative social and environmental impacts.
Transport	

N18: Local Transport Act 2008	
Retains the statutory requirement for local transport authorities to produce a Local Transport Plan. Also requires local transport authorities to have regard to Government guidance and policies on the environment when formulating Local Transport Plans and polices.	LTP3 is to meet local transport needs in the light of local circumstance whilst having due regard to environmental objectives. SA/SEA will help with this process.
N19 A New Deal for Transport: Better for Everyone – White Paper (1998)	
The White Paper recognises that bus and rail services have declined whilst traffic growth has resulted in more congestion and worsening pollution. The White Paper aims to address these issues through: • An integrated transport system • A better public transport system • A better road network • A cleaner, healthier environment, • Better safety and personal security • A more inclusive society • Better places to live • A sustainable approach to goods distribution	Local transport plans required to create a partnership between local councils, businesses, operators and users to help address the objectives of the White Paper
N20 The Future of Transport: A Network for 2030 (2004)	
Aims to provide a transport network that meets the needs of a growing economy and the increasing demand for travel while taking into consideration the environment. The network aims to: • Provide a free-flowing and more reliable road network • Improve the efficiency of rail services • Ensure bus services are reliable, flexible, convenient and tailored to local needs	LTP3 to put in place measures that contribute to the provision of the 2030 transport network for Darlington Borough and beyond

• Have walking and cycling as viable alternatives for local journeys	
N21 Planning Policy Guidance 13: Transport (2001) (As amended by PPS3, Housing 2006)	
Encourages more sustainable transport choices for people and freight. Promotes accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling. Aims to reduce the need to travel, especially by car	LTP3 to support accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling. Priority of people should be promoted above the ease of traffic movement with priority given to pedestrians, cyclists and public transport in town centres, local neighbourhoods and other areas with a mixture of land uses.
Communities	
N22 Strong and Prosperous Communities: The Local Government White Paper (2006)	
The aim of the White Paper is to give local people and local communities more influence and power to improve their lives. Local communities should be • Consulted and involved in running services • Informed about the quality of services in their area • Enabled to call local agencies to account if services fail to meet their needs.	LTP3 to consult with the public alongside other stakeholders on the preparation of the LTPs policies and implementation plan
N23 The Urban White Paper (Our Towns & Cities: The Future) (2000)	
Main objectives are: • Enhanced community involvement • Environmentally sustainable design and planning of towns • Provision of good quality services, e.g. health, education, housing • Towns and cities are attractive, well kept and use space	• As above: LTP3 preparation to involve public consultation • LTP3 policies and actions to contribute to the sustainable layout and attractiveness of the town centre.

and buildings well	
N24 The Rural White Paper (Our Countryside: The Future) (2000)	
Rural service standard to: • Support vital village services • Modernise rural services • Provide affordable homes • Deliver local transport solutions • Rejuvenate market towns & local economies • Reform farming • Preserve and protect the countryside • Improve access to the countryside • Devolve power to town and parish councils • Rural proof other policies and strategies	• LTP3 to contribute to meeting the transport needs of rural communities in the Borough (rural proofing). Consideration of all options to be taken into account. For example community transport schemes.
• **N25 Planning Policy Guidance 17 Planning for Open Space, Sport and Recreation (2002)**	
Sets out to provide networks of high quality spaces that are attractive, clean and safe and that can be accessible by walking and cycling, or for intensively use facilities, by public transport.	The LTP3 can contribute to maintaining and developing the walking and cycling routes in the urban and rural areas to improve access to existing and new recreational space. Large scale recreational facilities such as parks and indoor and outdoor sports venues should be accessible by public transport.
Health and Safety	
N26 Healthy Weight, Healthy Lives. A cross-Government strategy for England (2008)	
Sets out ambition to be the first major nation to reverse the rising tide of obesity in the population by ensuring that everyone is able to achieve and maintain a healthy weight. Initial focus will be on children: by 2020, aims to reduce the proportion of overweight and obese children to 2000 levels.	The LTP3 can contribute to the ambition through a range of supportive policies that include but are not limited to: • Prioritise modes of transport that involve physical activity when developing roads • Public open space to be accessible by foot or by bicycle • Business, office development to be linked to walking

	and cycling networks
N27 Walking and Cycling: An Action Plan (2004)	
Recognises that walking and cycling are good for health, good for getting us around, good for our public spaces and good for our society. The plan outlines a number of measures to improve the levels of walking and cycling in the country	• Develop effective local transport strategies, including a full strategic consideration of walking and cycling in the Borough to inform the development of the LTP3 • Need to identify gaps in infrastructure and set out plans for appropriate improvements such as pedestrianisation and traffic management schemes • Consider actions to improve existing cycle paths and footpaths and the creation of new safe and secure routes on foot and on bike • Improve lighting schemes where necessary to reduce fears about personal security • Improve pedestrian or cyclist access to public transport to potentially increase public transport patronage
N28 The National Cycling Strategy (1996)	
It aims to establish a culture favourable to the increased use of bicycles for all age groups; to develop sound policies and good practice; and seek out effective and innovative means of fostering accessibility by bike. The central target is to quadruple the number of cycle trips on 1996 figures by 2012	LTP3 to establish local targets for increased cycle use
N29 Safer Places: The Planning System and Crime Prevention (2004)	
Challenges designers to think about the most crime appropriate reduction measures without compromising the quality of the local environment	Need to provide safe and direct routes on foot and by bike to local services

N30 Tomorrow's roads: safer for everyone (2000)	
Strategy to address and reduce injuries and fatalities on Britain's roads. Recommends: • Taking action to equip children with the life skills needed to ensure they can travel safely and become responsible road users • Introduce measures to instil better driving skills and better driving behaviour • Tackle drink and drug driving • Better maintenance of roads • Safety improvements for walkers and cyclists and horse riders • Effective speed management on roads • Improve vehicle safety • Maximise the contribution that road traffic enforcement can make to reducing road casualties • Promote safer road use	LTP3 to promote safer neighbourhoods through a number of measures/policies that could include for example, • Prioritisation of walkers and cyclists as road users • Tackling areas of congestion and traffic calming schemes • Maintenance projects • How to best use enforcement powers to contribute to road safety in Darlington
Heritage and Landscape	
N31 The Government statement The Historic Environment: A Force for our future (2001)	
Sets out five areas of work as: • to respond to public interest in the historic environment with firm leadership, effective partnerships and a sound knowledge base from which to develop policies. • to realise the full potential of the historic environment as a learning resource. • to make the historic environment accessible to everyone and ensure that it is seen as something with which the whole of society can identify and engage. • to protect and sustain the historic environment for the benefit of our own and future generations.	LTP3 to consider how to improve accessibility to Darlington's heritage assets and to ensure that transport schemes do not compromise these assets

• to ensure that the historic environment's importance as an economic asset is skilfully harnessed	
N32 All Landscapes Matter (2008)	
Policies include: • All landscapes matter. They should be managed, planned and, where appropriate, protected to ensure landscapes remain distinctive and highly valued. • need to plan and manage landscape change to ensure that all landscapes in the future respond to society's changing needs and values. • The European Landscape Convention should be embedded more deeply into national, regional and local strategies, policies, processes and actions which affect England's landscapes and their enjoyment and understanding by the public. • Why and how society values landscapes needs to be better captured, translated and fully represented in decision-making. • New development and infrastructure should be appropriate to, and wherever possible, enhance its landscape context.	LTP3 to consider the impact of policies and schemes on Darlington's landscape character. All transport infrastructure needs to be appropriate to and enhance the Borough's land and townscapes.
N33 Manual for Streets (2007)	
Key recommendation is that increased consideration should be given to the 'place' function of streets. The manual sets out the following principles to achieve this: • Pedestrians to be considered first in the design process • Streets should cater for movement as this can affect how much people walk, cycle or use public transport • Design that accommodates the needs of children and disabled people is likely to suit most if not all user types • Pedestrian paths should be kept as straight as possible to minimise diversion from desired lines	LTP3 to take into account the recommendations of the manual if publishing a policy on street design and to refer to the manual in terms of implementation of actions

• Cyclists should generally be accommodated in the carriageway • Bus routes should be identified during the design process • Need to consider parking for cars, cycles and motorcycles • To be most effective, signs and markings should be used sparingly to reduce sign/marking clutter • Street lighting and furniture should be appropriate to its setting	
Regional Policies, Plans, Programmes and Sustainability Objectives	
R1 The Revised Integrated Regional Framework for the North East (March 2008)	
Priority actions to meet the IRF's objective to develop sustainable transport and communication include: • Balance the economic requirements for national and international travel with the need to reduce our carbon emissions. • Develop sustainable transport networks to support rural communities, taking account of changes to public services. • Embed sustainable transport policy within local development frameworks, including encouragement of production of sustainable travel plans. • Encourage the use of ICT as an alternative to travel, including the potential for home working and changes to travel patterns to increase efficiency and reduce carbon emissions	LTP3 Polices and implementation plan to support the objectives of the IRF
R2 North East England Climate Change Adaptation Study: Sustaine (2008)	
Identifies the principal climate change related impacts projected for the region by the 2050s as: • Increased frequency of flooding from rivers, streams and	LTP3 to ensure that adaptation measures for transport related infrastructure are incorporated into strategy and the implementation plan.

the sea • Increased adverse health and welfare effects during warmer summers • Increased incidents of wild fires • Increased frequency of flooding from drainage systems • Increase in infectious diseases in humans and livestock • Increase in pests • Increased damage to fabric and structure of buildings • Loss of business / service productivity or continuity • Increased business opportunities associated with adaptation • Increased pressure on emergency services • Increased pollution from contaminated land • Increased wildlife impacts • Increased storm related debris • Increased path erosion	
R3 The North East of England Regional Spatial Strategy to 2021 (RSS)	
Sets out the long-term strategy for the spatial development of the North East region. Key themes relevant to transport are: • Help the region mitigate and adapt to climate change • Construction and use of new infrastructure to take account of polluting effects and opportunities for enhancement of water quality • Reverse habitat fragmentation and species isolation • Contribute to sustaining the current downward trend in air pollution • Ensure the prudent use of minerals and resources • Infrastructure to support existing and new business premises • Improve access to learning and training opportunities through ICT and transport infrastructure in urban and rural areas • Improve sustainable accessibility and efficiency of	LTP3 to interpret the guidance of the RSS locally where applicable

transport movement • Encourage public transport that rebalance the transport system in favour of more sustainable modes • Improve connectivity • Sustain nationally, regionally and locally valued landscapes	
R4 North East Strategy for the Environment (2008)	
Sets out environmental priorities for the region. Those that LTP3 could help influence include: • Ensure climate change is coherently addresses in all policies • Protect and improve ground, river and water quality in the region • Ensure that land is used in a sustainable and innovative manner • Conserve and enhance biodiversity • Develop sustainable transport solutions by reducing the need to travel and adopting more sustainable practices and technologies • Protect and enhance the regions heritage assets and landscapes	The Local Transport Act requires the LTP3 to have regard to environmental policies and priorities. As such, LTP3 is to have regard to the priorities outlined in the North East Strategy for the Environment
R5 Leading the Way: Regional Economic Strategy (2006)	
Recognises that improving connectivity within the region will enable labour market accessibility, joining up areas of opportunity with areas of deprivation. It will also improve businesses access to markets and enhance communication channels. Further recognises the need to address economic exclusion within rural areas by improving the integration of rural transport and the availability of information.	LTP3 to consider how to improve the connectivity of the Borough in a way that contributes to overall regional connectivity. LTP3 policies and actions to also contribute to rural economic exclusion.
R6 A Biodiversity Audit of the North East (2001)	

Conservation of biodiversity, and the natural resources on which we all depend, is a key element of sustainable development.	LTP3 actions to minimise impact on biodiversity, and where possible to promote a reduction in dependence on natural resources.
Sub-Regional Policies, Plans, Programmes and Sustainability Objectives	
SR1 The Tees Valley Climate Change Strategy (2006-2012)	
Sets a target to achieve a minimum 8.75% reduction in CO_2 below 2000 levels. Actions relevant to the LTP3 include: • Work towards the implementation of an effective and efficient inter modal transport system	LTP3 to support this action
SR2 Environment Agency: Draft River Basin Management Plan, Northumbria River Basin District (2008)	
The plan encourages: Proactive implementation of sustainable drainage systems to reduce flood risk and urban pollution of surface waters during periods of high rainfall	LTP3 to encourage implementation of SuDS
SR3 Joint Minerals and Waste Development Plan Documents for the Tees Valley (2008)	
New development in the Tees Valley including new houses, shops, industry, offices, roads and community buildings will require minerals for construction purposes and for use in industrial processes. These new developments will also produce waste which, along with the waste from existing developments, needs to be managed.	LTP3 to require safeguarding of mineral resources and sustainable management of waste
SR4 Tees Valley City Region Business Case and City Region Development Programme (2006)	

States that the economic performance of the Tees Valley has been generally poor both compared to the UK and international comparisons. Transport related activities to address this issues include: • Provide a modern competitive transport infrastructure which improves both internal and external connectivity. • Make the most of the economic opportunities presented by our transport connections to other city regions.	LTP3 to contribute to the external connectivity of the transport system to the rest of the Tess Valley and to the city regions
SR5 Natural England Tees Lowlands Landscape Character Assessment (1994)	
Part of Darlington sits within the Tees Lowlands. Recommendations made within this report in relation to the entirety of the Tees Lowland area include: • Conservation and management of existing field boundaries • Restoration and management of both built and natural features within historic parklands and estate landscapes • Woodland planting • Countryside gateway sites and recreational access development • Enhancement of degraded river and stream corridors • Re-creation of damaged landscapes associated with intrusive infrastructure	LTP3 to consider current impact of infrastructure on landscapes and how this could be improved
SR5 Tees valley Green Infrastructure Strategy (2007)	
The strategy has two key principals: • Protect and enhance the critical elements of the existing green infrastructure within the conurbation,	LTP3 needs to consider how the existing ROW can be maintained and extended, as part of the transport network.

