

Public Document Pack

Peak District National Park Authority

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Aldern House, Baslow Road, Bakewell, Derbyshire. DE45 1AE



Our Values: Care – Enjoy – Pioneer

Our Ref: A.1142/3066

Date: 13 January 2022



NOTICE OF MEETING

Meeting: **Programmes and Resources Committee**

Date: **Friday 21 January 2022**

Time: **10.00 am**

Venue: **Aldern House**

SARAH FOWLER
CHIEF EXECUTIVE



Link to meeting papers:

<https://democracy.peakdistrict.gov.uk/ieListDocuments.aspx?MIId=2392>

AGENDA

- 1 **Roll Call of Members Present, Apologies for Absence and Members Declarations of Interest**
- 2 **Minutes of Previous Meeting held on 3 December 2021** *(Pages 5 - 8)* 5 mins
- 3 **Urgent Business**
- 4 **Public Participation**
To note any questions or to receive any statements, representations, deputations and petitions which relate to the published reports on Part A of the Agenda.

FOR DISCUSSION

- 5 **National Parks England Delivery Paper - National Parks for Everyone** 40 mins
(Pages 9 - 18)
Appendix 1
- 6 **Generation Green Paper (LF)** *(Pages 19 - 42)* 20 mins
Appendix 1

BREAK

FOR DECISION

- 7 **Peak District Sustainable Transport Project** *(Pages 43 - 76)* 30 mins
Appendix 1

Appendix 2
- 8 **Collaborative Nature for Climate Woodland Creation Project** *(Pages 77 - 82)* 15 mins
Appendix 1

FOR INFORMATION

- 9 **Exempt Information S100 (A) Local Government Act 1972**
Draft motion:

That the public be excluded from the meeting during consideration of agenda item No 10 to avoid the disclosure of Exempt Information under S100 (A) (4) Local Government Act 1972, Schedule 12 A, paragraph 3 'information relating to the financial or business affairs of any particular person (including the authority holding that information)'.

PART B

FOR DECISION

- 10 **Award of Castleton Visitor Centre Cafe and Catering Lease (A.214/SB)** 10 mins
(Pages 83 - 86)

Duration of Meeting

In the event of not completing its business within 3 hours of the start of the meeting, in accordance with the Authority's Standing Orders, the Committee will decide whether or not to continue the meeting. If the Authority decides not to continue the meeting it will be adjourned and the remaining business considered at the next scheduled meeting.

If the Committee has not completed its business by 1.00pm and decides to continue the meeting the Chair will exercise discretion to adjourn the meeting at a suitable point for a 30 minute lunch break after which the committee will re-convene.

ACCESS TO INFORMATION - LOCAL GOVERNMENT ACT 1972 (as amended)

Agendas and reports

Copies of the Agenda and Part A reports are available for members of the public before and during the meeting on the website <http://democracy.peakdistrict.gov.uk>

Background Papers

The Local Government Act 1972 requires that the Authority shall list any unpublished Background Papers necessarily used in the preparation of the Reports. The Background Papers referred to in each report, PART A, excluding those papers that contain Exempt or Confidential Information, PART B, can be inspected on the Authority's website.

Public Participation and Other Representations from third parties

In response to the Coronavirus (Covid -19) emergency our head office at Aldern House in Bakewell has been closed. However as the Coronavirus restrictions ease the Authority is returning to physical meetings but within current social distancing guidance. Therefore meetings of the Authority and its Committees may take place at venues other than its offices at Aldern House, Bakewell. Public participation is still available and anyone wishing to participate at the meeting under the Authority's Public Participation Scheme is required to give notice to the Head of Law to be received not later than 12.00 noon on the Wednesday preceding the Friday meeting. The Scheme is available on the website <http://www.peakdistrict.gov.uk/looking-after/about-us/have-your-say> or on request from the Democratic and Legal Support Team 01629 816352, email address: democraticandlegalsupport@peakdistrict.gov.uk.

Written Representations

Other written representations on items on the agenda, except those from formal consultees, will not be reported to the meeting if received after 12 noon on the Wednesday preceding the Friday meeting.

Recording of Meetings

In accordance with the Local Audit and Accountability Act 2014 members of the public may record and report on our open meetings using sound, video, film, photograph or any other means this includes blogging or tweeting, posts on social media sites or publishing on video sharing sites. If you intend to record or report on one of our meetings you are asked to contact the Democratic and Legal Support Team in advance of the meeting so we can make sure it will not disrupt the meeting and is carried out in accordance with any published protocols and guidance.

The Authority will make a digital sound recording available after the meeting which will be retained for three years after the date of the meeting. During the period May 2020 to April 2021, due to the Covid-19 pandemic situation, Planning Committee meetings were broadcast via Youtube and these meetings are also retained for three years after the date of the meeting.

General Information for Members of the Public Attending Meetings

In response to the Coronavirus (Covid -19) emergency our head office at Aldern House in Bakewell has been closed. The Authority is returning to physical meetings but within current social distancing guidance. Therefore meetings of the Authority and its Committees may take place at venues other than its offices at Aldern House, Bakewell, the venue for a meeting will be specified on the agenda. Also due to current social distancing guidelines there may be limited spaces available for the public at meetings and priority will be given to those who are participating in the meeting. It is intended that the meetings will be audio broadcast and available live on the Authority's website.

This meeting will take place at Aldern House, Baslow Road, Bakewell, DE45 1AE.

Information on Public transport from surrounding areas can be obtained from Traveline on 0871 200 2233 or on the Traveline website at www.travelineeastmidlands.co.uk

Please note there is no refreshment provision available.

To: Members of Programmes and Resources Committee:

Chair: Mr Z Hamid
Vice Chair: Prof J Haddock-Fraser

Mr J W Berresford	Cllr C Farrell
Cllr C Furness	Cllr C Greaves
Cllr A Gregory	Cllr Mrs G Heath
Cllr A McCloy	Cllr C McLaren
Cllr V Priestley	Miss L Slack
Cllr P Tapping	Cllr D Taylor
Ms Y Witter	Cllr B Woods

Other invited Members: (May speak but not vote)

Mr R Helliwell

Constituent Authorities
Secretary of State for the Environment
Natural England

Peak District National Park Authority
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MINUTES

Meeting: **Programmes and Resources Committee**

Date: Friday 3 December 2021 at 10.00 am

Venue: Aldern House, Baslow Road, Bakewell, DE45 1AE

Chair: Mr Z Hamid

Present: Prof J Haddock-Fraser, Mr J W Berresford, Cllr C Greaves, Cllr A Gregory, Cllr A McCloy, Cllr C McLaren, Cllr P Tapping, Cllr D Taylor and Ms Y Witter

Apologies for absence: Cllr C Farrell, Cllr C Furness, Cllr Mrs G Heath, Cllr V Priestley, Miss L Slack and Cllr B Woods

32/21 ROLL CALL OF MEMBERS PRESENT, APOLOGIES FOR ABSENCE AND MEMBERS DECLARATIONS OF INTEREST

Item 7

Cllr McCloy declared a personal interest as he was Chair of National Parks England.

33/21 MINUTES OF PREVIOUS MEETING HELD ON 1ST OCTOBER 2021

The minutes of the previous meeting held on the 1st October 2021 were agreed as a correct record subject to the amendment that Ms Witter left the meeting at 12.20 not 12.40.

34/21 URGENT BUSINESS

There was no urgent business.

35/21 PUBLIC PARTICIPATION

No members of the public had given notice to make representations to the committee.

36/21 REVIEW OF OCCUPATIONAL SAFETY AND HEALTH POLICY 2022 (JW)

The Occupational Safety and Health (OSHA) Adviser introduced the report which requested Members approve the revised Occupational Safety and Health Policy 2022.

The OSH Adviser confirmed that the Policy was unchanged from last year, however operationally the pandemic had necessitated new measures including the introduction of blended working and a particular emphasis on health and wellbeing.

The recommendation as set out in the report was moved and seconded, put to the vote and carried.

RESOLVED:

To approve the revised Occupational Safety and Health Policy (2022) as Authority policy from 1 January 2022.

37/21 ANNUAL REPORT OF THE DUE DILIGENCE PANEL (RC)

The Head of Law introduced the report which informed Members of the items considered by the Due Diligence Panel over the last 12 months.

RESOLVED:

- 1. To note the item considered by the Due Diligence Panel over the last 12 months, as set out in paragraph 9 of the report.**
- 2. To note that the Panel reviewed the financial register of sponsorships and donations, the in-kind register of sponsorships and donations and the staff benefits register in June and October 2021**

38/21 NATIONAL PARKS ENGLAND DELIVERY PLAN FOR WILDLIFE IN NATIONAL PARKS - A PEAK DISTRICT NATIONAL PARK UPDATE (SLF)

The Head of Landscape introduced a short presentation explaining how the following three reports tied in with the National Park England strategy for Nature Recovery and the Authority's National Park Management Plan, Corporate Strategy and Local Plan.