main towns and settlements • Develop and extend existing green infrastructure into a multi functional network linking existing and proposed green spaces	
Local Policies, Plans, Programmes and Sustainability Objectives	
Sustainable Development	
L1 Sustainable Community Strategy - One Darlington: Perfectly Placed (2008-2021)	
The vision of Darlington's Sustainable Community Strategy (SCS) is 'One Darlington, Perfectly Placed' which can be described as: One Darlington – Refers to making the most of Darlington's unique character and qualities and to building inclusion and opportunity for all. A need has been identified for gap narrowing in relation to educational attainment, health, life expectancy and access to jobs, services and facilities. Perfectly Placed – The Perfect Place in 2021 will have a strong sense of community and improved quality of life for all Darlington people, including future generations, whilst respecting local and global environmental limits. A number of priorities and work strands have been identified in the strategy. Those related to transport include: • Congestion problems are avoided to support a thriving economy • Maintain and enhance Darlington's accessibility by rail, air and road, and ease of access in the Borough	LTP3 to help deliver the priorities and work strands of One Darlington: Perfectly Placed

• Balance the need for national and international economy related travel with the need to reduce carbon emissions • Ensure that everyone across the borough has easy, affordable access to health facilities • Make provision for walking and cycling as transport modes • Plan for an ageing population • Develop transport networks and service that maintain good accessibility for everybody, contribute to health and wellbeing and economic regeneration and help to reduce carbon emissions • Provide safe and accessible transport choices for all • Build on the Local Motion programme by marketing alternative modes of transport • Reduce vehicle use and emissions • Work with bus operators to improve public transport, and with the City Region to promote the Tees Valley Metro project • Expand walking and cycling networks	
Climate Change and Energy	
L2 Darlington's Climate Change Strategy (2006-2010)	
Aims to: • Reduce Darlington's contribution to climate change and to minimise the adverse impacts of climate change on Darlington's community • reduce fuel poverty in Darlington ensuring that people have access to affordable warmth through efficient housing, heating systems and appliances • Develop supportive renewable energy policies • Promote energy efficient transport modes • Adapt to climate change by modifying where necessary buildings, settlements, livelihoods and lifestyles to cope with unpredictable, varied and potentially extreme	LTP3 to support actions within the Climate Change Strategy and further updated version of the strategy

weather	
Biodiversity and Geodiversity	
L3 County Durham Biodiversity Action Plan (2007)	
The aim of the Action Plan is to provide a series of structured action priorities for all those organisations and individuals working to conserve biodiversity in the Durham area. The structure of the Durham BAP has been adapted so that the priority habitats and species are grouped into fewer individual action plans. The other change is that targets are focused exclusively on extent and condition of priority species/habitats	LTP3 policies will need to contribute to the aims of the LBAP e.g. habitat protection and enhancement.
Economy	
L4 Darlington Gateway Strategy (2006)	
Darlington has been identified as a Gateway to the Tees Valley that if capitalised upon can generate economic and development activity. The Darlington Gateway aims to build on the success already achieved by logistics and office based employment as a result of both its unique location on the A1(M), the East Coast Main Line and the Airport together with the quality of life provided by its tradition as an historic market town. Key projects are office development at Morton Palms, new logistics development at Faverdale, the development of Darlington Town Centre, Central Park, Lingfield Point and the promotion of rail heritage	LTP3 to support the second key asset in the Gateway approach, Darlington's accessibility by rail, air and road and ease of access within the Borough. LTP3 to also support infrastructure developments required with the key projects
L5 Adding to Quality : A Development Strategy for Darlington Town Centre (2001)	

The vision of the Strategy is to improve the value of the town centre as an asset for the local economy and thereby enhance its value to the social and cultural life of the community.	The LTP3 will need to provide a positive framework to encourage the following relevant aspects: • Give the pedestrian priority within the main shopping streets • Improve connections between the core and areas outside the ring road.
Transport	
L6 Darlington's Transport Strategy 2006-2030	
The overarching Transport Strategy for Darlington seeks to: • improve accessibility to services and opportunities by providing travel options, so that all may participate in the life of their community; • tackle traffic congestion and its associated effects on local communities through a focus on sustainable travel choices, thus contributing to residents' quality of life; • make the transport network safe and secure for all; and • deliver solutions to travel needs in partnership with local people, businesses and other providers.	The Strategy element of the LTP3 will need to assess whether the issues within the Transport Strategy remain and which are priorities to be addressed through LTP3
L7 Darlington, A Town on the Move: Second Local Transport Plan 2006-11	
LTP2 aims to deliver against Darlington's Transport Strategy in the following areas: • To provide the framework for sustainable development of new and existing businesses, housing and services in Darlington; • To improve access to employment and education, particularly for those without access to a private car, those with a disability and those that have greatest need; • To tackle traffic congestion on key corridors and its	LTP3 to consider the achievements of LTP2 and to determine where issues still exist and which of these to prioritise within LTP3

potential affects on the economy and environment by making the most effective use of the transport network; • To improve travel safety and security for all by addressing the real and perceived risks; • To provide and promote travel choices to all, in particular to reduce the proportion of car driver trips; • To improve the health of the community through increasing levels of sustainable travel and improving access to health, leisure and fresh food.	
L8 Darlington Rights of Way Improvement Plan	
Identifies that access to good quality countryside is important for mental and physical health as it provides opportunities for safe outdoor recreation and exercise, for relaxation and escape from the stresses of urban life. Identifies the need to: • Provide much-improved access for all people, to semi natural areas and the countryside. • The need for good quality, accessible routes near to where people live • Better access across physical barriers, especially the road network, but also on the ROW network itself.	LTP3 to consider how to improve connectivity and linkage to the PROW network
L9 Sustainable Travel to School Strategy 2009/10	
Aims to ensure that all children and young people in Darlington have safe and equitable access to education; and where practicable for trips to/from education to be made by a sustainable travel mode	LTP3 policies and actions to support the aims of the strategy and seek to: • Encourage children and young people to ravel more often by sustainable travel modes, rather than in a car • Improve upon infrastructure at problem locations on the journey to/from education • Deliver road safety training and information to children, young people and parents/guardians • Take into account the needs of disabled pupils and

	their parents or carers to be considered when designing new infrastructure
L10 Bus Strategy 2006 - 2011	
Recognises that a quality bus system, meeting the needs of the residents of Darlington, is critical to the successful delivery of the local transport strategy. The challenges that the bus strategy are to deliver on include: • Reliability • Services that go to the places, and at the times that people need • Waiting and travelling facilities are fit for purpose and attractive • Fares are understandable and tickets interchangeable between different bus operators • Information is easily obtainable in an appropriate format for the user • People feel safe and secure	LTP3 must incorporate the need to provide a quality bus network that delivers against current issues faced by users
L11 Framework Accessibility Strategy 2006 -2011	
Sets the following vision: To ensure that everyone in Darlington has the opportunity to participate in, and contribute to, all aspects of the community. Objectives to meet the vision include: • To maintain and preferably improve, quality of life for local people • To maintain access to primary health care by public transport, especially for those with a disability affecting travel • To improve access to education and learning for young	LTP3 to address current accessibility issues in the Borough

people by bicycle	
L12 Cycling Strategy 2006-2011	
The overall aim of the strategy is to 'maximise cycling as a principle mode of transport. This is to be achieved through physical measures such as; on road lanes, off road tracks, direction signing, work place facilities cycle parking and soft measures such as training, travel planning, Information, events and marketing	LTP3 to integrate measures to encourage a greater take up of cycling activity in the Borough
L13 Darlington Parking Strategy 2006-2011	
Recognises that many trips can only be realistically be made by car. As a result provision to park a car safely but conveniently to the destination is a prime requirement for many people in Darlington. Yet others needs, such as local residents need to be taken into account when determining how parking is supplied.	LTP3 to balance the need for car parking with the need to encourage a reduction in car use and the needs of residents who may be affected by car parking schemes.
Communities	
L14 Darlington Children and Young People's Plan (2008-2011)	
Priorities relating to communities include: • Make sure everyone is safe at home, at school, outside, on the streets and is not bullied • To encourage everyone to be helpful to friends, family and neighbours and contribute to their community and environment • Create ways for children, young people and their families to have a say in the way services are provided	LTP3 to ensure that young people are consulted in the preparation of the plan. Transport services to meet the needs of young people.

L15 All our Futures, A Strategy for Later Life in Darlington (2008-2011)	
Recognises that there are 35,000 people currently living in Darlington who are aged 50 or over and that this figure is set to increase to over 40,000 by 2021 (almost half the population) As a result recognises responsibility to address the increasing role of older people in communities and to develop policies and services in order to reflect the changing needs of society. Identifies six priority areas for improvement. Those that LTP3 may be able to influence include: • Valuing Older People - a Darlington with opportunities and no barriers to full participation at all levels in society, where older people are asked their opinion on the services that affect them and the services are tailored to the needs • Improving Health and Wellbeing - Ensuring older people live longer and healthier lives, keeping active and independent with access to health and social care services when needed • A Safe Environment - Older people want to live in a safe and secure environment, which enhances quality of life. This incorporates personal safety, housing, transport, community safety and environment	LTP3 to ensure that transport services will meet the needs of older people
L16 Darlington Local Neighbourhood Renewal Strategy	
The aim of this Strategy is to: 'reduce deprivation in the eleven most disadvantaged wards within the Borough and improve the life chances of residents	LTP3 to help deliver the following priorities elements of the Neighbourhood Renewal Strategy: • Create a more attractive environment by tackling

living within these areas'.	sustainability issues to protect the natural environment and liveability issues such as litter, graffiti, dog fouling that have been identified by the community. • Develop an effective transport system. • Reduce crime and antisocial behaviour and increase the number of local people feeling safer within their community. • Encourage healthier lifestyles and reduce health inequalities.
Health and Safety	
L17 Travel Safety Strategy 2006-2011	
Aims to improve safety for everyone who travels and in particular address the fear of crime which impacts on people's travel choices and access to facilities and services. Objectives include: • Reduce accidents through engineering, encouragement, enforcement and education • Work with Partners to tackle the fear of crime whilst travelling through investment in facilities such as street lighting, secure cycle parking and CCTV • Maintain pedestrian, cycling and public transport environments as well as the road environment • Promote travel choices to encourage greater participation in walking and cycling • Introduce 20mph zones	LTP3 to address current safety issues and improve public confidence in relation to transport in the Borough
Heritage and Landscape	
L18 Darlington Borough Council Conservation Area Character Appraisals	
Conservation Area designation is the main instrument	LTP3 will need to have regard to the conservation area

available to local authorities to give effect to conservation policies for a particular neighbourhood or area. Conservation Area Character Appraisals have been undertaken for: • Coatham Mundeville (draft) • Denton • Bishopton • Northgate • Victoria Embankment • Cockerton • Piercebridge • Town Centre (Draft)	character appraisals in relation to transport infrastructure / signage etc

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I2 - United Nations http://unfccc.int/resource/docs/convkp/conveng.pdf, http://unfccc.int/kyoto_protocol/items/2830.php
I3 - Convention on Biological Diversity http://www.cbd.int/

European

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Regional

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Sub-Regional

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Appendix 2: Baseline Data

LTP3 SEA/SA Baseline 2009

Sustainable Development					
Indicator	**Quantified Data**	**Comparators**	**Targets**	**Trends**	**Source**
Ecological Footprint (EF)	5.23 global hectares per capita 0.83 gha/cap is from travel related activities (16%)	UK ecological footprint is 5.4 global hectares per Capita North East ecological footprint is 5.19 global hectares per Capita Tees Valley ecological footprint is 5.12 global hectares per Capita	Target to achieve an ecological footprint of 1.8 global hectares per capita as this is, with current population levels, a budget for sustainable living	Shows Darlington Borough has an ecological footprint of 0.17 global hectares per capita below the national average but has an ecological footprint of 0.04 global hectares per capita above the regional average and 0.11gha/cap above the Tees Valley average. Travel related activities equate to 16% of Darlington's total EF Darlington's overall ecological footprint is 3.43 global hectares per capita above the sustainable living limit and is therefore unsustainable	The Tees Valley Footprint Report (SEI) 2007 http://sei-international.org/mediamanager/documents/Publications/Future/tees_valley_footprint.pdf (accessed October 2009)