The Head of Landscape then introduced the first report which aimed to inform Members about National Park England's Delivery Plan for Wildlife in National Parks, and what this means for the Peak District National Park. It was also explained that Farmers were being engaged in landscape protection, previously via a DEFRA Land Management Trial and going forward, via the Farming in Protected Landscapes Programme. The PDNPA Farm Advisers were instrumental in this work and there had also been assistance from the National Farmer's Union.

Work was taking place with local constituent authorities to develop one plan for the National Park so that delivery could be coordinated. This would be underpinned by engagement on the National Park Management Plan.

Members discussed how work would be funded. A suggestion was made that tying in with the Greater Manchester "City of Trees" scheme could be considered. Also Nature Based Solutions funding from National Park Partnerships would be distributed between National Parks. Natural England were also considering biodiversity funding.

An amendment to add the Corporate Strategy to the recommendation was agreed.

The amended recommendation was moved and seconded, put to the vote and carried.

RESOLVED:

To note how the Authority is currently taking forward National Parks England's Delivery Plan for Wildlife in the Peak District National Park and how it is informing the Authority's future National Park Management Plan and Corporate Strategy.

39/21 PEAK DISTRICT NATIONAL PARK NATURE RECOVERY PROSPECTUS (SLF)

The report, which aimed to inform Members about the Peak District National Park's Nature Recovery Prospectus 2021-2031, and how it fits with the National Parks England Delivery Plan for Wildlife, the National Park Management Plan, Corporate Strategy, the Local Plan, and the reviews currently taking place, was introduced by the Head of Landscape.

The Natural Environment and Rural Economy Team Manager explained how this work was linked to the climate crisis and biodiversity crisis, with England in the bottom three countries for biodiversity.

Members questioned whether the prospectus was ambitious enough and whether the Authority was confident that its targets were enough to reverse nature decline. Officers advised that they were confident that they were striking a balance between ambition and what could currently be delivered. The prospectus represented a first attempt to cost these nature recovery ambitions and conversations would take place with government as to the funding of this.

Members discussed the effect of the COVID 19 pandemic and the subsequent renewal of visitor activity on the wildlife of the National Park. The importance of engaging the public to care for nature and appreciate the fragility of biodiversity was emphasised.

The recommendation was moved.

An amendment was agreed to include the Corporate Strategy in the recommendation.

The amended motion was moved, seconded, put to the vote and carried.

RESOLVED

To note how the Authority is currently taking forward the Peak District National Park's Nature Recovery Prospectus in the Peak District National Park and how it is informing the future National Park Management Plan, Local Plan and Corporate Strategy.

The meeting adjourned for a short break at 11.35 and reconvened at 11.44

40/21 PEAK DISTRICT NATIONAL PARK WOODED LANDSCAPES PLAN (RWT)

The report, which sought approval for a draft Wooded Landscapes Plan for the Peak District, was introduced by the Natural Environment and Rural Economy Team Manager.

Members requested information about the baseline data for the plan. Officers confirmed that information for trees within woodlands was held by Natural England however for trees out side of woodlands there was limited data.

Members thanked Officers for the plan, but observed that it was currently focussed on farmers and land managers. A leaflet about tree planting aimed at residents and parish councils was requested, also potentially including advice about applying for any funding

available. Officers agreed to consider this, as the benefit of involving the wider community in tree planting was acknowledged. It was also felt to be important to ensure the right trees are available for purchase and are then planted in the right places.

A motion to approve the recommendation was moved and seconded, put to the vote and carried.

RESOLVED:

To adopt the Wooded Landscapes Plan, subject to any further amendments arising from outstanding consultation responses acceptance of which is delegated to the Head of Landscape in consultation with the Chair and Vice Chair of Programmes & Resources Committee.

41/21 NOTES OF THE CLIMATE CHANGE MEMBER STEERING GROUP MEETING HELD ON 6 OCTOBER 2021

RESOLVED:

To note the minutes of the Member Climate change Steering Group held on the 6th October 2021.

The meeting ended at 12.15 pm

5. NATIONAL PARKS ENGLAND DELIVERY PAPER NATIONAL PARKS FOR EVERYONE SARAH WILKS

1. Purpose of the report

To inform Members about National Parks England's Delivery Plan for National Parks as Landscapes for Everyone, what this means for the Peak District National Park and how it fits with our National Park Management Plan and the review currently taking place.

Key Issues

- In December 2020 National Parks England published its Delivery Plan for National Parks for Everyone setting out a shared programme to achieve the vision below.
- The Delivery Plan vision is 'Everyone should be able to discover and engage with protected landscapes to benefit the health and wellbeing of the whole nation'.
- The Authority will deliver its commitments to the Delivery Plan through our Corporate Strategy and National Park Management Plan.
- The Corporate Strategy and National Park Management Plan include commitments for the Authority, alongside our partners to work to overcome physical and perceived barriers to access and to have a Peak District National Park audience that matches regional demographics
- This work is focused on equity of access not increasing the volume of visitors
- The National Park England Delivery Plan is part of our evidence base for the current review of the National Park Management Plan and Corporate Strategy.

2. Recommendations

To note how the Authority is currently taking forward National Parks England's Delivery Plan for National Parks for Everyone in the Peak District through the delivery of the Diverse Audience Plan and Recreation Hubs programme and how it is informing our future National Park Management Plan

3. How does this contribute to our policies and legal obligations?

4. Landscapes Review recommendations

While we are still waiting for the Government response to the Landscapes review our current delivery works toward several of the recommendations:

- “ *Proposal 7:* A stronger mission to connect all people with our national landscapes, supported and held to account by the new National Landscapes Service
- “ *Proposal 8:* A night under the stars in a national landscape for every child
- “ *Proposal 9:* New long-term programmes to increase the ethnic diversity of visitors
- “ *Proposal 10:* Landscapes that cater for and improve the nation's health and wellbeing
- “ *Proposal 11:* Expanding volunteering in our national landscapes
- “ *Proposal 12:* Better information and signs to guide visitors
- “ *Proposal 13:* A ranger service in all our national landscapes, part of a national family

- “ *Proposal 14*: National landscapes supported to become leaders in sustainable tourism
- “ *Proposal 15*: Joining up with others to make the most of what we have, and bringing National Trails into the national landscapes family
- “ *Proposal 16*: Consider expanding open access rights in national landscapes

5. National Park Management Plan

The Landscapes for everyone links closely to Special quality 3: Undeveloped places of tranquillity and dark night skies within reach of millions, Special Quality 6 - An inspiring space for escape, adventure, discovery and quiet reflection and Special Quality 7 - Vital benefits for millions of people that flow beyond the landscape boundary. However it is by developing a connection with the place that means our visitors will benefit from all 7 special qualities and lead to support and understanding of the natural environment.

It also contributes to Areas of Impact, 4: A National Park for everyone 5: Encouraging enjoyment with understanding and 6 - Supporting thriving and sustainable communities and economy.

6. Corporate Strategy

The National Park England's Delivery Plan Landscapes for everyone, Diverse Audience Plan and Recreation Hubs programme are directly linked to implementing the corporate strategy outcome 'A National Park Loved and supported by diverse audiences'. The key performance indicators(KPI's) below are directly linked to this work:

KPI 11: Increase the proportion of under-represented groups reached

KPI 12: Increase public connection with the Peak District National Park

by delivering the actions below:

- Implement our diverse audience plan providing inclusive health, education and accessibility activities, and modernising digital channels that better align with the audiences we want to reach
- Repeat data research in year 3 and year 5 to monitor against outcome and adjust plan as required
- Use research to develop a plan to better understand our existing and potential audiences to increase public connection with the National Park
- Encourage responsible visitor behaviours through Park-wide, stakeholder-supported strategies that reflect care and respect of 'the place', such as #PeakDistrictProud. Use local research to inform understanding of visitor segments and their needs. Grow sustainable tourism products, including encouraging extended stays, where external funding exists to support this
- Repeat data research in year 3 and year 5 to monitor against outcome and adjust plan as required

7. Background Information

In December 2020 National Parks England published its Delivery Plan for Landscapes for Everyone (a copy of which can be found at appendix 1) with the vision 'Everyone should be able to discover and engage with protected landscapes to benefit the health and wellbeing of the whole nation'. This vision is to be implemented through a suite of initiatives that will result in National

Parks being landscapes that:

- Improve peoples' health, well-being and recovery through equitable access and connection to nature and culture.
- Are understood by both healthcare professionals and within the wider public, as places that can restore and enhance people's physical and mental health.
- All young people have visited and enjoyed as part of an outstanding learning experience in a natural landscape.
- Have initiatives co-designed with underrepresented groups, minorities, and those living with health inequalities, with the goal of creating greater opportunity to discover, equity of access to and experience of National Parks.
- Inspire a deeper connection to nature. National Parks will be valued as a key part of our heritage, inspiring people, both young and old, to have pride in, a passion for, and actively engage in our protected landscapes (e.g. volunteering, donating, supporting).