Climate Change and Energy					
Indicator	**Quantified Data**	**Comparators**	**Targets**	**Trends**	**Source**
Carbon Dioxide Emissions	CO2 emissions (kilo tonnes CO2) Industry and commercial: 353 (2005) 346 (2006) 333 (2007) Domestic: 259 (2005) 259 (2006) 250 (2007) Road Transport: 175 (2005) 171 (2006) 171 (2007) Per capita: 8.0 (2005) 7.8 (2006) 7.5 (2007)	Road Transport Hartlepool: 175 (2005) 173 (2006) 171 (2007) Middlesbrough: 330 (2005) 325 (2006) 327 (2007) Redcar and Cleveland: 236 (2005) 234 (2006) 237 (2007) Stockton on Tees: 398 (2005) 390 (2006) 390 (2007)	Government Targets: Achieve a 80% reduction in greenhouse gas emissions by 2050 Reduce UK greenhouse gas emissions by 12.5% by 2012 (Kyoto Protocol)	CO2 emissions from road transport have reduced by 4 kilo tonnes from the 2005 baseline in Darlington and are lower than emissions from the Industry and Commercial and Domestic sectors. Road Transport emissions in Darlington Borough are on par with those from Hartlepool and are less than those emitted by the other Tess Valley authorities	Emissions of carbon dioxide for local authority areas http://decc.gov.uk/en/content/cms/what_we_do/lc_uk/loc_reg_dev/ni185_186/ni185_186.aspx (2009) (accessed October 2009)
Transport using renewable fuel sources	All Council owned vehicles use a 5% mix of biofuels. Use of biofuels by the council fleet was established in 06/07	Not applicable	Target should be to encourage greater use of biofuels in the Borough	The fact that the council uses biofuels in its own fleet is a good starting point to encourage wider use throughout the	DBC Transport Policy

				borough for commercial and domestic vehicles	
Climate change predictions for the North East	Predictions under a medium emissions scenario: **2020** 2.6ºc increase in winter temperature 1.5ºc increase in summer temperature 4% increase in winter precipitation 5% decrease in summer precipitation **2050** 2ºc increase in winter temperature 2.5ºc increase in summer temperature 11% increase in winter precipitation 14% decrease in	England: **2080** 3ºc increase in winter temperature 4ºc increase in summer temperature 14% increase in winter precipitation 19% decrease in summer precipitation	Not applicable	Shows that the North East region will get increasingly warmer with drier summers and wetter winters under a medium emissions scenario. This follows the national 2080 scenario although temperature increases and precipitation increases and decreases will be less in the North East than the UK overall.	UK Climate Change Projections 2009 http://ukclimateprojections.defra.gov.uk/content/view/2149/680/index.html (accessed June 2009)

	summer precipitation **2080** 2.6ºc increase in winter temperature 3.7ºc increase in summer temperature 14% increase in winter precipitation 17% decrease in summer precipitation				
Flood Risk	Flood risk to development sites: Low probability: 1066.82ha Medium probability: 33ha High probability: 3ha	Not applicable	Not applicable	Flood risk is likely to increase over the next 25 years due to the impacts of climate change	Tees Valley Strategic Flood Risk Assessment (2007)

Environmental Protection					
Indicator	**Quantified Data**	**Comparators**	**Targets**	**Trends**	**Source**
Air Quality	There continues to be no need to	Not applicable	Government objectives for air quality currently	Road traffic is the main source of nitrogen	Air Quality in the Tees

	declare any Air Quality Management Areas as air pollutants do not exceed regulated emissions in the vicinity of target group members Local measurements of traffic related air pollutants include: Nitrogen Dioxide (40 µg/m³ max target) Cockerton Bridge Station 20 (2005) 23 (2006) 23 (2007) 20 (2008) St Cuthbert's Station 41 (2005) 42 (2006) 35 (2007) 44 (2008) Particulate Matter PM10 40 µg/m³ max target)		cover ten pollutants: • Particulate Matter (PM10 & PM2.5) – Transport is UK's primary source • Nitrogen dioxide (NOx) – Transport is UK's primary source • Ozone (O3) • Sulphur dioxide (SO2) • Polycyclic Aromatic Hydrocarbons (PAHs) – Transport is UK's primary source • Benzene – Transport is UK's primary source • 1,3-butadiene – Mainly from combustion of petrol • Carbon monoxide (CO) – Transport is UKs primary source • Lead • Ammonia	dioxide pollution at ground level, but this normally quickly disperses within a relatively short distance of the kerbside. There is no clear sign of nitrogen dioxide levels from traffic falling, with emission improvements generally being offset by traffic flow increases. Emissions exceeded the Government target at the St Cuthbert's station in 05, 06 and 08. However, there are no target group members of the public in this vicinity. Emissions of PM10 are well within the target set and have decreased at the St Cuthbert's Station. Emissions have slightly increased at the Cockerton Bridge Station but not significantly	Valley 2005-2008 http://www.darlington.gov.uk/dar_public/documents/Corporate%20Services/Public%20Protection/Environmental%20Health/Tees%20Valley%20Annual%20Report%202009.pdf (accessed October 2009)

	Cockerton Bridge Station 20 (2005) 22 (2006) 21 (2007) 21 (2007) St Cuthbert's Station 31 (2005) 34 (2006) 27 (2007) 28 (2008)				
Contaminated Land	As of 2003 Darlington Borough Council had identified more than 2000 potentially contaminated sites. As of 2009 this has reduced to 1280	Not applicable	Not applicable	Darlington Borough has a fairly substantial number of potentially contaminated sites due to its industrial past. However, the number of sites in the Borough is reducing as a result of remediation.	Darlington Borough Council, Environmental Health Darlington Borough Council, Contaminated Land Inspection Strategy http://www.darlington.gov.uk/dar_public/Documents/Development%20and%20Environment/Public%20Protection/Pollution%20and%20Regulation/Contaminated%20Land%20Strategy.pdf (2003) (accessed October 2009)
River Quality	Biological Quality (Previous General Quality Assessment Scheme). % of river length assessed as good biological quality	2005 average good rating for UK biological river quality was 54.2% 2005 average good rating for UK	Previous GQA targets have been superceded by WFD targets The WFD requires all natural inland and coastal water bodies to	Shows that in 2005 biological river quality in Darlington was below the national average by 1.82%. Under the new WFD	GQA results – Audit Commission website - http://www.areaprofiles.audit-commission.gov.uk/(twnb0f34rbgibo55tke0pp55)/DetailPage.aspx?entity=10004878

	2000 – 41.21% 2002 – 58.06% 2003 – 58.06% 2004 – 51.91% 2005 – 52.38% Chemical Quality (Previous GQA Scheme). % of river length assessed as good chemical quality 2000 – 37.48% 2002 – 39.23% 2003 – 32.34% 2004 – 48.83% 2005 – 68.61% Water Framework Directive Assessment 2008. Current Ecological Quality Tees from Greta Beck to River Skerne – Moderate Potential Tees from Skerne to the Tees Barrage – Moderate Potential	chemical river quality was 57.08% Draft results for assessed rivers in England and Wales show that for overall ecological classification 23% of rivers are good or better, 60% are moderate, 12% are poor and 4% are bad	obtain 'good ecological status and chemical status by 2015. Artificial or heavily modified water bodies need to achieve a good 'ecological potential and chemical status by 2015.	assessment method, ecological quality (which includes biological quality) credits Darlington's rivers and tributaries as being of either a Moderate or of Moderate potential status. The ecological quality will need to improve to achieve 'good' status by 2015 In terms of chemical quality the previous GQA shows that in 2005 chemical river quality in Darlington was above the national average by 11.53%. However, under the Water Framework Directive scheme a pass or a fail is awarded. Of Darlington's rivers and tributaries that have been assessed all currently fail. The Draft River Basin Management Plan for the Northumbria River	(accessed October 2009) WFD results – Environment Agency website - http://maps.environment-agency.gov.uk/wiyby/wiybyController?value=Darlington&lang=_e&ep=map&topic=wfd_rivers&layerGroups=default&scale=3&textonly=off (accessed October 2009) Draft Northumbria River Basin Management Plan – Environment Agency website - http://wfdconsultation.environment-agency.gov.uk/wfdcms/en/northumbria/Intro.aspx (2009) (accessed October 2009)

	Neasham Stell (Tees trib) – Moderate Lustrum Beck (Tees trib) – Moderate Potential Skerne from Woodham Beck to River Tees – Moderate Potential Dene Beck (Skerne trib) – Moderate Bishopton Beck – Moderate Current Chemical Quality Tees from Greta Beck to River Skerne – Fail Tees from Skerne to the Tees Barrage – Fail Neasham Stell (Tees trib) – Not yet assessed Lustrum Beck (Tees trib) – Not yet assessed Skerne from Woodham Beck to River Tees – Fail Dene Beck (Skerne trib) – Not yet assessed			Basin indicates that the WFD 100% ‘good’ status will not be met. Only 68% of surface water bodies will achieve ‘good’ ecological and chemical status and this is by 2027 not 2015	

	Bishopton Beck – Not yet assessed				
Groundwater Quality	Quantitative and chemical quality status of the Magnesian Limestone Aquifer is poor	Not applicable	The Water Framework Directive requires all natural inland and coastal water bodies to obtain 'good ecological status and chemical status by 2015	Predicted status of Darlington's groundwater remains poor by 2015. The Magnesiam Limestone groundwater body has issues with respect to both quality and quantity. The particular issues are nitrates, mine water pollution and potential abstraction pressures throughout the area. A rising trend in nitrate concentration in the groundwater body has been identified and will be addressed and mitigated by the Nitrate Pollution Prevention Regulations 2008.	Environment Agency website http://maps.environment-agency.gov.uk/wiyby/wiybyController?x=428500.0&y=514500.0&scale=3&layerGroups=default&location=Darlington,%20Darlington&ep=map&lang=_e&textonly=off&topic=wfd_groundwaters#x=431289&y=514743&lg=2,7,9,&scale=4 (accessed April 2009)
% of roads / highways that incorporate SuDS	The DETC incorporates SuDS. Other roads built by private developers may also incorporate SuDS but this figure is not known	Not applicable	Target should be for all road infrastructure to incorporate SuDS where possible	No trend available	DBC Highways Maintenance

Biodiversity and Geodiversity					
Indicator	**Quantified Data**	**Comparators**	**Targets**	**Trends**	**Source**
Designated Sites -Sites of Special Scientific Interest	4 Sites of Special Scientific Interest: Neasham Fen – 2.2 ha – Favorable – (designated as a geological SSSI) – Provides an important record of Flandrian vegetation history and environmental change – 100% meeting PSA target Hell Kettles – 3.51 ha – Unfavorable, recovering - Only site in County Durham area where open water fed by calcareous springs occur. Only site with	Overall condition of SSSI's in the Durham County area: Favorable – 16.78% Unfavorable, recovering – 67.46% Unfavorable, no change – 13.27% Unfavorable declining – 2.05% Destroyed / Part destroyed – 0.44%	The Government's Public Service Agreement (PSA) target is to have 95% of the SSSI area in favourable or recovering condition by 2010	All of Darlington's SSSI's currently meet the PSA target. A greater percentage (75%) are in a favourable condition compared to the 16.78% at the County level	Natural England website - http://www.natureonthemap.org.uk/map.aspx?m=sssi (accessed October 2009)

	saw-sedge dominated swamp, very rare and local wetland plants – 100% meeting PSA target Redcar Field – 0.68 ha – Favorable - Supports a range of fen vegetation types not found at any other site in County Durham. Only site known to contain fen meadow – 100% meeting PSA target Newton Ketton Meadow – 1.9ha – Favorable - One of the very few surviving unimproved hay meadows in the coastal plain between the River Tyne and Tees – 100% meeting PSA				

	target • Total hectares designated – 8.29 ha • % of Borough = 0.04%				
Designated Sites – Local Nature Reserves	Darlington has 8 LNR's and 3 community woodlands: The Whinnies LNR – 11.46ha – Diverse site of grassland, woodland and wetland. Home to a variety of unusual orchids and butterflies Drinkfield Marsh – 5.77ha – Home to many over wintering birds Brinkburn – 1.76 ha – dominated by a pond and wet woodland Brankin Moor – 1.82ha – Includes	Not applicable	Natural England target of 1ha of Local Nature Reserve per 1,000 of the population	Darlington currently falls short of Natural England's target by 0.35 ha / 1000 of the population	Darlington Borough Council website - http://www.darlington.gov.uk/dar_public/documents/Community%20Services/CountrysideandROW/Green%20Spaces%20information.pdf (accessed October 2009)

	a woodland rich in orchids and other woodland plants Geneva wood – 13.12ha – small woodland site Rockwell – 22.16ha green space in the heart of the town Maidendale Fishing and Nature Reserve – 7.51ha – Includes wetlands and grasslands West Park – 0.5ha - contains chalk grassland • Total hectares designated – 64.1 ha • % of Borough = 0.32% • Equates to 0.64 ha/1,000 pop				