Our programme to achieve the vision:

- **Landscapes for Health and Wellbeing:** This programme will be centred around three themes: *prevention* of ill-health, *restorative* benefits of National Parks, and the provision of *excellence* in natural health solutions.
- **Youth Ambassadors for Protected Landscapes:** This programme will establish an outdoor learning programme for all school children to experience National Parks, strengthen relationships and enable partners to collectively promote understanding and engagement with protected landscapes. We will work with Defra to support a post-COVID initiative to continue and promote the public practice of regularly walking in their local area. Should Defra not engage as the primary funder for this programme, English NPAs will consider other avenues for its delivery. In addition, a number of NPAs are working to develop a family-based John Muir Award.
- **Inspiring more people to care more about nature and National Parks:** This programme will work with partners to improve outreach to and dialogue with urban and disadvantaged communities. It will link with existing communications initiatives in each of the Parks to widen the appeal of National Parks to more diverse audiences, inspire more people to take an active role in protecting and enhancing protected landscapes, and show how National Parks play a role in the UK's Green Recovery.

As Programmes and Resources will be aware from the report to Programmes and Resources in October 2019 when the committee agreed the four original programmes to be overseen by this committee (minute reference 5/19), the Authority is already undertaking many activities.

The plan that supports the NPE Delivery Plan work has been focused on our Diverse Audience Plan brought to this committee on July 17th 2020(minute reference 23/20). This plan identified the key audiences and principles we would work with which includes young people, a focus on health and wellbeing and continued work with underserved groups. These target groups directly relate to those identified in the NPE delivery plan outlined above. Work continues to develop this plan with the identified audiences focusing on the actions listed below in section 8. All these actions follow the five principles laid out in the diverse audience plan:

Diverse Audience Plan Delivery Principles

1. Evidence led with fit for purpose monitoring and evaluation
2. Affordable and sustainable plan diversifying and growing income sources
3. Build our digital reach and amplify our voice to develop connection and awareness with diverse audiences
4. Continue to work in partnership, moving to an intelligent client model, enabling delivery through others
5. Working beyond our NP boundaries to consolidate and grow where opportunities arise into

neighbouring urban communities

We have also developed an evaluation and monitoring tool kit and are in the process of embedding this in our work.

8. Proposals

Below are brief summaries of the key interventions we are undertaking to support the NPE delivery plan. Following the principles of the Diverse Audience plan as well as targeting work with identified audiences we are building our digital resources and developing intelligent client models where we work closely with partners to support and enable them to delivery key National Park messages.

Direct delivery work by both ourselves and with our partners has been affected by covid19 restrictions, but is now building back.

8.1 Young People

Ambassador Centres – Is a key network for us to work closely with outdoor centres and partners, for them to understand and embed NP messages in their work with clients and young people. Details of the scheme can be found on our [website](#). After a slow reopening for many of the ambassador centres, this group has been reconnected and re-involved. New information boards promoting PDNP access and responsible visiting have gone up in one Ambassador Centre and these are being promoted to the other centres (Already funded).

Ambassador schools – Our new outreach product for schools has been made live on our [website](#). This scheme provides a framework for the PDNP to work with schools to inspire a love of the outdoors and an understanding of how to care for it with young people. A wider promotion of this new product is planned for the new year. Working with the foundation a 8.5k grant has been given from Hydro Flask to reach the most in need schools through ambassador schools with additional outdoor kit, clothing, transport funds and volunteer support.

Targeted direct school delivery – Our direct school delivery is targeted to work with the urban communities that surround the National Park. School delivery has returned well, especially for primary year groups (age 7-11). Many schools looking for a focus on wellbeing and outdoor experiences. Numbers have been lower than usual partly due to having to maintain COVID regulations for much the time working with school bubbles.

Outreach – We continue to develop programmes that reach out to communities that do not traditionally connect with the National Park. Through the SWPLP a number of successful outreach projects with young people have been delivered including Buxton Wild Weeks, Wild about your schools and Fairer for Nature. All working in partnership with young people in their communities to take actions, learn about the Peak District and understand the natural world. We hope to extend these programmes to other communities as funding is available.

Junior Rangers – This programme continues to thrive and provide an ongoing connection to the National Park for many young people. Details can be found on the [website](#). The groups restarted face to face meetings, which has been going well. As part of Generation Green the young people were offered a residential visit in the NP which was well attended. There are currently exploratory conversations looking at establishing urban Junior Rangers groups.

Generation Green – see separate paper Generation Green update agenda item xxx

8.2 Health and Wellbeing

Prevent

Mindfulness walks – The mindfulness walk led through the general guided walks programme have not been as well attended as we would have liked. This is likely due to publicity and awareness of us delivering this type of engagement. Working with Derbyshire Wildlife Trust a short wellbeing through art project has been delivered in Edale which was well received by the participants. A new wellbeing in nature session has been running at Longdendale Environmental Centre with participants referred through local social and healthcare professionals. We are also looking to develop a number of sensory trails at key visitor hubs linked with wellbeing and connection to nature activities to promote mindfulness and wellbeing to the wider visiting public. The first of these should be complete by March 2022.

Restore

Health Walks – Have returned well as have dementia walks, with a new dementia walk started in the Glossop area. These offers are well supported by volunteers. The health walks we funded by the foundation 2021/22 and future funding is currently being explored. Working with Walk Derbyshire there will be new Health Walk leader training in 2022.

Excellence

Test and Learn Pilots – We have been attending meetings with two local NHS Green and Blue prescribing test and learn pilots (South Yorkshire and Bassetlaw Integrated Care System & Joined up Care Derbyshire Integrated Care System). As a result we have extended our network of contacts and also been successful with two local charities in receiving small grants to test interventions with participants. Working through the foundation and with SOAR and Sheffield based charity we will deliver a 'wellbeing in nature' green prescribing sessions. Working with Darnall Wellbeing we will deliver sessions for their clients.

8.3 Diverse Audiences

Mosaic –NHLF bid submitted November 2021 in partnership with YDNP and NYMNP. The full bid if for £611,610 if successful the PDNP would receive £47,385 in the development phase and £102,143 in the delivery phase. During the development phase, which would be 9 months during 2022-2023. The PDNP would employ a project development manager to work closely with Peak District MOSAIC and partners to get the project set up and build the needed networks and capacity. During the delivery phase, two years from 2023, the PDNP would employ a project officer and an apprentice to deliver and engage new diverse communities.

SWP Mosaic – The SWP Mosaic project has been completed and delivered. There were some COVID impacts on the time scale for delivery. A new group of MOSAIC community champions has been engaged. Good links have also been made with Asha a community organisation for refugees in Stoke.

New beginnings – Working with a local artist a short project was delivered with new beginning who are a Sheffield based charity for refugees. Funding is being looked at to continue this work in 2022.

Working with the probations service - The probation service has brought much of its community work back in house due to COVID and government policy. This has impacted Fit for Work, however, conversations have still be happening and projects for 2022 including Fit for Work and Community payback

8.4 Recreation Hubs Programme

We are now working to bring together the recreation hubs programme (last brought to this committee on 4th Dec 2020 minute reference 33/20) and the Diverse Audience plan together so they align to deliver the National Park England's Landscape for Everyone and Climate Change ambitions and will be bringing this to a future Performance and Resources committee. Please also see the separate paper brought to committee today agenda item:

9.National Management Plan review

In terms of future plans and strategies, as Members will be aware, we are currently reviewing our Corporate Strategy and the National Park Management. At the September meeting of Authority (Minute reference 67/21), Members committed to aligning these two plans and strategies so that we have one vision for the National Park. This will ensure that what the Authority seeks to achieve will be the same as what we are seeking to achieve with partners.

Although we are at a relatively early stage in the review process, a clear theme in discussions around the vision for the National Park is that Landscapes for all will be a key theme in one of our aims. The National Parks England's Delivery Plan 'A National Park for everyone' is a key part of our evidence base for the review so that we ensure we are delivering the relevant elements of it in the future.