NI 197 Improved Local Biodiversity	2008/09 Total Number of sites in the Local Authority area: 45 Number of sites in the Local Authority area where positive conservation management has been or is being implemented during the last five years: 6 Proportion of local sites where positive conservation management has been or is being implemented: 13%	2008/09 Proportion of local sites where positive conservation management has been or is being implemented: Hartlepool: 24% Middlesbrough: 35% Redcar and Cleveland: 13% Stockton: 29%	None set (baseline year)	Shows that Darlington Borough with Redcar and Cleveland has the lowest proportion of local sites where positive conservation management has been or is being implemented of the Tees Valley authorities	Hub Data https://www.hub.info4local.gov.uk/DIHWEB/Homepage.aspx (accessed October 2009)
Priority habitats	Darlington contains the following Priority Habitats listed in the UK Biodiversity Action Plan (BAP): Lowland	Not applicable	Overarching target: On an annual basis, ensure that there is no loss in the extent or quality of the North East Region's existing resource of UK BAP habitats	Lowland Meadows – no comprehensive account of decline in Durham BAP area but in the UK individual counties have reported an annual loss of 10% Lowland Calcareous	Biodiversity Targets and Indicators for the north east of England (NE Biodiversity Forum) (http://www.nebiodiversity.org.uk/docs/2.pdf) (2004) (accessed October 2009)

	meadows (5.1ha) Lowland calcareous grassland (0.6ha) Lowland dry acid grassland (1ha) Fens (1ha) Reedbeds (0.5ha) Purple moorgrass and rush pastures (0.55ha) Wet woodland (extent unknown)		Targets for UK BAP Habitats in Darlington Lowland meadows – 100% to be favourably managed and creation of an additional 50ha by 2010 Calcareous Grassland – 100% to be favourably managed and creation of an additional 200ha by 2010 Dry acid grassland – 100% to be favourably managed and creation of an additional 10ha by 2010 Fens – Ensure appropriate water quality and quantity for the continued viability of fens Reedbeds – Rehabilitate 20ha of reed in key areas and create 50ha of new reedbed by 2010 Purple moor grass and rush pasture – 100% to be favourably managed and creation of an additional 5ha by 2010 Wet woodland – To maintain and increase	Grassland – Has declined markedly since the Second World War largely through agricultural intensification Lowland Dry Acid Grassland – Continues to be a rare and fragmented resource in the Durham BAP area Fens and Reedbeds – Continue to be fragmented habitats with numerous threats Purple Moor Grass and rush Pastures – no trend identified Wet Woodland – Drainage and over abstraction of water can lead to a loss of woodland. Also removal of birch, willow and alder scrub from wetland sites because of a perceived threat to the existing conservation value means that new	A Biodiversity Audit of the North East (NE Biodiversity Forum) (http://www.nebiodiversity.org.uk/docs/1.pdf) (2001) (accessed October 2009) Durham Biodiversity Action Plan http://www.durhambiodiversity.org.uk/planstructure3.htm (accessed October 2009)

			the extent of wet woodland in the Durham BAP area by 50ha through rewetting and/or planting schemes	woodland does not get a chance to develop	
Priority Species	Darlington contains the following Priority Species listed in the UK Biodiversity Action Plan (BAP): **Mammals** Water Vole Brown Hare European Otter Pipistrelle Bat **Birds** Skylark Linnet Reed Bunting Corn Bunting Spotted Flycatcher Tree Sparrow Grey Partridge Bullfinch Song Thrush **Amphibian**	Not applicable	Targets for UK BAP species in Darlington Water vole: To expand the current range of water vole in the Durham BAP area by 50% Brown Hare: No target set as widespread European Otter: By 2010, restore breeding otters to all catchments and coastal areas where they have been recorded since 1960. Pipistrelle Bat: No targets set due to difficulty in monitoring Skylark: To maintain the range of breeding skylark Linnet: To maintain the	Water Vole – current population trend is uncertain Brown Hare – Little information on population trends but believed to be widespread Otter – Widespread on the Derwent, Wear and Tees. The Skerne remains to be fully colonised. Pipistrelle Bat – ubiquitous throughout the whole of the DBAP area Skylark – Numbers are down by about 38% since 1994 in the region as a whole Linnet – very common and well distributed	Durham Biodiversity Action Plan http://www.durhambiodiversity.org.uk/planstructure3.htm (accessed October 2009)

	Great Crested Newt **Crustacean** White Clawed Crayfish		range of Linnet Reed Bunting: Target not set yet Corn Bunting: To increase the range in the Durham BAP area Spotted Flycatcher: No target set Tree Sparrow: To increase the range in the Durham BAP area. Grey Partridge: No target found Bullfinch: No target found Song Thrush: To maintain the range Great Crested Newt: To maintain and expand the range White Clawed Crayfish: To maintain and expand the range	specie Reed Bunting – Declined nationally by over 60% since the 70's but remains widespread in lowland areas. The DBAP breeding population is between 500 and 800 pairs Corn Bunting – Have decreased by at least 95% in the North East since the 70's Spotted Flycatcher – In sharp decline Tree Sparrow – Have decreased by at least 50% in the North East since the 70's. Locally common but sparsely distributed in Durham Grey Partridge – No trend found Bullfinch – No trend found Song Thrush – Populations are fairly	

				stable at low numbers. Suffered a slight decline since 2004 Great Crested Newt – Suffered a decline in recent years. Studies indicate a national rate of colony loss of approximately 2% over 5 years White Clawed Crayfish – Thought to have declined dramatically over recent decades in the DBAP area	

Waste and Minerals					
Indicator	**Quantified Data**	**Comparators**	**Targets**	**Trends**	**Source**
% of transport construction projects that have used recycled aggregates	No figures as such. Wherever possible recycled aggregates are used in all maintenance schemes. Materials such as kerbs and flagstones are also reused as much as possible	Not applicable	Target should be to reduce, reuse and recycle as much material as possible associated with road maintenance and construction	No trend available	DBC Highways maintenance

Economy					
Indicator	**Quantified Data**	**Comparators**	**Targets**	**Trends**	**Source**
VAT registered businesses	**NI171** new businesses registering for VAT and PAYE per 10, 000 resident population: 39.5 (2002) 43.2 (2003) 45 (2004) 49.2 (2005) 40.70 (2006) 47.70 (2007)	North East Average: 44.20 (2007) Hartlepool: 24.7 (2002) 28.7 (2003) 31.3 (2004) 36 (2005) 39.3 (2006) 47.9 (2007) Middlesbrough: 29.1 (2002) 31 (2003) 27.4 (2004) 29.1 (2005) 29 (2006) 41 (2007) Redcar and Cleveland 23.9 (2002) 28.7 (2003) 28.5 (2004) 30.2 (2005) 27.5 (2006) 40.6 (2007)	No local targets set	Shows an in increase of 8.2 business registration per 10,000 resident populations over the period 2002 to 2007. However, this rate of improvement is lower than that demonstrated by the other Tees Valley authorities despite Darlington's 2007 end figures being greater than Middlesbrough, Redcar and Cleveland and the North East Average. Unfortunately, there are no further figures available for 2008 or 2009 which would help indicate how the economic downturn has impacted on business start up in the Borough	Hub Data https://www.hub.info4local.gov.uk/DIHWEB/Homepage.aspx (accessed October 2009)

		Stockton on Tees 34.2 (2002) 35.9 (2003) 39.4 (2004) 35.7 (2005) 33.3 (2006) 49.4 (2007)			
Employment by industrial sector	Manufacturing: 9.9% (was 14.1% in 2004) Construction: 11.1% Distribution, hotels and restaurants: 23.1% Transport and communication: 9.1% (was 10.7 in 2005) Finance, IT, other business activities: 14.8% (was 15.6% in 2004) Public administration, education and	Manufacturing: 12.5% (NE), 10.6% (GB) Construction: 5.7% (NE), 4.9% (GB) Distribution, hotels and restaurants: 21.8% (NE), 23.3% (GB) Transport and communication: 5.2% (NE), 5.9% (GB), 2.2% (Hartlepool), 3.8% (Middlesbrough), 6.5% (Redcar and Cleveland), 7.2% (Stockton) Finance, IT, other business activities: 16.5% (NE), 21.6% (GB) Public administration, education and health: 32.2%	Not applicable	Shows public administration, education and health employs the most individuals in Darlington. Employment in the manufacturing sector has declined since 2004 Construction in Darlington is significantly higher than the regional (by 5.4%) and national (by 6.2%) averages. This sector has experienced a steady rise in employment since 2004 although this may have been impacted by the economic downturn Transport and communication suffered	NOMIS website – https://www.nomisweb.co.uk/reports/lmp/la/2038432081/report.aspx?town=Darlington (2007) (accessed October 2009)

	health: 27.4% Other services: 4.1% Tourism related: 7.8%	(NE), 26.9% (GB) <u>Other services:</u> 4.8% (NE), 5.2% (GB) <u>Tourism related:</u> 8.2% (NE), 8.2% (GB)		a slight decline since 2005 and 2007. However, the percentage employed in this sector is higher in Darlington than the other Tees Valley authorities or the North East and GB averages Finance, IT and other business activities in Darlington is significantly lower than the national (by 6.8%) averages. This sector has also experienced a slight decline since 2004.	
Tourism	The three year average revenue for tourism in Darlington for 1997-1999 was £54.2 million	Hartlepool - £25.6 million Redcar and Cleveland - £48.2 million Stockton - £89 million Middlesbrough - £98.5 million	Not applicable	2007 2.2 million overnight trips were made to the Tees Valley. A further 13 million day trips were made. Tourism expenditure generated a total of £540 million for the Tees Valley economy	A Tourism Strategy for the Tees Valley (2003) http://www.teesvalleypartnership.co.uk/pdf/strategic_documents/TVP-tourism-strategy.PDF Draft Economic Assessment
Employment land availability	348.18 ha (2004/05) 769.51 ha	Not applicable	Not applicable	The amount of employment land available for	Darlington Borough Council Annual Monitoring Reports –

	(2006/07) 769.51 ha (2007/08)			development has increased since 2004. This could result in an increase in new business developments in the Borough requiring transport infrastructure	http://www.darlington.gov.uk/Generic/SearchResults.htm?q=annual+monitoring+report
Travel to work mode	Car – 56.07% Walk – 11.83% Bus – 10.15% Bicycle – 2.21% Motorcycle – 0.64% Rail – 1.12% Taxi – 0.97% Other – 0.58%	**England:** Car – 54.92% Walk – 9.99% Bus – 7.51% Bicycle – 2.83% Motorcycle – 1.11% Rail – 4.23% Taxi – 0.52% Other – 0.46%	Target should be to ensure individuals use more sustainable means to travel to work	A higher percentage of the working population use a car to get to work than the national average. However a higher percentage also walk or use the bus to get to work than the national average.	ONS, Census Method of Travel to Work – Resident Population http://www.neighbourhood.statistics.gov.uk/dissemination/LeadTableView.do?a=3&b=276816&c=Darlington&d=13&e=15&g=387623&i=1001x1003x1004&m=0&r=1&s=1242911087343&enc=1&dsFamilyId=283 (updated June 2006) (Accessed October 2009)
Distance travelled to work	Works from home – 8.2% <2km – 27.4% 2km<5km – 26% 5km<10km – 8.6% 10km<20km – 10.4% 20km<30km – 8.4% 30km<40km –	**England:** Works from home – 9% <2km – 19.9% 2km<5km – 20% 5km<10km – 18.2% 10km<20km – 15.2% 20km<30km – 5.3%	Not applicable	Shows that the majority of residents in the Borough travel less than 2km (1.2 miles) to work. The second greatest percentage of residents travel between 2km to 5km (1.2 to 3.1 miles)	ONS Distance Travelled to Work - http://www.neighbourhood.statistics.gov.uk/dissemination/LeadTableView.do?a=3&b=276816&c=Darlington&d=13&e=16&g=387623&i=1001x1003x1004&m=0&r=1&s=1242915958843&enc=1&dsFamilyId=121 (updated November 2004) (accessed

	1.4% 40km<60km – 2.3% 60km+ 3.2%	30km<40km – 2.3% 40km<60km – 2.1% 60km+ 2.7%			October 2009)
Changes in peak period traffic flows Congestion	5533 (2004/05) 5232 (2007/08) **NI 167**: Congestion – average journey time per mile during the morning peak 6 minutes (2007/08) Not available (2008/09)	Not available	5533 (2004/05) 5633 (2007/08)	Shows a reduction in peak period traffic flow of 301 vehicles between 04/05 and 07/08	Second Local Transport Plan Delivery Report 2008
Access to employment by public transport	**NI 176** 81.4 (2007) 80.06 (2008)	Hartlepool: 78.9 (2007) 79.5 (2008) Middlesbrough: 81.5 (2007) 80.4 (2008) Redcar & Cleveland: 80.18 (2007) 79.42 (2008) Stockton 81.28 (2007)	No local target set	Shows that the majority of the working age population can access employment by public transport. However, this has reduced by 1.34% between 07 and 08. Similar reductions have also occurred across the other Tees Valley authorities.	Hub Data https://www.hub.info4local.gov.uk/DIHWEB/Homepage.aspx (accessed October 2009)

		81.26 (2008)			
Number of business travel plans	**2008** 23 businesses with or developing a travel plan (30% of Darlington's total workforce) **2009** 28 businesses with or developing a travel plan	Not applicable	Target should be to increase the number of businesses with travel plans	The number of businesses with business travel plans are increasing in the Borough	Darlington – Sustainable Travel Demonstration Town – Travel behaviour research http://www.darlington.gov.uk/dar_public/documents/Localmotion/Local_Motion_in_Darlington_final_report_FINAL_DRAFT_UPDATED.pdf DBC Transport Policy

Transport					
Indicator	**Quantified Data**	**Comparators**	**Targets**	**Trends**	**Source**
Access to services	**NI175**: Access to services and facilities by public transport, walking and cycling 94% (2007/08)	Not available	**Local Targets:** 08/09 – 94% 09/10 – 94% 10/11 – 94%	Shows that the majority of the population are able to access services without the use of a car. Local targets have been met	Darlington Borough Council Policy Department Darlington Borough Council Corporate Plan 2008-2012
Vehicle ownership	**Darlington** No vehicle: 31.24% 1 vehicle: 45.2% 2 vehicles: 19.6% 3 vehicles: 3% 4 or more	**NE** No vehicle: 35.9% 1 vehicle: 43% 2 vehicles: 17% 3 vehicles 2.7 4 or more vehicles: 0.7%	Not applicable	Shows that less households in Darlington are without a vehicle than the North East and UK averages. Also shows that Darlington households	ONS Car or Van - http://www.neighbourhood.statistics.gov.uk/dissemination/LeadTableView.do?a=3&b=276816&c=Darlington&d=13&e=15&g=387623&i=1001x1003x1004&m=0&r=1&s=124

	vehicles: 0.8%	**UK** No vehicle: 26.8% 1 vehicle: 43.6% 2 vehicles: 23.5% 3 vehicles: 4.5% 4 or more vehicles: 1.3%		have a greater percentage of vehicle ownership than the regional average. This level of ownership is slightly below the UK average in relation to 2, 3 and 4 or more vehicles.	2911087328&enc=1&dsFamilyId=51 (updated March 2007) (accessed October 2009)
Number of cars owned	42,200 (2004) 44,000 (2008)	Not available	Not applicable	Shows an increase of 1,800 cars owned in the Borough over a 4 year period. This is a total increase of 4%	Darlington – Sustainable Travel Demonstration Town – Travel behaviour research http://www.darlington.gov.uk/dar_public/documents/Localmotion/Local_Motion_in_Darlington_final_report_FINAL_DRAFT_UPDATED.pdf (March 2009)
Car Mileage	Total kilometres per year (everyday days) in millions 355.4 (2004) 321.1 (2008)	Not available	Not applicable	Shows a reduction of 34.3 million km per year	Darlington – Sustainable Travel Demonstration Town – Travel behaviour research **http://www.darlington.gov.uk/dar_public/documents/Localmotion/Local_Motion_in_Darlington_final_report_FINAL_DRAFT_UPDATED.pdf** (March 2009)
% change in transport mode choice (2004-	Walk – plus 4% Bicycle – plus 2% Motorcycle – no	Not applicable	Target should be to increase the % change towards more	The Local Motion project has increased walking and cycling and	Darlington – Sustainable Travel Demonstration Town

2008)	change Car as driver – minus 4% Car as passenger – minus 2% Bus – no change Other public transport – no change		sustainable transport means	reduced car use in the town. The project has not influenced the use of public transport	– Travel behaviour research http://www.darlington.gov.uk/dar_public/documents/Local motion/Local_Motion_in_Darlington_final_report_FINAL_DRAFT_UPDATED.pdf (March 2009)
Reasons for travel	**2008** Work: 20% Work related business: 2% Education: 10% Shopping: 23% Personal business: 4% Escort: 10% Leisure: 31%	Not applicable	Not applicable	Shopping and leisure are the largest trip generators, accounting for over half (54%) of all trips in the Borough	Darlington – Sustainable Travel Demonstration Town – Travel behaviour research http://www.darlington.gov.uk/dar_public/documents/Local motion/Local_Motion_in_Darlington_final_report_FINAL_DRAFT_UPDATED.pdf (March 2009)
LTP area wide traffic flows	851 (2003) 849 (2004) 860 (2005) 874 (2006) 872 (2007)	Not applicable	Target should be for traffic flows not to exceed TEMPRO growth projections of 8.6%	Shows that traffic flows have increased by just 2.5% between 2003 and 2007. This is well below TEMPRO projections	Darlington: A Town on the Move. Second Local Transport Plan Delivery Report 2008
Cycling trips	Trips per person and year: 14 (2004) 33 (2008) % of people using a bicycle per day 2% (2004)	Not applicable	Target should be to increase cycling trips and the % of people using a bicycle per day	Shows an increase of 19 cycling trips per person per year and a 3% increase in the % of people using a bicycle to travel	Darlington – Sustainable Travel Demonstration Town – Travel behaviour research http://www.darlington.gov.uk/dar_public/documents/Local motion/Local_Motion_in_Darlington_final_report_FINAL_DRAFT_UPDATED.pdf

	5% (2008)				(March 2009)
% of trips that are walk trips	29% (2009)	Not applicable	27% LTP2 target	Shows that the % of walk trips are ahead of target	DBC – Transport Policy Team
Children travelling to school – mode of transport usually used	**NI 198** (Aged 5-15) **Car including vans and taxis** 22.6% (06/07) 22.8% (07/08) 21.3% (08/09) **Car share** 2.4% (06/07) 2.9% (07/08) 3.1% (08/09) **Public transport** 16.6% (06/07) 16.0% (07/08) 15.7% (08/09) **Walking** 55.4% (06/07) 55.1% (07/08) 56.5% (08/09) **Cycling** 2.9% (06/07) 2.9% (07/08) 3.0% (08/09) **Other**	Not applicable	Children travelling to school mode of transport usually used (car) 21.8% (2009) 20.8% (2010) 19.8% (2011)	Shows that a greater % of children walk to school than any other mode of transport and this is increasing slightly. Other increases include a slight increase in cycling, car sharing and other modes. Shows a decrease in use of cars (including vans and taxis) which slightly exceeds targets and a decrease in use of public transport modes	DBC Transport Policy

	0.2% (06/07) 0.3% (07/08) 0.5% (08/09)				
Number or % of schools with school travel plans	36 out of 44 schools have a travel plan (82%) This figure includes private schools	Not applicable	Target for all schools to have a travel plan by 31/03/10	Shows that DBC is on target to meet its 100% target for 31/03/10. 2 out of the 4 private schools are currently progressing a plan	DBC Transport Policy
% of rights of way that are easy to use by the public	72.5% (2008) 75% (2009)	Not applicable	Target should be for 100% of rights of way to be easy to use	Shows an increase of 2.5% in the % of rights of way that pass the survey and are deemed easy to use	DBC Countryside Team
Usage of the PROW network	Footpaths – 280km Bridleways – 66km Byways – 0.13km • 30km are located within the town of Darlington itself. • 45% of the population say that they use the network either never or very occasionally • 20% say that they use the network once a month	Not applicable	Not applicable	The % of the population using the Darlington countryside as a place for quality walking, cycling or riding is very low – less than 5% of the population Only 9% of paths are judged to be of a very high quality and have a high level of usage. Further surveys will identify whether this trend is improving or worsening	Darlington's Right of Way Improvement Plan – http://www.darlington.gov.uk/dar_public/documents/Development%20and%20Environment/Countryside/ROWIP%20summary%201.pdf (accessed November 2009)

	• 35% are regular users				
Increase in PROW and cycle routes	Increase of 2.3km bridleways (2004-2009) Increase of 1km footpaths (2004-2009) Cycle paths 20 – 41km (2005-2009)	Not available	No local target set	Slight increase in bridleway and footpath length. However, good increase in cycle paths due to Cycle Demonstration Town Project	DBC Countryside Team Cycle Town Review 2005/2009
Local bus and light rail passenger journey's originating in the authority area	**NI 177** 8312854 (2009)	Not available	No local target set. However, target should be to increase local bus and light rail journey's to help relive congestion and to reduce greenhouse gas emissions from private car use	Further data is required to establish whether journeys are increasing or decreasing in the Borough	Hub Data https://www.hub.info4local.gov.uk/DIHWEB/Homepage.aspx (accessed November 2009)
Rail patronage	Increase of 25.9% (2003/04-2007/08	Not available	Not applicable	Rail patronage is improving which co-incides with improvements to railway stations in the Borough	Second Local Transport Plan Delivery Report 2008
Bus passenger journeys (millions)	10.069 (03/04) 9.591 (04/05) 8.780 (05/06) 8.830 (06/07) 8.614 (07/08)	Not available	10.0691 (03/04) 9.591 (04/05) 9.150 (05/06) 8.920 (06/07) 8.740 (07/08)	Bus patronage has declined by 1.455 million trips between 2003 and 2008. This decline is anticipated with an increase in car ownership and second car ownership. However	Darlington: A Town on the Move. Second Local Transport Plan Delivery Report 2008

				the rate of decline is greater than the local targets set	
Transport related satisfaction levels	Satisfaction with road maintenance and repairs: 33.8% (2008) 38.6% (2009) Satisfaction with local transport information: N/A (2008) 40.9% (2009) Satisfaction with local bus services N/A (2008) 44.9% (2009)	Not applicable	Not applicable	Satisfaction with road maintenance and repairs has increased. However, the majority of respondents (61.4%) claimed to be dissatisfied 40.9% of respondents are satisfied with local transport information. However, more than half (59.1%) are dissatisfied 44.9% of respondents are satisfied with local bus services. However, more than half (55.1%) are dissatisfied	Darlington Borough Council Community Survey http://www.darlington.gov.uk/Democracy/Statistics+and+Surveys/CommunitySurvey.htm (accessed November 2009)
Bus services running on time	**NI 178** Proportion running on time 66% (2009) Excess waiting time for frequent services 1.63 minutes (2009)	Not available	75% (08/09) 77.5% (09/10) 80% (10/11) 82.5% (11/12)	Shows that 34% of bus services were not running on time during 08/09. Local targets were missed by 9%. Previous data is required to establish whether this indicator is improving or not	Hub Data https://www.hub.info4local.gov.uk/DIHWEB/Homepage.aspx (accessed November 2009) Darlington Borough Council Corporate Plan 2008-2012

Communities					
Indicator	**Quantified Data**	**Comparators**	**Targets**	**Trends**	**Source**
Size of the borough	196.8km^2	Not applicable	Not applicable	Not applicable	ONS Region in Figures
Population Density (people per hectare)	4.95 (2001) 5.06 (Mid 2007)	**North East:** 2.93 (2001) 2.99 (Mid 2007) **England:** 3.77 (2001) 3.92 (Mid 2007)	Not applicable	Shows that population density has increased in Darlington. Darlington's density per hectare is 2 people more than the regional average and 1 person more than the national average.	ONS population density - http://www.neighbourhood.statistics.gov.uk/dissemination/LeadTableView.do?a=3&b=276816&c=Darlington&d=13&e=13&g=387623&i=1001x1003x1004&m=0&r=1&s=1243424996839&enc=1&dsFamilyId=789 (accessed November 2009) ONS Mid 2007 population figures - http://www.statistics.gov.uk/statbase/Product.asp?vlnk=15106 (accessed November 2009)
Total resident population	97,938 (2001) 99,300 (Mid 2006) 100,000 (Mid 2007)	North East: 2,515,422 (2001) 2,555,700 (Mid 2006) 2,564,500 (Mid 2007)	Not applicable	Shows a steady increase of 2.2% (2,162 persons over the period) Over the same period the North East showed an increase of 1.9%	ONS population 2001 - http://www.neighbourhood.statistics.gov.uk/dissemination/LeadKeyFigures.do?a=3&b=276816&c=Darlington&d=13&e=16&g=387623&i=1001x1003x1004&m=0&r=1&s=1243430550564&enc=1 (accessed November 2009) ONS Mid 2007 population figures - http://www.statistics.gov.uk/s

					tatbase/Product.asp?vlnk=15106 (accessed November 2009)
Urban / Rural population	Darlington town – 87% Darlington surrounds – 13%	Not applicable	Not applicable	Shows that the majority of Darlington's population lives in the urban centre of Darlington Borough	Sustainable Community Strategy - One Darlington: Perfectly Placed (2008-2021)
Males and females as a % of the total population	**Males:** 12.4% (0-9 years) 13.2% (10-19 years) 11.4% (20-29 years) 28% (30-49 years) 24.8% (50-69 years) 10.2% (70+) **Females:** 11.1% (0-9 years) 12% (10-19 years) 11.1% (20-29 years) 28% (30-49 years) 23% (50-69 years) 14.2% (70+)	**England Males:** 12% (0-9 years) 13% (10-19 years) 14% (20-29 years) 29% (30-49 years) 22% (50-69 years) 10% (70+) **England Females:** 11.1% (0-9 years) 12% (10-19 years) 13% (20-29 years) 28.3% (30-49 years) 22.3% (50-69 years)	Not applicable	Darlington's pattern for males as a percentage of the total population roughly follows the trends seen at a national level, a population increasing with age Darlington's pattern for females as a percentage of the total population roughly follows the trends seen at a national level, a population increasing with age	ONS Mid 2007 population figures – http://www.statistics.gov.uk/statbase/Product.asp?vlnk=15106 (accessed November 2009)

		14.3% (70+)			
Ageing population	**% change in Darlington's population between 2004 and 2025** 0-14 years – minus 1.9% 15-24 years – minus 1.4% 25- 64 years – minus 1.9% 65-74 years – plus 1.4% 75-84 years – plus 1.6% 85+ - plus 1.2%	**Not applicable**	Not applicable	Shows a decrease in those aged 0 to 64 of 5.2% and an increase in those aged 65 to 85+ of 4.2%. Indicates that the population is ageing with the greatest increase in those aged 75-84.	NHS Darlington: Joint Strategic Needs Assessment 2008
Predicted resident population	101,000 (2009) 101,600 (2010) 102,300 (2011) 105,800 (2016) 109,300 (2021)	Not applicable	Not applicable	Shows that the resident population will increase by 8,300 over the next 12 years	Tees Valley Joint Strategy Unit - http://www.teesvalley-jsu.gov.uk/old/tvstats/index.htm (accessed November 2009)
Migration (2001)	Moves into Darlington: 11,100 Moves out of Darlington: 10,800 Main gaining wards:	Not applicable	Not applicable	Shows that 300 more residents moved into Darlington than out in 2001	Tees Valley Joint Strategy Unit - http://www.teesvalley-jsu.gov.uk/old/tvstats/index.htm (accessed November 2009)

	Middleton St George Main Losing Wards: Eastbourne Haughton North Northgate				
Racial Profile	97.86% White 0.38% Chinese/Other ethnic group 0.48% Mixed race 0.93% Asian/Asian British 0.22% Black/Black British	**England:** 94.06% White 0.7% Chinese/Other Ethnic Groups 1.01% Mixed Race 2.87% Asian/Asian British 1.36% Black/Black British	Not applicable	Ethnic groups within the Borough are lower than the England average. The population is predominantly white.	ONS Census Ethnic Group (2001) - http://www.neighbourhood.statistics.gov.uk/dissemination/LeadTableView.do?a=3&b=276816&c=Darlington&d=13&e=15&g=387623&i=1001x1003x1004&m=0&r=1&s=1243516647390&enc=1&dsFamilyId=47 (accessed November 2009)
Deprivation	Darlington has 63 LSOA **Worst 3% nationally**: 2 Rank: 974 or below **Worst 10% nationally**: 7 Rank: 3248 or below	Not applicable	Target should be to decrease the number of LSOA's in the worst 3% and 10%	Shows that there is a large gap between those that live in the most deprived and least deprived areas. Overall Darlington ranks 95th most deprived out of 354 authorities in England	Indices of Multiple Deprivation (2007) - http://www.communities.gov.uk/communities/neighbourhoodrenewal/deprivation/deprivation07/ (accessed November 2009)