Are there any corporate implications members should be concerned about?

Financial:

The activities in the current Corporate Strategy and National Park Management Plan have funding and resources identified to deliver them. The resources for activities in future plans and strategies will be agreed as part of the review process.

Risk Management:

9. Covid 19 has had a big impact on this work and continues to affect delivery.

Sustainability:

10. No issues to raise.

Equality, Diversity and Inclusion

The Authority is bound by the Equality Act 2010 and the Public Sector Equality Duties The PDNPA must, in the exercise of its functions, have **due regard** to the three aims of the general equality duty and:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.

The Equality Act explains that the second aim (advancing equality of opportunity) involves, in particular, having **due regard** to the need to:

- Remove or minimise disadvantages suffered by people due to their protected characteristics.
- Take steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people.
- Encourage people with certain protected characteristics to participate in public life or in other activities where their participation is disproportionately low.

The delivery of the NPE delivery plan through the Diverse Audience Plan and the Recreation Hubs work speaks directly to our ambition to ensure equity of access (physical and intellectual) to the Peak District National Park. It acknowledges the areas where there is most unequal access and where there are gaps in our provision. It sets out a clear plan to address these inequalities and ways to evaluate and report this work.

11. Climate Change

1. How does this decision contribute to the Authority's role in climate change set out in the UK Government Vision and Circular for National Parks?
 - a. Educators in climate change
Climate change and its impacts feature in all our engagement programmes. We encourage connection to the place as we know research shows this leads to positive pro environmental behaviours. This is also a measure research has shown us we can make via the Derby University connection to nature index.
 - b. Exemplars of sustainability
Engagement programmes highlight examples of good practice and encourage personally responsibility to take positive action
 - c. Protecting the National Park
 - d. Leading the way in sustainable land management
 - e. Exemplars in renewable energy
This work can help to promote the above and share our exemplary examples, giving diverse audiences opportunities to learn and take part in conservation activities that enable sustainable land management.
 - f. Working with communities
This work focuses on reaching out and engaging with communities that do not traditionally work with us and to deepen the knowledge and understanding of those that do – linking to points 1a and 1b.
2. How does this decision contribute to the Authority meeting its carbon net zero target?
Engaging with communities that use the National Park to encourage connection to the place and responsible pro environmental behaviours, including sustainable transport use.
3. How does this decision contribute to the National Park meeting carbon net zero by 2050?

Develops sustainable transport work and other pro environmental behaviours of all visitors

4. Are there any other Climate Change related issues that are relevant to this decision that should be brought to the attention of Members?

12. Background papers (not previously published)

Click here to enter text.

13. Appendices

Appendix 1 - NPE Landscape for Everyone delivery paper

Report Author, Job Title and Publication Date

Lead Officer, Sarah Wilks
Post, Head of Engagement
Lead Officer Email sarah.wilks@peakdistrict.gov.uk

3rd January 2022

Delivery Plan for National Parks as Landscapes for Everyone

This document is 1 of a suite of [4 interconnected and interrelated workstreams](#) that have been devised by the English National Park Authorities in response to the [25 Year Environment Plan](#).



Our Vision: Everyone should be able to discover and engage with protected landscapes to benefit the health and wellbeing of the whole nation.

This Plan is being taken forward by the ten National Park Authorities across England. We commit to developing a suite of initiatives which result in National Parks being landscapes that:

- Improve peoples' health, well-being and recovery through equitable access and connection to nature and culture.
- Are understood by both healthcare professionals and within the wider public, as places that can restore and enhance people's physical and mental health.
- All young people have visited and enjoyed as part of an outstanding learning experience in a natural landscape.
- Have initiatives co-designed with underrepresented groupsⁱ, minorities, and those living with health inequalities, with the goal of creating greater opportunity to discover, equity of access to and experience of National Parks.
- Inspire a deeper connection to nature. National Parks will be valued as a key part of our heritage, inspiring people, both young and old, to have pride in, a passion for, and actively engage in our protected landscapes (e.g. volunteering, donating, supporting).

We will do this by: working through our strong local partnerships, other government departments, schools, and health sector partners to co-create programmes that are specifically tailored to meet the needs of underrepresented park users. Our National Parks' collective communications will focus on making National Parks more relevant to underrepresented groups and inspiring as many people as possible to enhance their nature connectedness as a route to physical and mental wellbeing.

This will deliver:

- **Improved understanding** of the benefits that experiences in nature can bring to improve peoples' health, well-being, and recovery
- **Signposting opportunities** and resources in National Parks to support referrals and the social prescribing agenda
- **A more inclusive programme of big walks and adventures** for families, schools, essential workers, visible minorities and under-represented groups.
- An opportunity for **every child to visit a National Park** throughout their school career to enjoy outstanding learning experiences.
- **A deeper connection to nature** for young people through carefully designed engagement activities, and visits to protected landscapes for fieldwork, day trips and residential trips.

- **A progressive set of experiences** throughout an individual's life to support them in their journey to becoming Outdoor Citizens.
- **Greater public awareness and understanding** of National Parks and a feeling that National Parks are relevant to their life and their choices about lifestyle and wellbeing.

Our programme to achieve the vision:

Landscapes for Health and Wellbeing: This programme will be centered around three themes: *prevention* of ill-health, *restorative* benefits of National Parks, and the provision of *excellence* in natural health solutions.

Youth Ambassadors for Protected Landscapes: This programme will establish an outdoor learning programme for all school children to experience National Parks, strengthen relationships and enable partners to collectively promote understanding and engagement with protected landscapes. We will work with Defra to support a post-COVID initiative to continue and promote the public practice of regularly walking in their local area. Should Defra not engage as the primary funder for this programme, English NPAs will consider other avenues for its delivery. In addition, a number of NPAs are working to develop a family-based John Muir Awardⁱⁱ.

Inspiring more people to care more about nature and National Parks: This programme will work with partners to improve outreach to and dialogue with urban and disadvantaged communities. It will link with existing communications initiatives in each of the Parks to widen the appeal of National Parks to more diverse audiences, inspire more people to take an active role in protecting and enhancing protected landscapes, and show how National Parks play a role in the UK's Green Recovery.

We will monitor progress against this Plan and undertake a light-touch review each year.

How can you help?

- **Champion National Parks as landscapes for everyone:** Government departments and agencies, and ENGOS to promote National Parks as landscapes for everyone. Defra and Natural England to work with NPE and the National Association for AONBs to promote and encourage National Landscapes as accessible, welcoming and open to all members of the public
- **Advocate the benefits of National Parks for health and wellbeing:** Health sector to work alongside NPAs to improve people's health, wellbeing, and recovery; NHS to champion National Parks as having a key role in the new social prescribing model; third sector groups, government agencies, and ENGOS, to work with National Parks to advocate the benefits that nature can bring to health and wellbeing
- **Funding to support health, wellbeing, and outreach initiatives in National Parks:** commercial partners to help fund health, wellbeing and outreach activities across the National Parks (for example, a national Health and Wellbeing Partner, support for the 'National Parks Futures Fund', and sponsoring Wellbeing Walks and a proposed programme of 'National Park Big Weekends'); future Government grants criteria should include National Parks as 'Landscapes for Everyone' and provide the opportunity for National Parks to bid for funding; provision of external funding grants; and Government domestic tourism initiatives to provide financial support to rural businesses for product and service marketing campaigns that could specifically target under-represented groups.
- **Use National Parks as landscapes that can foster educational opportunities:** Educators, families, NGOs, and Ministers to promote the inclusion of learning on protected landscapes in the National Curriculum, and endorsed by the Department for Education; DfE to include protected landscapes in at least Key Stage 2 curriculum, supported by notes and guidance that encourage fieldwork and field trips.

ⁱ **Underrepresented groups** include but are not limited to those from BAME communities, areas of high deprivation, and the disabled

ⁱⁱ <https://www.johnmuirtrust.org/john-muir-award>

6. GENERATION GREEN PAPER (LF)

1. Purpose of the report

To inform Members about the Access Unlimited coalition and Generation Green a £2.5m Green Recovery Challenge Fund grant 16-month project (Dec 2020-March 2021), what this means for the Peak District National Park now and into the future.