	Best 10% nationally:2 Rank: 29,233 or above **Best 20% nationally**:11 Rank 25,985 or above				
Influence	**NI4:** % of people who feel they can influence decisions in their locality: 29% (2007) 29.9% (2008)	2008 Hartlepool – 31.3% Middlesbrough – 34.9% Redcar and Cleveland – 20.9% Stockton – 28.2%	**Local Targets**: 31% (2008) 33% (2009) 35% (2010) 37% (2011)	Shows a 0.9% increase in the perceptions of social influence. However the 2008 target was not met and overall the majority of respondents 70% felt that they can not influence decisions in Darlington	Hub Data https://www.hub.info4local.gov.uk/DIHWEB/Homepage.aspx (accessed November 2009) Darlington Borough Council Corporate Plan 2008-2012
Satisfaction	**NI5**: Overall general satisfaction with local area: 76% (2007) 79% (2008)	2008 Hartlepool – 76.5% Middlesbrough – 73.8% Redcar and Cleveland – 71.6% Stockton on Tees – 77.8%	**Local Targets**: 80% (2008) 81% (2009) 82% (2010) 83% (2011)	Shows that the majority of respondents are satisfied with Darlington as a place to live and that this is improving. Darlington's performance is similar to other Tees Valley authorities in this area. However, the local 80% target for 2008 was not met.	Darlington Borough Council Policy Department (Place Survey) Darlington Borough Council Corporate Plan 2008-2012

Health and Safety					
Indicator	**Quantified Data**	**Comparators**	**Targets**	**Trends**	**Source**
Male and female life expectancy at birth	**Males:** 74.80 (2001/03) 74.70 (2002/04) 75.20 (2003/05) 75.20 (2004/06) **Females:** 79.60 (2001/03) 79.90 (2002/04) 80.00 (2003/05) 80.00 (2004/06) **Inequalities:** Reported 13 year difference in life expectancy between the most and least deprived wards.	**North East Males:** 74.70 (2001/03) 74.90 (2002/04) 75.40 (2003/05) 75.80 (2004/06) **England Males:** 76.23 (2001/03) 76.53 (2002/04) 76.90 (2003/05) 77.32 (2004/06 **North East Females:** 79.50 (2001/03) 79.60 (2002/04) 79.80 (2003/05) 80.10 (2004/06) **England Females:** 80.72 (2001/03) 80.91 (2002/04) 81.14 (2003/05) 81.55 (2004/06 Not applicable	Should be to increase life expectancy to national averages or above. Should be to reduce the gap in life expectancy between the most and least deprived wards	Shows an increase of 0.4 years in male life expectancy over the period 2001/06. Darlington's male life expectancy is 0.6 years below the regional average and 2.12 years below the national average Shows an increase of 0.4 years in female life expectancy over the period 2001/06. Darlington's female life expectancy is 0.10 years below the regional average and 1.55 years below the national average No trend is currently available as to whether this gap is expanding or narrowing	ONS Life Expectancy at Birth - http://www.neighbourhood.statistics.gov.uk/dissemination/LeadTableView.do?a=3&b=276816&c=Darlington&d=13&e=6&g=387623&i=1001x1003x1004&m=0&r=1&s=1243523900609&enc=1&dsFamilyId=937 (accessed November 2009) Sustainable Community Strategy - One Darlington: Perfectly Placed (2008-2021)

Self reported measure of people's overall health and wellbeing	**NI 119** % that believe that their health and wellbeing is improving: 79.2 (2008)	**2008** Hartlepool: 76.5% Middlesbrough: 73.8% Redcar and Cleveland: 71.6% Stockton on Tees – 77.8%	Target should be to increase the % of people who believe that their health and wellbeing is improving	Shows that the majority of respondents felt that their health and wellbeing is improving. A higher majority of respondents in Darlington felt that their health and wellbeing is improving than respondents in other Tees Valley authorities. Further data is required to establish whether this trend is improving or not	Hub Data https://www.hub.info4local.gov.uk/DIHWEB/Homepage.aspx (accessed November 2009)
Access to Primary Health Care	94%(06/07) 94% (07/08)	Not available	94% (06/07) 94% (07/08)	Shows maintenance of access to primary health care by the population in 15 minutes by public transport at 94%	Second Local Transport Plan Delivery Report 2008
Obesity	**NI55:** Obesity among primary school age children in Reception Year 10.7% (2006/07) 10.71%(2007/08) 9.99% (2008/09) **NI56:** Obesity among primary school age children in Year 6: 20.97% (2006/07)	**England:** 9.9% (2006/07) **England:** 17.5% (2006/07	National target to have reduced the proportion of overweight and obese children to 2000 levels by 2020	Shows a decrease in obesity amongst Reception Year children of 0.72% and 0.53% of children in Year 6. Higher rates of obesity are prevalent amongst children in Year 6 as opposed to younger children in Reception years. Darlington has a higher obesity rate that the national average in	Darlington Borough Council Policy Department

	20.97% (2007/08) 20.44% (2008/09)			both reception and year 6 years	
Number of transport related noise issues	No complaints have been received in relation to noise from transport by the Environmental Health team	Not applicable	Target should be to ensure that transport and transport infrastructure does not exceed recommended ambient noise levels	Shows that to date residents have not made any complaints in relation to levels of noise from transport or transport infrastructure in the Borough	DBC Environmental Health department
Crime rate	75.3% (2005/06) 77.5% (2006/07) 59.2% (2007/08)	**England:** 62.7% (2005/06) 61.1% (2006/07) 54.0% (2007/08) **North East:** 63.8% (2005/06) 60.8% (2006/07) 52.9% (2007/08)	Not applicable	Shows that the crime rate in Darlington has decreased by 16.1% over the period 05/06 to 07/08. However, Darlington's crime rate is consistently higher then the regional and national averages over this period. In 07/08 Darlington's crime rate was 5.2% above the national average and 6.3% above the regional average	Floors Interactive Website – http://www.fti.communities.gov.uk/fti/Comparisons.aspx (accessed November 2009)
Actual crime	11,701 (05/06) 9,057 (08/09)	Not available	Not available	Shows a reduction of 22.6% in incidents of crime in the period (05/09)	Durham Constabulary
Fear of crime	% of residents surveyed feeling safe whilst outside at night: 36.9% (2002/03) 51.8% (2003/04)	Not available	55% (2007/08) 49.7% (2008/09)	Sows a total improvement of 10.4% in the % of residents surveyed who feel safe whilst outside at night. However there has	Darlington Borough Council Policy Department

	48.3% (2004/05) 46.6% (2006/07) 49% (2007/08) 47.3% (2008/09) % of residents surveyed feeling safe whilst outside during the day 88.9% (2002/03) 94.5% (2003/04) 93.3% (2004/05) 93.8% (2005/06) 94.5% (2007/08) 94.8% (2008/09)		94.5% (2007/08) 94.5% (2008/09)	been a slight decline of 1.7% in those that feel safe between 2007/09) Shows a total increase of 5.9% in the % of residents who feel safe whilst outside during the day.	
Anti – social behaviour	**NI17**: Perceptions of anti-social behaviour: 23% (2006/07) 17% (2008/09) A high perception of ASB is a score of 11 above. The indicator is the % of respondents whose score was 11 or above	Not available but in terms of fear of crime in 2006/07: The proportion of people with high levels of worry about burglary and violent crime was lower in the North East compared with the England and Wales average. However worry about car crime in the North East was similar to the national average	**Local Targets:** 22% (2008/09) 21.5% (2009/10) 19.5% (2010/11)	Shows that high perceptions of anti social behaviour are decreasing. Darlington exceeded the 08/09 target for this indicator by 5%	Darlington Borough Council Policy Department Government Office for the North East - http://www.gos.gov.uk/gone/news/newsarchive/ne_crime_down/ (accessed November 2009)

Transport related crimes	**Thefts of vehicles** 426 (2007) 369 (2008) **Thefts from vehicles** 1272 (2007) 652 (2008)	Not available	Target should be to reduce vehicle crime	Shows a decrease in both thefts of vehicles and thefts from vehicles. A significant reduction in thefts from vehicles (51%) has occurred between 2007 and 2008	DBC Safer Neighborhoods Unit
Principal roads where maintenance should be considered	NI168 10.% (2005/06) 6% (2006/07) 6% (2007/08) 5% (2008/09)	2008 Hartlepool – 1% Middlesbrough – 4% Redcar and Cleveland – 1% Stockton on Tees – 2% National top quartile: 6% and below National bottom quartile: 11% and above	6% (2008/09) 6% (2009/10) 6% (2010/11) 6% (2011/12)	Shows a 5% reduction in principal roads where maintenance should be considered. Darlington is also within the top quartile nationally in respect of its latest results. However in 2008 Darlington had a higher proportion of roads where maintenance should be considered than the other Tees Valley authorities.	Hub Data **https://www.hub.info4local.gov.uk/DIHWEB/Homepage.aspx** (accessed November 2009)
Non-principal classified roads where maintenance should be considered	NI169 40% (2005/06) 35% (2006/07) 16% (2007/08) 15% (2008/09)	2008 Hartlepool – 4% Middlesbrough – 6% Redcar and Cleveland – 2% Stockton on Tees – 4% National top	14.50% (2008/09) 13.00% (2009/10) 11.50% (2010/11) 10% (2011/12)	Shows a 25% reduction in non-principal classified roads where maintenance should be considered. However, the % of roads where maintenance should be considered is much higher than that of other Tees Valley authorities	Hub Data **https://www.hub.info4local.gov.uk/DIHWEB/Homepage.aspx (**accessed November 2009)

		quartile: 10% and below National bottom quartile: 16% and above		and Darlington's performance did not meet local targets.	
Footway condition	**Set A** 30.41% (03/04) 16.46% (05/06) 8% (07/08) **Set B** 18.4% (04/05) 10% (06/07)	This indicator was in the best quartile nationally	Set A 30.41% (03/04) 26% (05/06) 23% (07/08) Set B 18.4% (04/05) 16% (06/07)	Shows a reduction in poor footway condition on both set A and B routes. Set A routes have improved by 22.41% and Set B routes have improved by 8.4%. This indicator was in the best quartile nationally	Darlington: A Town on the Move. Second Local Transport Plan Delivery Report 2008
Road accident casualties (rolling average 3 calendar years)	**NI47**: People killed or seriously injured in road traffic accidents: - 8.2% (1998/00) 11.9% (1999/01) 5% (2000/02) 13.5% (2001/03) - 1.7% (2002/04) - 2.6% (2003/05) - 24.2% (2004/06) 7.4% (2005/07) 5.1% (2006/08) Good performance is typified by a	% reduction Hartlepool: 23.9% Middlesbrough: 17.3% Redcar and Cleveland: 8.3% Stockton on Tees: 5.9%	National casualty reduction target of reducing by 2010 the number of people killed or seriously injured in road traffic accidents by 40% compared with the average for 1994-1998	Shows that overall from 1998 to 2008 there has been a 6.2% reduction in the number of people killed or seriously injured in road traffic accidents. Other than Stockton on Tees performance, Darlington Borough's rate of reduction in road accident casualties is below the other Tees Valley authorities	Hub Data https://www.hub.info4local.gov.uk/DIHWEB/Homepage.aspx (accessed November 2009)

	positive % change. Poor performance is typified by a negative figure				
Children killed or seriously injured in road traffic	**NI48** 7.7 (1998/00) 33.3 (1999/01) 25 (2000/02) 16.7 (2001/03) -10 (2002/04) -54.5 (2003/05) -11.8 (2004/06) -5.3 (2005/07) 30 (2006/08)	% reduction Hartlepool: 16.7% Middlesbrough:62.8% Redcar and Cleveland: 50.9% Stockton on Tees: 54.2%	National casualty reduction target of reducing by 2010 the number of people killed or seriously injured in road traffic accidents by 40% compared with the average for 1994-1998	Shows that overall from 1998 to 2008 there has been a 31.1% reduction in the number of children killed or seriously injured in road traffic accidents. However, Darlington has the second lowest rate of reduction in the Tees Valley	Hub Data https://www.hub.info4local.gov.uk/DIHWEB/Homepage.aspx (accessed November 2009)

Heritage and Landscape					
Indicator	**Quantified Data**	**Comparators**	**Targets**	**Trends**	**Source**
Listed heritage	Grade 1: 8 Grade II*: 31 Grade II: 478	Not applicable	Not applicable	The number of listed buildings within the Borough may change over time. Shows that the majority of listed buildings in the Borough are of a Grade II designation	Darlington Borough Council Conservation Officer
Listed Heritage at Risk 2005-2008	• 24 listed heritage assets (2005) • 24 listed heritage assets (2006) • 26 listed heritage assets	Not applicable	The target should be to ensure that Darlington's heritage is not at risk	Shows that in total from the period 2005/08 an increase of 2 heritage assets are on the heritage at risk register. In terms of movement	Darlington Borough Council, Buildings at Risk Register (July 2005) Darlington Borough Council, Buildings at Risk Register (November 2006)