Key Issues

- Generation Green is the first funded project of coalition Access Unlimited, formed by YHA in Jan 2020. Its aim is simple; to ensure that there are opportunities for every child and young person to access high quality learning and residential experiences in our National Parks and AONBs. This is set out in an ambitious 5-year project plan, costed at £70million. Future ambition of Access Unlimited set out in Proposals.
- Generation Green is a pioneering project setting up new ways of working, bringing together the 10 English National Parks, and with coalition partners YHA, Field Studies Council, Scouts, Girl Guides and Outward Bounds. The project officer for National Parks is hosted by the Peak District NPA, whilst South Downs NPA look after the financial reporting and are the NP lead delivery partner.
- In December 2020 National Parks England published its Delivery Plan for National Parks for Everyone setting out a shared programme, see *Landscapes for Everyone paper*. Generation Green is a funded project which supports delivery of this plan as set out below:
 - **A more inclusive programme of big walks and adventure** – *Generation Green targeting young people aged 12-26 from north, midlands, coastal and deprived urban areas, reaching young people who are underserved and underrepresented. This is focussed on equity rather than volume of young people accessing NPs and AONBs.*
 - **An opportunity for every child to visit a National Park** – *Generation Green provides 100,000+ opportunities which include micro volunteering, self-guided learning, day visits and overnight experiences in National Parks and AONBs, aim to inspire a love of nature in young people.*
 - **A deeper connection to nature for young people** – *Generation Green supports diversity of access to support pro-environmental behaviours and maximise restorative power of nature for all.*
 - **A progressive set of experiences** – *Generation Green offers multiple pathways of engagement from day visits, to volunteering, training and employment. The grant helps coalition partners retain and create 30 jobs, a range of developmental opportunities for young people including leadership training, internship, 30 kickstart placements, 7 apprenticeships, and 659 skilled volunteer roles.*
 - **Greater public awareness and understanding** - *Utilises 2million+ direct reach of Access Unlimited consortium targeting those who access nature least.*
- The Authority will deliver its commitments to the Delivery Plan and Generation Green project in line with our Corporate Strategy, carried out by new roles Project Manager, Engagement Ranger, Assistant Engagement Ranger, and

with support of the wider Engagement service.

2. Recommendation

For the committee to note the paper and support the actions in section 8

3. How does this contribute to our policies and legal obligations?

4. Landscapes Review recommendations

While we are still waiting for the Government response to the Landscapes review, Generation Green project works toward several of the recommendations:

Proposal 7: A stronger mission to connect all people with our national landscapes, supported and held to account by the new National Landscapes Service

Proposal 8: A night under the stars in a national landscape for every child

Proposal 9: New long-term programmes to increase the ethnic diversity of visitors

Proposal 10: Landscapes that cater for and improve the nation's health and wellbeing

Proposal 11: Expanding volunteering in our national landscapes

Proposal 26: Reformed governance to inspire and secure ambition in our national landscapes and better reflect society

5. National Park Management Plan

The Generation Green Project and ongoing work of the Access Unlimited coalition links closely to Special quality 3: Undeveloped places of tranquillity and dark night skies within reach of millions, Special Quality 6 - An inspiring space for escape, adventure, discovery and quiet reflection and Special Quality 7 - Vital benefits for millions of people that flow beyond the landscape boundary. However, it is by developing a connection with the place that means our visitors will benefit from all 7 special qualities and lead to support and understanding of the natural environment.

It also contributes to Areas of Impact, 4: A National Park for everyone 5: Encouraging enjoyment with understanding and 6 - Supporting thriving and sustainable communities and economy.

6. Corporate Strategy

The National Park England's Delivery Plan Landscapes for everyone and Generation Green are directly linked to implementing the Diverse Audience Plan and corporate strategy outcome 'A National Park Loved and supported by diverse audiences'. The key performance indicators(KPI's) below are directly linked to this work:

KPI 11: Increase the proportion of under-represented groups reached

KPI 12: Increase public connection with the Peak District National Park

KPI 14: Rebuild the value of National Park Authority volunteer support

By delivering the actions below:

Implement Diverse Audience Plan – young people	PD Generation Green outputs
Supporting self-led visits using on-line material, training and new interventions to support and empower schools and local communities, supporting responsible visiting with understanding	<i>Creation of NPUK Green Pathways webpage – input local case studies and films, new PD opportunity webpages and input opportunities to YHA Generation Green webpages with online new Nature Connection resources.</i>
Increasing Geographic reach and equality of access	<i>Opportunities targeted at under-represented and under-reached</i>
Champions – reaching beyond our boundaries using on-line material, training and new interventions to support and empower schools and local communities	<i>Online teacher training webinars. Signposting to coalition partner resources and networks.</i>

Implement the Volunteer Action Plan	PD Generation Green outputs
A wide range of diverse volunteer roles and opportunities are available across the Park	<i>Recruitment and training of new Youth Engagement Volunteers</i>
A more diverse audience is aware of the volunteering opportunities available in the park and are encouraged/ confident in/ to apply	<i>Delivery of Green Career Skill micro volunteering with colleges, universities and individuals aged 18-26.</i>

7. Background Information

Access Unlimited

Jan 2019: Access Unlimited coalition was formed of not-for-profit school residential and educational providers led by YHA, partners include 10 English National Parks, Girl Guides, Field Studies Council, Scouts, Outward Bounds and YHA.

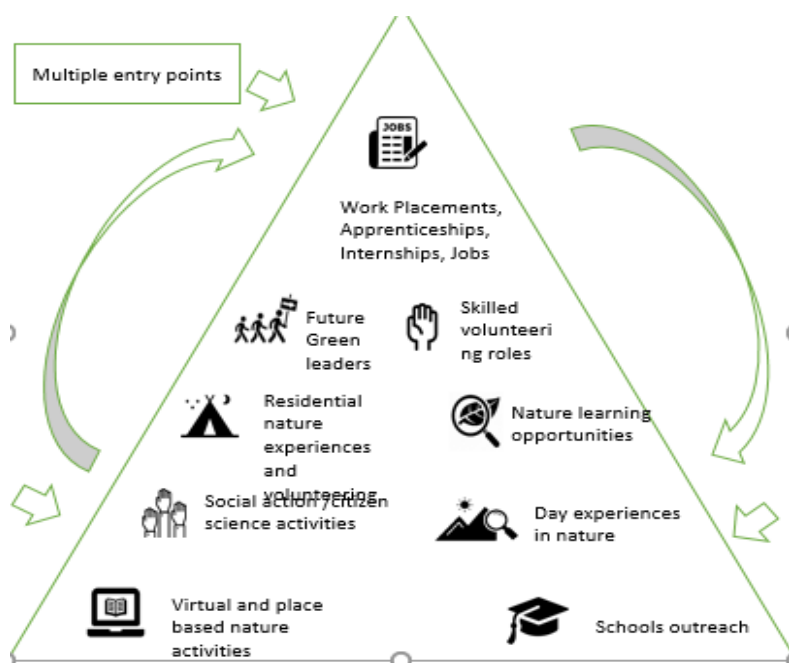
Dec 2020: Access Unlimited secures a £2.5m Green Recovery Challenge Fund grant for a 16-month project called *Generation Green*.

Generation Green

Project **Generation Green** aims to connect young people to nature, create/save jobs and build an aspirant workforce for a green recovery, through multiple entry points – see pyramid.

Partners and roles:

YHA England and Wales (£637,350) has overall accountability for delivery of the project. YHA will develop the project website, establish and lead a collaborative communication and marketing campaign to engage young people in the project, and is delivering a range of programme activities including



3,900 connecting to nature day and residential experiences for young people, as well as 5 apprenticeships and 30 work placements (linked to Kickstart). YHA is essentially the lead member and the consortium members (listed below) are responsible for jointly delivering the project.

The Scout Association (£378,770) - brings mass reach and community outreach capability. They will recruit c8000 Green Champions to engage c33,000 young people in the programme. Scouts will deliver 1,000 two-night residential experiences and will develop white label activities and resources for use by other partners in their delivery and will be repurposing 7 existing roles and skilling 45 volunteers to support the project's delivery.

The Guide Association (£378,770) - will run a targeted communications campaign to engage girls from deprived and BAME communities. They will train 150 walking leaders and 400 other volunteers to connect more girls to nature. Through them c2500 girls will experience one or more nights under the stars.

The Outward Bound Trust (£306,428) - will deliver activities to 2,000 young people in schools, provide 225 immersive (4 to 18 night) residential experiences and leadership training opportunities for 12 BAME young people and 8 young women. OBT is the lead partner for the project's evaluation.

Field Studies Council (£313,334) – will support virtual, home, school, and place-based learning for 6,000 young people and provide high quality publications for 5,000 participants. FSC will also deliver residential learning opportunities for 400 young people at its study centres and will be taking the programme into schools reaching 1,000 pupils. FSC will support OBT with the project's evaluation and is offering 1 paid internship opportunity.