	(2008)			from the list, 1 heritage asset was removed from the 2006 register but an additional 3 were added to the 2008 list.	Darlington Borough Council, Buildings at Risk Register (February 2008)
Listed heritage at risk 2008	Grade 1: • All Saints Church – Extreme Risk (1) Grade II*: • Sockburn Hall – Extreme Risk (1) • Sockburn Hall Coach House – Extreme Risk (1) • Dovecote, Houghton – Extreme Risk (1) • Middridge Grange Farmhouse – Extreme Risk (1) • North Road Railway Station – Extreme Risk (1) Grade II • Bandstand in North Lodge – At Risk (3) • Deer House, Coatham	Not applicable	The target should be to ensure that Darlington's heritage is not at risk	Shows that a total of 26 listed heritage assets are at risk. This equates to 5.02% of Darlington's listed heritage. In terms of % per grading type this is as follows: Grade 1 – 12.5% Grade II* - 16% Grade II – 3.7% **Risk Scale:** <u>At Extreme Risk</u> • Total of 6 listed heritage assets • 23% of those on the risk register • 1% of Darlington's total listed heritage <u>At Grave Risk:</u> 0% <u>At Risk</u> • Total of 7 listed heritage assets • 27% of those on the risk register	Darlington Borough Council, Buildings at Risk Register (February 2008)

	Mundeville – At Risk (3) • Glebe Farmhouse – At Risk (3) • North Farm – At Risk (3) • Water Pump – At Risk (3) • Skerne Lodge – Vulnerable Building (4) • Polam Lane Bridge – At Risk (3) • Outer Wall and Gate Piers, Heighington – Vulnerable Building (4) • Hopetown Carriage Works – Vulnerable Building (4) • Former Goods Shed – Vulnerable Buildings (4) • 138-148 Northgate – At Risk (3) • Farmbuilidngs, Summerhouse – Vulnerable Building (4) • Cartshed, Middridge Grange –			• 1.3% of Darlington's total listed heritage <u>Vulnerable Buildings</u> • Total of 11 listed heritage assets • 42% of those on the risk register • 2.1% of Darlington's total listed heritage **Summary:** The number of heritage assets at risk may change over time. Currently, a greater proportion of outstanding or particularly significant heritage assets are at risk (Grade 1 and II*). Heritage that is at risk is currently mostly in a vulnerable condition than at extreme risk. 5 heritage assets (21%) of those at risk are or will be undergoing restoration	

	Vulnerable Building (4) • 35 Tubwell Row – Vulnerable Building (4) • Wall at Nag's Head – Vulnerable Building (4) • Neasham House – Vulnerable Building (4) • 82 Cockerton Green – Vulnerable Building (4) • Wall at Woodland Rd – Vulnerable Building (4)				
Granted applications for Listed building consent	36 (2005/06) 52 (2006/07) 43 (2007/08) 43 (2008/09)	Not applicable	Not applicable	Shows a 19% increase in the number of granted applications over the period 2005/09. It is assumed that an application will only be granted if it improves the condition of a listed building so an increase in granted applications is positive	Darlington Borough Council Conservation Officer
Sites and Monuments (SMR) Sites	598 of local/regional significance	Not applicable	Not available	The number of SMR Sites may change over time	Durham County Council – Historic Environment Record http://www.keystothepast.info/k2p/usp.nsf/pws/Keys+to+t

					he+past+-+Home+Page (accessed November 2009)
Scheduled Ancient Monuments	Number - 20 Density - 1 per 9.85km^2	Hartlepool – 8 Middlesbrough – 3 Stockton-on-Tees – 8 Redcar and Cleveland – 83 North East Density: 1 per 6.18 km^2	Not applicable	The number of Scheduled Ancient Monuments within the borough may change over time. Darlington has the second highest number of SAM's in the Tees Valley. The density of SAM's in Darlington is slightly below the North East Average	Darlington Borough Council Conservation Officer English Heritage: Monuments at Risk North East - http://www.english-heritage.org.uk/upload/pdf/MAR_NE.pdf?1243589945 (accessed November 2009)
Scheduled Ancient Monuments at Risk	• All Saints Church • Dovecote, Houghton le Side	Not available	The target should be to ensure that no SAM's are on the risk register	10% of Darlington's SAM's are classified as at Extreme Risk. However refurbishment is to be undertaken at All Saints Church. The number of SAM's at risk may change over time	Darlington Borough Council, Buildings at Risk Register (February 2008)
Scheduled Monuments Audit	Average star rating: Access – 2/5 Visibility – 3/5 Interpretation – 1/5 Condition – 3/5	Not available	Not applicable	Shows that improvements are needed in particular to the accessibility and provision of interpretation at scheduled monuments	Darlington Borough Council Scheduled Monuments Audit 2009
Railway Heritage	14 of Darlington's Railway Heritage assets are designated. 3 are designated as	Not available	The target shout be to ensure that none of Darlington's railway heritage is at risk	Not available	Darlington Borough Council Conservation Officer

	Grade II* and 8 are designated as Grade II. 2 Grade II* assets are at risk and 1 Grade II asset. This equates to 21% of listed railway heritage				
Locally important buildings	A record of locally important buildings has not been established	Not applicable	Not applicable	Locally important buildings may be at risk from development and other pressures as they have not yet been classified and may not be taken into account in planning decisions	Darlington Borough Council Conservation Officer
Conservation Areas	Darlington has 17 Conservation Areas: • Bishopton • Coatham Mundeville • Cockerton • Denton • Haughton • Heighington • High Coniscliffe • Hurworth • Northgate • Middleton One Row • Piercebridge • Sadberge • Stanhope and	Not applicable	The target should be to ensure that the unique characteristics of Darlington's conservation areas are not jeopardised. Undertaking character appraisals for all of Darlington's conservation areas will assist with the protection of these areas as the unique components that give the area its character will be identified and	The number of conservation areas may change over time. The numbers with character appraisals should increase which may afford them better protection. Current issues with the Conservation areas include: • Loss of buildings from the key periods of the area's development • Unsympathetic design of newer	Darlington Borough Council Conservation Officer Conservation Character Appraisal's 2006-2008

	Grange Road • Summerhouse • Town Centre • Victoria Embankmnet • Parkgate Those that are underlined have Character Appraisals (9 in total) In total 460.29 ha (2.3%) of the Borough is designated as a conservation area		readily available to developers etc	buildings • Damage to the character of surviving buildings (façade etc) • Loss of traditional features such as sash windows, cast iron rainwater goods etc • Cluttered streetscapes • High levels of traffic in some areas • Vacant/disused and overgrown land Discussions with the Conservation Officer has highlighted that the general impression of Darlington's conservation areas is that they are declining	
Landscape Character	Darlington's landscape character is predominantly classified as Tees Lowlands. Other landscape character classification cover a small part of the Borough and include:	Not applicable	Not applicable	The Tees Lowlands has issues with: • Hedgerow removal and the loss of meadows and pasture through agricultural Intensification • Recreational development near to urban areas e.g. golf	Natural England - http://www.naturalengland.org.uk/ourwork/landscape/englands/character/areas/northeast.aspx (accessed November 2009)

	• Durham Magnesium Limestone (small area to the North East of the Borough) • Northumbria Coal Measures (small area to the North West of the Borough • Pennine Dales Fringe (small area to the West of the Borough)			courses	
Tranquility	The mean tranquillity score for Darlington is -13.1 Mapping data shows that people are least likely to experience tranquillity in Darlington town and are most likely to experience tranquillity in the areas surrounding the villages of Denton, Walworth and Summerhouse and the area surrounding the villages of	Darlington Borough is ranked 39th out of the 87 county council/unitary authority areas. Ranking for other Tees Valley authorities is as follows: Hartlepool: 52nd Middlesbrough: 76th Redcar and Cleveland -40th Stockton on Tees -55th	Target should be to increase the tranquillity score of Darlington Borough	The urbanised parts of the Borough are the least tranquil. The rural West and North East of the Borough are the most tranquil Darlington is the most tranquil of the Tees Valley authorities	Campaign to Protect Rural England website – Tranquillity mapping http://www.cpre.org.uk/campaigns/landscape/tranquillity/national-and-regional-tranquillity-maps/county-tranquillity-map-durham (accessed November 2009)

	Bishopton and Brafferton				
Cleanliness	% of land and highways assessed as having unacceptable levels of combined litter and detritus 03/04 – 28% 04/05 – 19% 05/06 – 10% 06/07 – 10.8% **NI195a:**Litter 07/08 – 11.0% 08/09 – 8.0% **NI195b:** Detritus 07/08 – 11.0% 08/09 – 9.0% % of land and highways from which unacceptable levels of fly-posting are visible	National average for 2006/07 was 12.6% National benchmark based on the Local Environmental Quality Survey of England (LEQSE): Litter – 11% Detritus – 21% National average for 2006/07 was 0.76% LEQSE benchmark is 1%	Not applicable 10% (2008/09) 9% (2009/10) 8% (2010/11) 10% (2008/09) 9% (2009/10) 8% (2010/11) 0% (2008/09) 0% (2009/10) 0% (2010/11)	Litter and detritus cleanliness has improved and standards were above the national average in 2006/07. Litter cleanliness in 08/09 was 3% better than the LEQSE benchmark and exceeded the local target by 2% Detritus cleanliness in 08/09 was 12% better than the LEQSE benchmark and exceeded the local target by 1% Levels of flyposting have worsened. 2008/09 levels are 1% greater than the LEQSE	Audit Commission website – http://www.areaprofiles.audit-commission.gov.uk/(twnb0f34rbgibo55tke0pp55)/DetailPage.aspx?entity=10004871 (accessed November 2009) Defra NI195 Guidance Manual – http://cleanliness-indicator.defra.gov.uk/assets/pdf/GUIDANCE_MANUAL_V5.pdf (accessed November 2009) Darlington Borough Council Policy Department Darlington Borough Council Corporate Plan 2008-2012

	05/06 – 0% 06/07 – 0% 07/08 – 6.0% 08/09 – 2.0% % of land and highways from which unacceptable levels of graffiti are visible 05/06 – 2% 06/07 – 4% 07/08 – 0% 08/09 – 0% **NI 196:** Flytipping 06/07 – Effective 07/08 – Very Effective 08/09 – Very Effective	National average for 2006/07 was 4% LEQSE benchmark is 4% Not available	4% (2008/09) 4% (2009/10) 4% (2010/11) No local target set	benchmark Unacceptable levels of graffiti have improved. 2008/09 levels exceed both the LEQSE benchmark and local targets by 4% Shows that Darlington Borough Council is working well to reduce the number of incidents and undertake enforcement action.	
Provision of Open Space	• Total area of open space: 923ha • Proportion within main urban area or on the fringe: 859ha • No over 0.1 ha: 310 • Open Space/1000	Not applicable	Natural England Accessible Natural Greenspace Standard of at least 2ha of natural green space per 1,000 population Local Targets: • 6.2ha accessible /1000 population	Shows that Darlington has a high proportion of open space that is 7.8 ha/1000 population above the national standard. The majority of open space within Darlington is also of High Value. However, several issues exist:	Darlington Borough Council Open Spaces Strategy 2006-2011 – http://www.darlington.gov.uk/dar_public/documents/Development%20and%20Environment/Development%20and%20Regeneration/Planning%20Services/Policy/Studies/OpenSpace/OSSExecSumm

	population: 9.8ha • Population within 300m walk of open space: 99% • High Value Sites: 72% • Low Value Sites: 11%		• 99% of all homes in the urban area to be within 300m of an accessible open space of at least 0.1ha • 25% of open space to be of high quality • 75% of open space to be of medium quality	• Poor levels of provision coincide with areas of deprivation • Marked differences in the quality of open space depending on where residents live • Geographical gaps in the provision of specific types of open space • Evolving open space needs of an ageing population • Protection and enhancement of open spaces within villages	ary.pdf (accessed November 2009)
Improvements to signage, highways furniture etc	This takes place as part of new or wider transport schemes. For example improvements have taken place at Grange Road, Haughton village and within South Park. However, some issues with unnecessary signage and street clutter have been highlighted in the	Not applicable	Not applicable	Ongoing improvements – some areas require attention	DBC Transport policy DBC Conservation Officer

	town centre				
Transport schemes that have required landscape mitigation	New planting has taken place throughout the Eastern Transport Corridor and replanting on a like for like basis takes place	Not applicable	Not applicable	Ongoing mitigation measures.	DBC Transport policy

Appendix 3 Key sustainability issues: implications for LTP3

Task A3 – Identifying Sustainability Issues and Problems – LTP3

Sustainable Development		
Key Sustainability Issue: **High Ecological Footprint** The Ecological Footprint (EF) is a measure of the total environmental resources available in global ha per capita, how many ha are used and for what purposes. The EF provides a picture of the impacts of resident's consumption patterns including transport, consumables, waste, services, food, private and public services. The current world average EF is 2.2 global hectares per capita. However, in order to live sustainably we should live within a budget of 1.8 gha/capita. Darlington has an ecological footprint of 5.23 gha/capita. This means that the population of Darlington is not living within the earth's capacity and is therefore unsustainable. Darlington's EF is 3.43 gha/capita above the sustainable living budget. Darlington's EF is also higher than the regional and Tees Valley average • Travel contributes 16% of the overall EF. This incorporates car use and maintenance, as well that of other private vehicles and public transport	**Source** The Tees Valley Footprint Report (SEI) 2007 http://www.sei.se/mediamanager/documents/Publications/Future/tees_valley_footprint.pdf	**Implications for LTP3** Need to contribute to the reduction of Darlington's ecological footprint within sustainable means. Travel: Need to support and promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling

Climate Change and Energy		
Key Sustainability Issues:	**Source**	**Implications for LTP3**
• Carbon dioxide emissions from road transport in the Borough have reduced and the Borough emits less CO_2 emissions from transport than other Tees Valley authorities	Emissions of carbon dioxide for local authority areas http://decc.gov.uk/en/content/cms/what_we_do/lc_uk/loc_reg_dev/ni185_186/ni185_186.aspx	The LTP3 will need to sustain and increase the reduction in carbon dioxide emissions from transport in order to meet challenging government targets.
• All Council owned and operated fleet use a biofuel mix	DBC Transport Policy	The fact that the Council's own fleet uses biofuels provides a good starting point for the LTP3 to work towards promoting and encouraging greater uptake of renewable fuels in the Borough. This ill be required to contribute to the UK's Renewable Energy Strategy target of 10% of transport fuel to be renewable (biofuels, hydrogen 'green electricity' etc) by 2020
• Darlington Borough will experience drier summers and wetter winters as a result of climate change and the risk of flooding will increase	UK Climate Change Projections 2009 http://ukclimateprojections.defra.gov.uk/content/view/2149/680/index.html Tees Valley Strategic Flood Risk Assessment (2007)	LTP3 to ensure that transport infrastructure is adaptable to climate change (more severe weather events, greater risk of flooding etc)

Environmental Protection		
Key Sustainability Issues:	**Source**	**Implications for LTP3**
• Air Quality – There are no signs of nitrogen dioxide falling with emission improvements generally being offset by traffic flow increases. However, emissions of particulate matter are well within the targets set	Air Quality in the Tees Valley 2005-2008 http://www.darlington.gov.uk/dar_public/documents/Corporate%20Services/Public%20Protection/Environmental%20Health/Tees%20Valley%20Annual%20Report%202009.pdf	The LTP3 will need to contribute to maintaining and improving Darlington's air quality. Reducing traffic flow through encouraging more sustainable modes will help to reduce nitrogen dioxide levels

• Land - Darlington Borough has a fairly substantial number of potentially contaminated sites (1,280) due to its industrial past. • Ground and surface water chemical and ecological quality – Generally poor ecological and chemical quality and water bodies will not meet the Water Framework Directive's target of 'good status by 2015.	Darlington Borough Council, Contaminated Land Inspection Strategy http://www.darlington.gov.uk/dar_public/Documents/Development%20and%20Environment/Public%20Protection/Pollution%20and%20Regulation/Contaminated%20Land%20Strategy.pdf WFD results – Environment Agency website - http://maps.environment-agency.gov.uk/wiyby/wiybyController?value=Darlington&lang=_e&ep=map&topic=wfd_rivers&layerGroups=default&scale=3&textonly=off Draft Northumbria River Basin Management Plan – Environment Agency website - http://wfdconsultation.environment-agency.gov.uk/wfdcms/en/northumbria/Intro.aspx	The LTP3 should ensure that pollutants to land from transport infrastructure is reduced – for example through the integration of sustainable urban drainage systems (SuDS) The LTP3 should ensure that pollutants to water from transport infrastructure (road run off etc) is reduced – for example through the integration of sustainable urban drainage systems (SuDS)

Biodiversity and Geodiversity		
Key Sustainability Issues: • All of Darlington's nationally designated Sites of Special Scientific Interest (SSSI's) are in a favourable condition but only a small percentage (13%) of local wildlife sites have been subject to positive conservation management in the last 5 years.	**Source** Natural England website - http://www.natureonthemap.org.uk/map.aspx?m=sssi NI 197 Hub Data https://www.hub.info4local.gov.uk/DIH	**Implications for LTP3** LTP3 to be consider how it's implementation plan will impact on the conservation objectives of SSSI's Local Nature Reserves and Local wildlife sites. LTP3 will also be required to be subject to Habitats Regulations Assessment o consider the cumulative impact of the plan on European

General decline in the following priority habitats and species (present in the Borough) • Lowland calcareous grassland • Lowland dry acid grassland • Fens and Reedbeds • Wet woodland • Water vole • Otter • Skylark • Corn Bunting • Spotted Flycatcher • Tree Sparrow • White Clawed Crayfish	WEB/Homepage.aspx Durham Biodiversity Action Plan http://www.durhambiodiversity.org.uk/planstructure3.htm	designated sites outside of the Borough LTP3 to ensure that the implementation programme safeguards biodiversity, particularly the priority habitats and species in decline listed

Economy		
Key Sustainability Issues: • Until the economic downturn, business start up in the Borough was increasing (albeit not at the same rate as business start up in other Tees Valley authorities) • Employment in the transport and communications sector is higher in Darlington than the national, and regional averages • The amount of employment land available for development is continuously increasing in line with Regional Spatial Strategy requirements. This could result in an increase in new business developments in the Borough requiring transport infrastructure	**Source** NI 171 Hub Data https://www.hub.info4local.gov.uk/DIHWEB/Homepage.aspx NOMIS website – https://www.nomisweb.co.uk/reports/lmp/la/2038432081/report.aspx?town=Darlington Darlington Borough Council Annual Monitoring Reports – http://www.darlington.gov.uk/Generic/SearchResults.htm?q=annual+monitor	**Implications for LTP3** LTP3 to encourage business start up in the Borough by supporting Darlington's accessibility by rail and road and ease of access within the Borough. The LTP3 should also consider how it can support regional economic performance by improving the connectivity of the Borough in a way that contributes to regional connectivity LTP3 to support measures that improve the economic requirements of logistics in the Borough LTP3 to support economic development in the Borough by ensuring that transport infrastructure is in place to support new developments and regeneration schemes

• Peak period travel flows are decreasing	ing+report	LTP3 to continue to reduce levels of congestion that constrains economic growth
• The majority of residents only need to travel between 2-5km (1.2-3.1 miles) to access places of work. However, only 12% walk, 2% cycle or 10% use the bus to get to work.	Second Local Transport Plan Delivery Report 2008 ONS Distance Travelled to Work - http://www.neighbourhood.statistics.gov.uk/dissemination/LeadTableView.do?a=3&b=276816&c=Darlington&d=13&e=16&g=387623&i=1001x1003x1004&m=0&r=1&s=1242915958843&enc=1&dsFamilyId=121 ONS, Census Method of Travel to Work – Resident Population http://www.neighbourhood.statistics.gov.uk/dissemination/LeadTableView.do?a=3&b=276816&c=Darlington&d=13&e=15&g=387623&i=1001x1003x1004&m=0&r=1&s=1242911087343&enc=1&dsFamilyId=283	LTP3 to encourage a change in behaviour toward more sustainable forms of transport to access work. As part of this the LTP3 should also encourage the uptake of business travel plans which are increasing from 23 businesses with travel plans in 2008 to 28 in 2009

Transport		
Key Sustainability Issues: • The majority of the population (94%) are able to access services and facilities by public transport, walking and cycling • Car ownership is increasing in the Borough and the % of ownership is generally above	**Source** Darlington Borough Council Policy Department – NI 175 ONS Car or Van - http://www.neighbourhood.statistics.gov.uk/dissemination/LeadTableView.do?a=3&b=276816&c=Darlington&d=13	**Implications for LTP3** As there is little issues with accessibility in the Borough the LTP3 should have some success in encouraging sustainable transport modes. The LTP3 should build upon the success of the Local Motion Project in increasing walking and cycling and reducing car use.

regional and national averages. However, overall car mileage is decreasing and walking and cycling activity is increasing	&e=15&g=387623&i=1001x1003x1004&m=0&r=1&s=1242911087328&enc=1&dsFamilyId=51 Darlington – Sustainable Travel Demonstration Town – Travel behaviour research http://www.darlington.gov.uk/dar_public/documents/Localmotion/Local_Motion_in_Darlington_final_report_FINAL_DRAFT_UPDATED.pdf (March 2009)	The LTP3 is to continue to encourage sustainable modes of travel throughout the Borough balanced with the need to reduce potential congestion on roads from increased car ownership
• Shopping and leisure are the largest trip generators, accounting for over half (54%) of all trips in the Borough	Darlington – Sustainable Travel Demonstration Town – Travel behaviour research http://www.darlington.gov.uk/dar_public/documents/Localmotion/Local_Motion_in_Darlington_final_report_FINAL_DRAFT_UPDATED.pdf	LTP3 to continue to promote accessibility of the town centre by walking, cycling and public transport
• 75% of children walk, cycle and use the bus to get to school and 82% of schools have a school travel plan	DBC Transport Policy – NI 198	LTP3 to continue the good work in reducing car journeys to school
• The % of public rights of way that are easy to use are increasing but only 9% of paths have a high level of usage. The extension and connectivity of cycle paths have significantly improved	DBC Countryside Team Darlington's Right of Way Improvement Plan – http://www.darlington.gov.uk/dar_public/documents/Development%20and%20Environment/Countryside/ROWIP%20summary%201.pdf	LTP3 to contribute to improving the quality, connectivity and expansion of walking and cycling networks LTP3 to integrate the ROWIP into its strategy and action plan

	Cycle Town Review 2005/2009	
• Bus patronage is declining with 55% of residents dissatisfied with the bus service and 59% dissatisfied with transport information. 34% of bus services do not run on time	Darlington: A Town on the Move. Second Local Transport Plan Delivery Report 2008 Darlington Borough Council Community Survey http://www.darlington.gov.uk/Democracy/Statistics+and+Surveys/CommunitySurvey.htm Hub Data – NI 178 https://www.hub.info4local.gov.uk/DIHWEB/Homepage.aspx	LTP3 to contribute to improving satisfaction and therefore patronage of the bus service by addressing local issues – quality of bus shelters, timetables etc.
o Rail Patronage is increasing	Second Local Transport Plan Delivery Report 2008	LTP3 to support improvements to railway stations in the Borough and to encourage use of train services

Communities		
Key Sustainability Issues:	**Source**	**Implications for LTP3**
• The population is ageing with the greatest increase in those aged 75-84	ONS Mid 2007 population figures – http://www.statistics.gov.uk/statbase/Product.asp?vlnk=15106	LTP3 to ensure that transport services will meet the needs of an ageing population
• The resident population will increase by 8,300 over the next 12 years and in-migration will continue to exceed out migration from the Borough	Tees Valley Joint Strategy Unit - http://www.teesvalley-jsu.gov.uk/old/tvstats/index.htm	Transport infrastructure and services will need to match the growth in population and demand LTP3 to ensure that everyone has easy,

• There is an increasing gap between those that live in the most and least deprived wards in the Borough • 70% of residents feel that they can not influence decisions in the Borough	Indices of Multiple Deprivation (2007) - http://www.communities.gov.uk/communities/neighbourhoodrenewal/deprivation/deprivation07/ Hub Data – NI4 https://www.hub.info4local.gov.uk/DIHWEB/Homepage.aspx	affordable access to services and address current accessibility issues Need to involve residents in the preparation of LTP3

Health and Safety		
Key Sustainability Issues:	**Source**	**Implications for LTP3**
• Life expectancy is below regional and national averages and levels of obesity are higher than regional and national averages	ONS Life Expectancy at Birth - http://www.neighbourhood.statistics.gov.uk/dissemination/LeadTableView.do?a=3&b=276816&c=Darlington&d=13&e=6&g=387623&i=1001x1003x1004&m=0&r=1&s=1243523900609&enc=1&dsFamilyId=937 NI 155 and 156 - Darlington Borough Council Policy Department	Prioritise modes of transport that involve physical activity
• Crime rate and theft of and from vehicles is decreasing. Feelings of personal safety are increasing	Durham Constabulary Darlington Borough Council Policy Department	LTP3 to continue to contribute to reducing fears about person security. For example, lighting at bus shelters, cctv on public transport etc
• Maintenance of principle roads and footways are amongst the top quarter of performance nationally. However, the % of non-principal	DBC Safer Neighborhoods Unit Hub Data – NI 168 & 169 https://www.hub.info4local.gov.uk/DIH	LTP3 to contribute to addressing maintenance issues of non-principal classified roads

classified roads where maintenance should be considered falls within the bottom quartile of performance nationally • Road accident casualties are reducing but rate of reduction is less than other Tees Valley authorities	WEB/Homepage.aspx Darlington: A Town on the Move. Second Local Transport Plan Delivery Report 2008 Hub Data – NI 47 & 48 https://www.hub.info4local.gov.uk/DIHWEB/Homepage.aspx	LTP3 to address current safety issues (e.g. traffic calming etc)

Heritage and Landscape		
Key Sustainability Issues:	**Source**	**Implications for LTP3**
• Increase in heritage assets at risk	Darlington Borough Council, Buildings at Risk Register (February 2008) English Heritage: Monuments at Risk North East - http://www.english-heritage.org.uk/upload/pdf/MAR_NE.pdf?1243589945 Darlington Borough Council Scheduled Monuments Audit 2009	LTP3 to consider the impact of policies and schemes on Darlington's heritage. All infrastructure needs to be appropriate to the Borough's heritage (conservation areas etc) and minimised direct impacts such as vibration
• The Tees Lowlands Landscape character area has issues with hedgerow removal and the loss of meadows and pastures.	Natural England - http://www.naturalengland.org.uk/ourwork/landscape/englands/character/areas/northeast.aspx	LTP3 to ensure that transport infrastructure does not have a negative impact on landscape character. Mitigation measures may be required – screening etc
• Some issues with highways signage clutter have been highlighted	DBC Conservation Officer	LTP3 to contribute to removing unnecessary signage and maintain street furniture for example painting of bollards etc

• Protect and enhance the green infrastructure network	DBC Countryside Officer and Natural England	LTP3 to maintain the existing ROW and cycle networks and include improvements identified in the ROWIP in its action plan