10 English National Park Authorities (£591,409) – will establish **Green Pathways** as a strategic offer from UK National Parks: inspiring and supporting green economy careers. They will recruit and train Project Manager, 12 new Engagement Rangers, 2 Apprentices and 86 skilled volunteer leaders, together with delivery of green career skills to a new aspirant work force.

Green Pathways is a collection of inspirational programmes that reach out into communities beyond National Parks boundaries and down into the youngest age groups to provide the motivation and route to employment in the Green Economy. They do this through experiences, skills, training and career development opportunities that will live long in the memories of participants.

Three Green Pathways are the National Parks delivery programmes for Generation Green

- **Green Beacons:** employ and train educators and youth leaders to be the inspirational figures that can light the way for young people to work in the Green Economy
- **Green Shoots:** are outreach projects and resources that work predominantly through links to schools and youth leaders to provide inspirational experiences; they plant the seeds of the ambition to work in the Green Economy
- **Green Leaders:** is a training and engagement programme to support young people as leading voices and active participants in the Green Economy and conservation through, for example, working as Young Rangers in National Park

Together the English National Parks will deliver opportunities to over 7,000 young people through the **Green Pathways** programme:

- 2000 young people will experience a residential experiences and social action volunteering projects through collaboration with YHA.
- 550 teacher training opportunities will be delivered in partnerships through 3rd party providers.
- 1,000 young people will experience a residential stay at Exmoor NP residential centre.
- 4,000+ young people will experience day visits and multi-day immersive programmes,

developing a connection to nature and pro environmental behaviours.

- 30 participants engaging in first NPUK youth voice committee residential
- 15,000+ hours contribution from young people to improve visitor infrastructure, habitat monitoring and habitat improvements.

Trevor Beattie, Chief Executive of the South Downs National Park who leads the learning and engagement portfolio for UK National Parks, said: *“This vital project is already transforming lives, allowing young people who may never had the opportunity to visit the countryside to access, enjoy and learn about our wonderful National Parks.*

“We’re already connecting scores of young people to nature through some really inspiring activities, including hands-on conservation and residential trips to breath-taking locations. We know these outdoor learning experiences can spark a lifetime of interest in the environment, inspiring the next generation to meet the challenges of climate and biodiversity with confidence and innovation.

“National Parks have so much to offer in terms of connecting young people to nature and I’m excited to see what 2022 will bring.”

Generation Green in the Peak District

The plan that supports this work has been our Diverse Audience Plan brought to this committee on July 17th 2020(minute reference 23/20). This plan identified the key audiences and principles we would work with. Together with the Volunteer action Plan.

Since this date work has continued to develop this plan with the identified audiences. As an element of this the Access Unlimited coalition has been developed as set out in background information above, and funding sourced through the Green Recovery Challenge Fund which has enabled the activity across NPs including the Peak District activity below.

We have also developed new ways of working: reporting, evaluation plans, comms plans and assets, and are in the process of reviewing this in our work with the NPUK Educators and Outreach group to embed into action plans.

Direct delivery work has been affected by covid19 restrictions, but despite this all project targets have been met, and schools, youth providers and independent young people’s confidence is building, their support and appetite growing, with positive feedback.

Opportunities within the Peak District

Generation Green is a new project in the Peak District National Park set to connect young people to nature – many for the first time – and to cultivate a sense of care for the natural environment. All experiences are designed to grow nature connectedness as a means to: enhance the physical and mental wellbeing of participants; promote more environmentally responsible lifestyle choices; boost attainment in education. Providing opportunities for hands on conservation, leaving a legacy of care. Together with creating pathways to the green economy.

Over the course of the project we will have provided 894 Green Pathway opportunities.

Volunteers

Opportunities to bridge gaps and build a progressive journey as Green Leaders move to become Green Beacons, taking personal action and a lifelong care and support. Locations and activity designed to improve access and equity for young people into volunteering with the Peak District.

- **Junior Rangers ages 16+** - Day sessions and residentials offered to current Junior Rangers aged 16+ as progression journey from Junior Ranger to Volunteer. Supporting their journey as Green Leaders. Providing 52 opportunities for young people.

- **Youth Voice** – The Peak District will host the first NP Youth Voice Committee meeting at a 4 day Residential in February. Bringing together representatives from across 13 NPs.
- **Green Career Skill Volunteers ages 18-26** – new monthly volunteer days and residential stays for individual young people aged 18-26. Providing young people with skills to support a route into employment in the green economy through inspirational experiences, training and career development. Providing 35 opportunities.
- **Youth Engagement Ranger Volunteers ages 18+** – recruitment and training programme for volunteers to support the Engagement Team in connecting young people to nature through school visits and Junior Rangers. Sharing enthusiasm, passion and knowledge to create a spark of inspiration to young people, motivating them on their journey to becoming lifelong supporters of the Peak District National Park. Providing 226 volunteer opportunities. 88 of these are specific skilled training opportunities including hill skills and first aid qualifications.

Young People

Engagement predominantly through schools and colleges to provide inspirational experiences. Activity is targeted at young people aged 12-26 from north, midlands, coastal and deprived urban areas, reaching young people who are underserved and underrepresented (including areas of deprivation, BAME communities or individuals living with a disability)

- **Green Action Programme with Residential stays at YHA's** - fully funded programmes, aiming to offer a series of progressive day visits reaching out into communities, and taking young people on a journey into the National Park with a celebratory residential stay set in inspiring landscapes. Feedback from groups has been really positive:

Without the support of Generation Green these groups would not have been able to access what the Peak District has to offer, and gain a deeper connection to nature. Each group has had opportunity to take part in practical conservation such as tree planting, woodland management, habitat creation and dry-stone walling – leaving their mark on the Peak District landscape.

8. Proposals

The committee support the actions below:

Immediate actions:

1. NPs Generation Green Jan – March 2022

Complete current project activity targets, evaluation and reporting. Activity focus for the final quarter:

- Teacher training
- Youth Voice Residential
- Outdoor Leader training
- Complete residential and day visit bookings
- Complete Green Pathway assets

Longer term actions:

1. Access Unlimited

What we are committed to:

- Generating and seeking further funding to continue the ambition of Access Unlimited 5-year plan.
- Continuing the work, we started ahead of this crisis to provide a joined up set of progressive experiences. Moving children from learning in green spaces close to their home through AONB's and National Parks further afield, and from day visits, residential to independent self-led experiences.
- As trusted providers delivering high quality experiences, working with our rural communities and economy to provide opportunities for access.
- Continuing to seek access to the countryside for those most in need and who would benefit the most.

Our request to government / funders – letter drafted by YHA with expression of interest, Dec 2021:

- Bring forward the funding intended to support the aims of the Landscape Review, to ensure there is funding for young people to access outdoor learning, education and residential in our National Parks
- Continue to work with us as key partners as we open the countryside up for the benefit of the nation and protect rural economies, jobs and supply chains.
- Consider the role of school residential and existing outdoor learning provision in the plans to develop the use of NCS and Youth Investment Fund monies.

2. NP Green Pathways comms plan April and beyond

- Activation of Green Pathways assets and comms plan. Work together with NPUK, NP Comms and Education teams to build awareness and drive targeted audience to assets.

3. Peak District Generation Green activity legacy planning

- Utilise Green Pathways assets, working with comms team to drive audience to self-led visit resources and guidance. Continue to tie into PDNP Diverse Audience Plan.
- Ensure new Youth Engagement Volunteers are supported and managed by wider team in line with the Volunteer Action Plan.
- Seek funding for continuation of Green Career Skills.

Are there any corporate implications members should be concerned about?

9. Financial:

The activities in the current Generation Green project have funding and resources identified to deliver them.

Generation Green April – June 2022

A 3-month extension to Generation Green grant to June 2022 has been proposed to Heritage Fund (Dec 2021), to allow time to maximise on delivery of project activity to the end of March then complete the final phase submitting project evaluation and final report, legacy planning and activation of comms plan to raise awareness of project activity and future ambitions. With extension of budget for Project staff, including Project Manager full time for the duration – this will have a knock on with implications of backfill posts as on secondment.

Future funding for Generation Green / Access Unlimited

An expression of interest letter led by Anita Kerwin-Nye, YHA and supported by coalition partner CEOs including Trevor Beattie, Chief Executive of the South Downs National Park who leads the learning and engagement portfolio for UK National Parks, has been drafted to Defra. For continuation of Access Unlimited ambitions, on a similar scale as Generation Green for a 1 year, or preferable 3-year project.

It is also being considered and scoped out to draft a second Heritage Fund application.

More will be known in the New Year, and appropriate permissions sought with development of

project plans and associated budgets.

10. Risk Management:

Covid 19 has had a big impact on this work and continues to affect delivery and bookings. We are on target with bookings in place for Jan-March, but new variants may impact both delivery staff, residential settings and participants.

Alan Brough, lead Finance reporting and budget claims due to finish post in March before final claims. Lorna will need to work more closely with SDs finance team to ensure completion.

11. Sustainability:

[Click here to enter text.](#)

Equality, Diversity and Inclusion

The Authority is bound by the Equality Act 2010 and the Public Sector Equality Duties The PDNPA must, in the exercise of its functions, have **due regard** to the three aims of the general equality duty and:

- Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act.
- Advance equality of opportunity between people who share a protected characteristic and those who do not.
- Foster good relations between people who share a protected characteristic and those who do not.

The Equality Act explains that the second aim (advancing equality of opportunity) involves, in particular, having **due regard** to the need to:

- Remove or minimise disadvantages suffered by people due to their protected characteristics.
- Take steps to meet the needs of people with certain protected characteristics where these are different from the needs of other people.
- Encourage people with certain protected characteristics to participate in public life or in other activities where their participation is disproportionately low.

This project aims to address the need to involve young people in the life and work of protected landscapes. We know they are underrepresented in visitors and in the staff and volunteers of these valuable places.

12. Climate Change

Nature connection is a key theme running across Generation Green. We are working with University of Derby to evaluate impact of interventions on young people's nature connection. This is a first step towards positive action for Climate Change.

National Parks will contribute 15,000+ hours from young people to improve visitor infrastructure, habitat monitoring and habitat improvements.

Of this Peak District NP have contributed 3,000+ hours of conservation activity including habitat

creation, Access and Rights of way improvement, tree planting, drystone walling, tree guard removal, woodland management. All these activities build pro environmental behaviours and promote National Park messages

- a. Leading the way in sustainable land management
- b. Exemplars in renewable energy
- c. Working with communities

Through provision of volunteer opportunities and training of Green Beacons we are lighting the way to grow nature connection and foster a lifelong love and care for green spaces. Providing opportunities to those living within and on the border of national parks to give back and gain skills.

Through delivery of high-quality engagement with volunteers and young people working with local community groups and partners such as Rural Crimes team, Eastern Moors, Yorkshire Water, National Trust, YHAs, High Peak Council, English Heritage, Youth Action Forum, Outdoor Centres and Alpkite, together we are developing pro environmental behaviours for access to the countryside. Promoting these messages further through the Green Pathways comms plan.

13. Background papers (not previously published)

14. Appendices

- I. Appendix 1 Green Pathways Positioning Document

Lorna Fisher, Project Manager Generation Green, 13 January 2022

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◀ National Parks

Generation Green - Positioning

A relevant sustainable story we can all own

FINAL DRAFT

Positioning objectives

Distinct

UK

Flexible

Simple

How will the project help?

Generation Green will support thousands of young people.



Improving diversity of access to nature and the natural world, for young people now and in the future

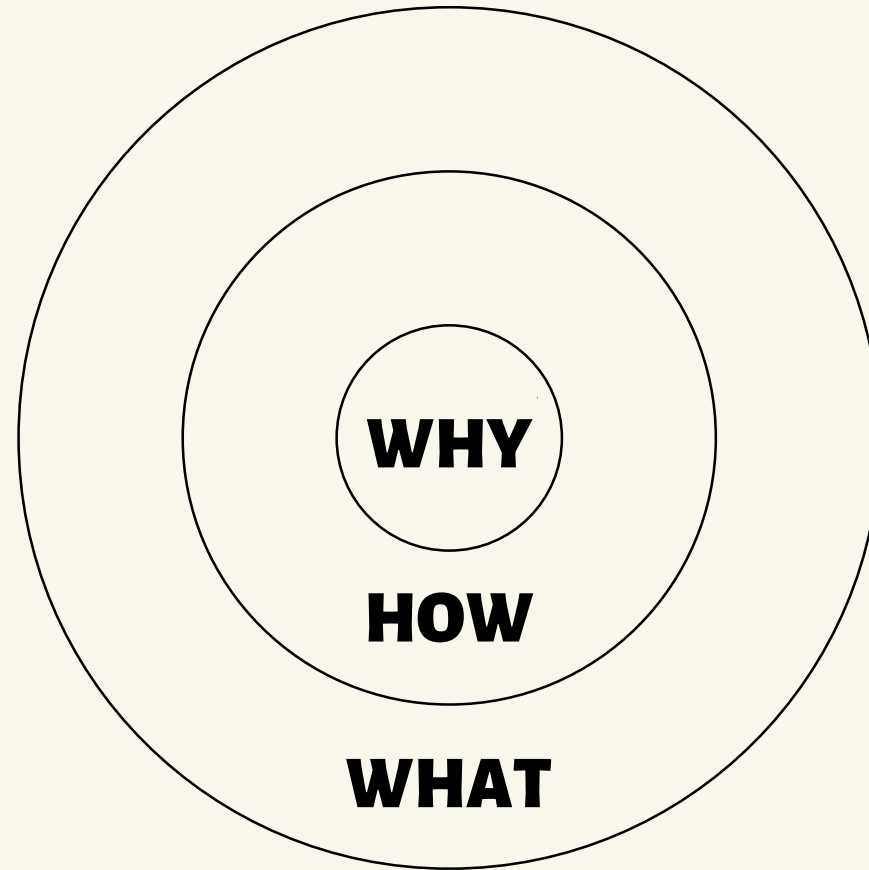


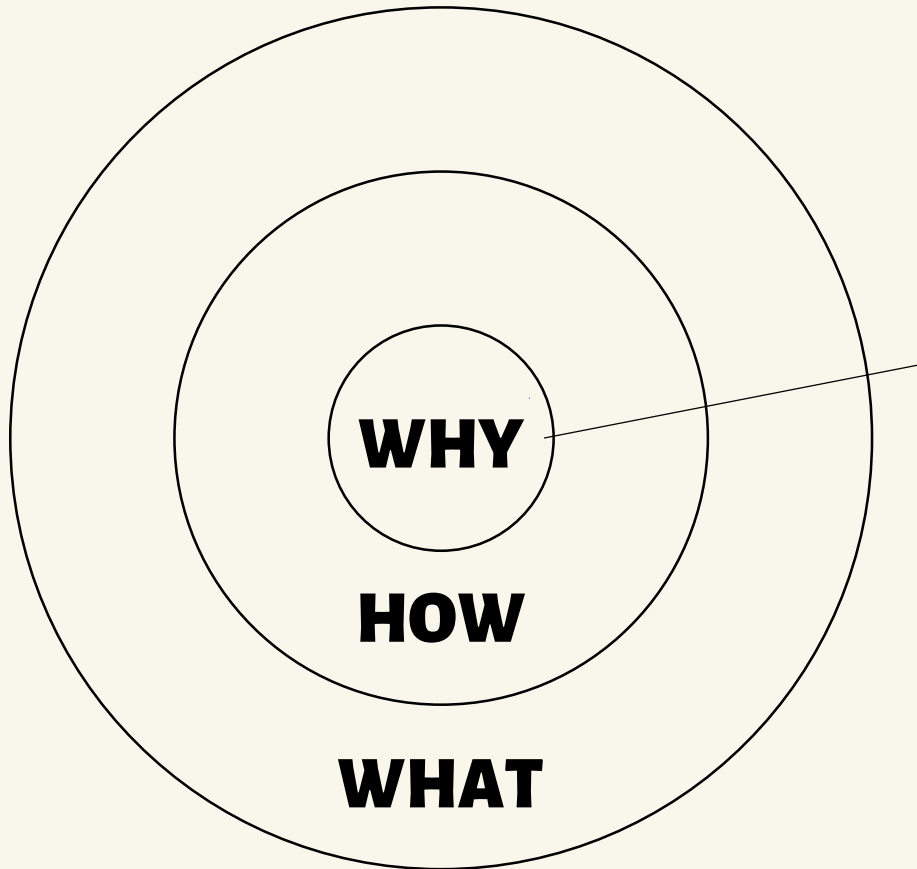
Testing approaches to ensure more children and young people connect with - and care for - nature



Delivering activities that will inspire young people to see their career aspirations in the environment and outdoor learning sector

Innovation Engines for a Green Recovery

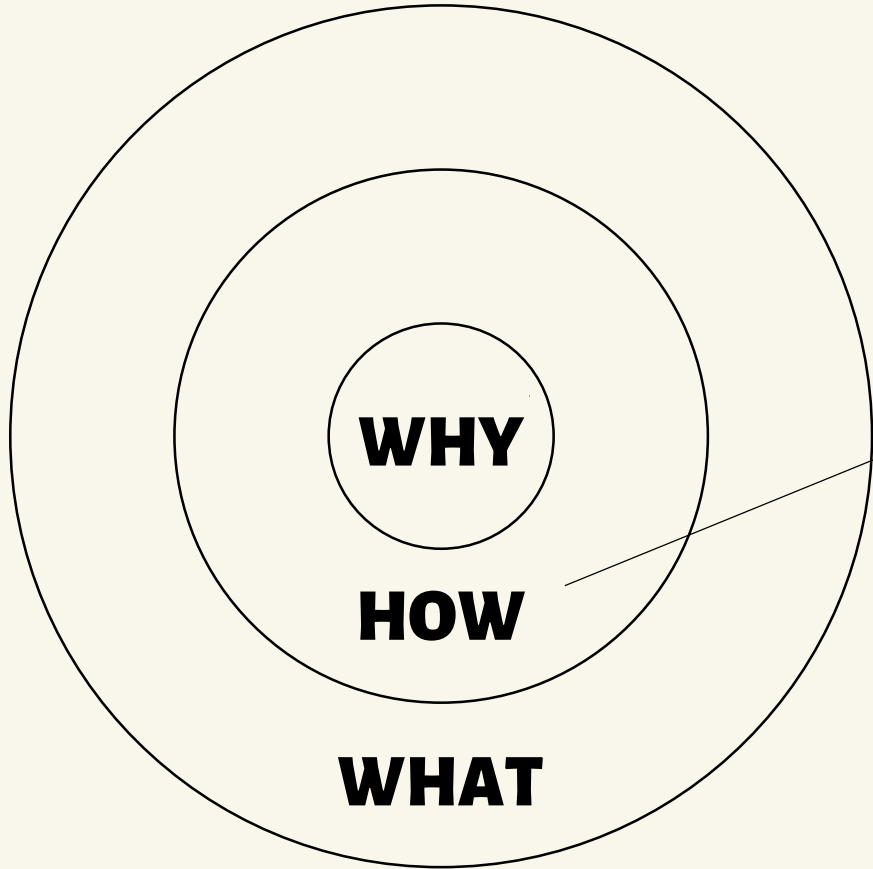




We inspire teach and train the next generation to lead the Green Recovery

National Parks are hothouses for the economic models, skills and careers that are necessary to underpin long term sustainable growth that helps enhance our natural environment.

Green Pathways

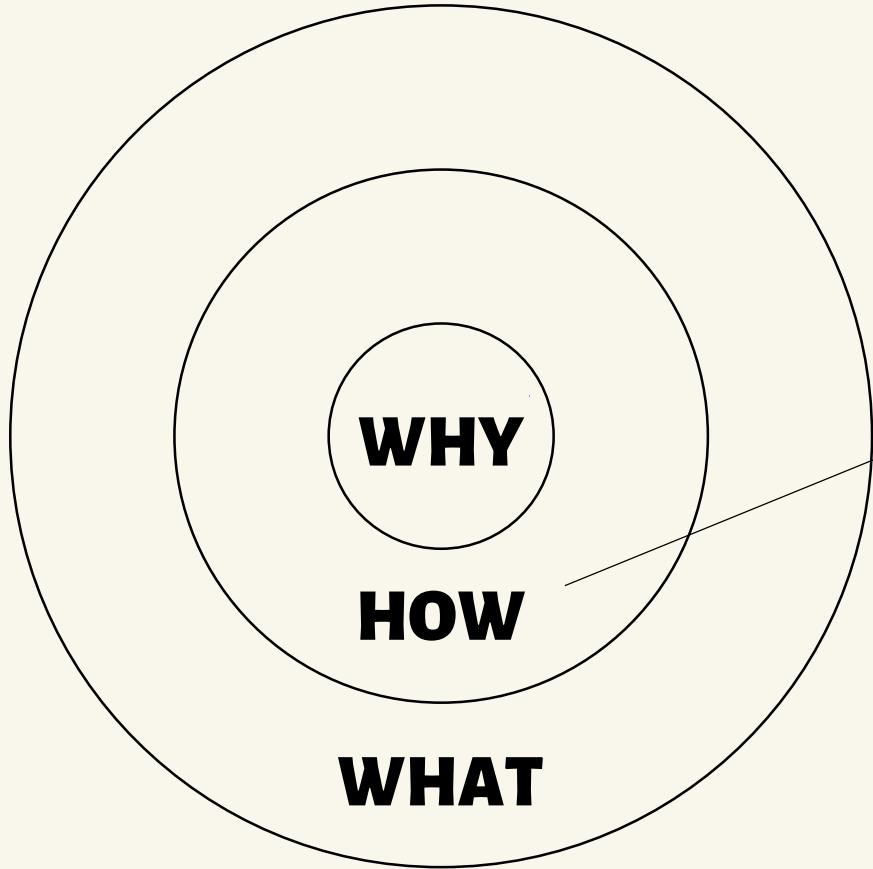


National Parks *Green Pathways* create supply of, routes to and demand for careers in the green economy

Green Pathways is a collection of inspirational programmes that reach out into communities beyond National Parks boundaries and down into the youngest age groups to provide the motivation and route to employment in the Green Economy through experiences, skills, training and career development opportunities that will live long in the memories of participants

Green Pathways - Xcutting themes

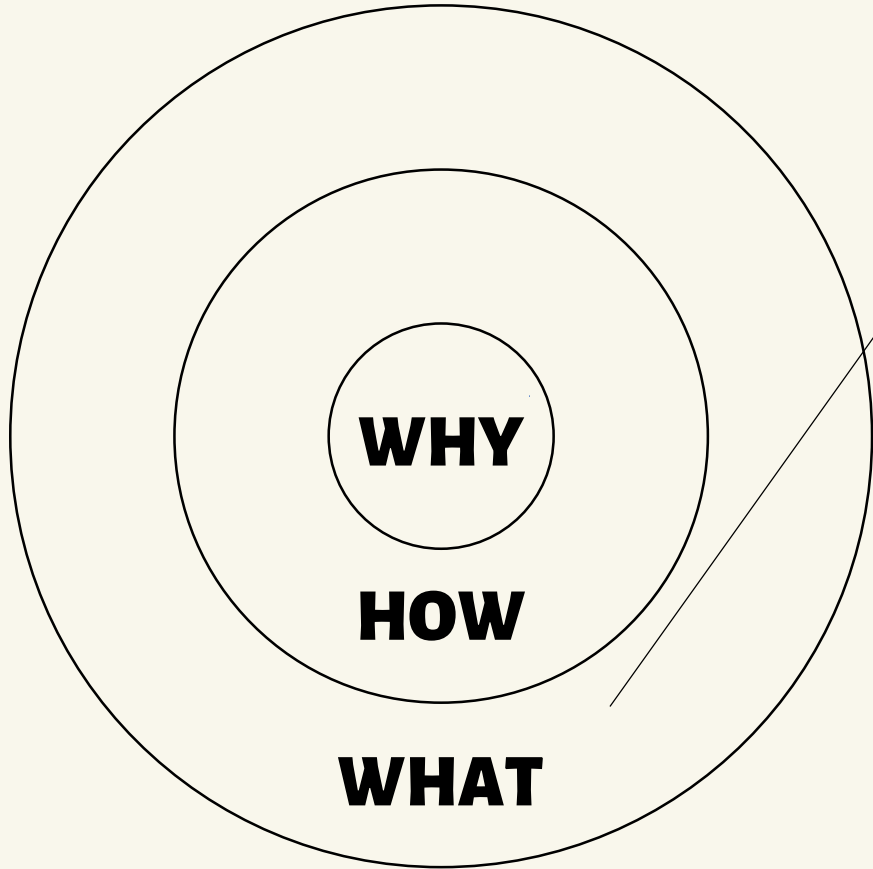
- **Green Boost** means that all of these experiences are designed to grow nature connectedness as a means to: enhance the physical and mental wellbeing of participants; promote more environmentally responsible lifestyle choices; boost attainment in education.
- **Green Lanes** expresses the intention that all of the **Green Pathways** must be accessible to the widest possible cross section of society and that extra effort will be made to understand and remove barriers to access -creating clear lanes for social groups that are currently underrepresented in green spaces and the Green Economy.



National Parks *Green Pathways* create supply of, routes to and demand for careers in the green economy

Green Pathways is a collection of inspirational programmes that reach out into communities beyond National Parks boundaries and down into the youngest age groups to provide the motivation and route to employment in the Green Economy through experiences, skills, training and career development opportunities that will live long in the memories of participants

***Three Green Pathways
programmes constitute the
National Parks offer as part of
Generation Green***

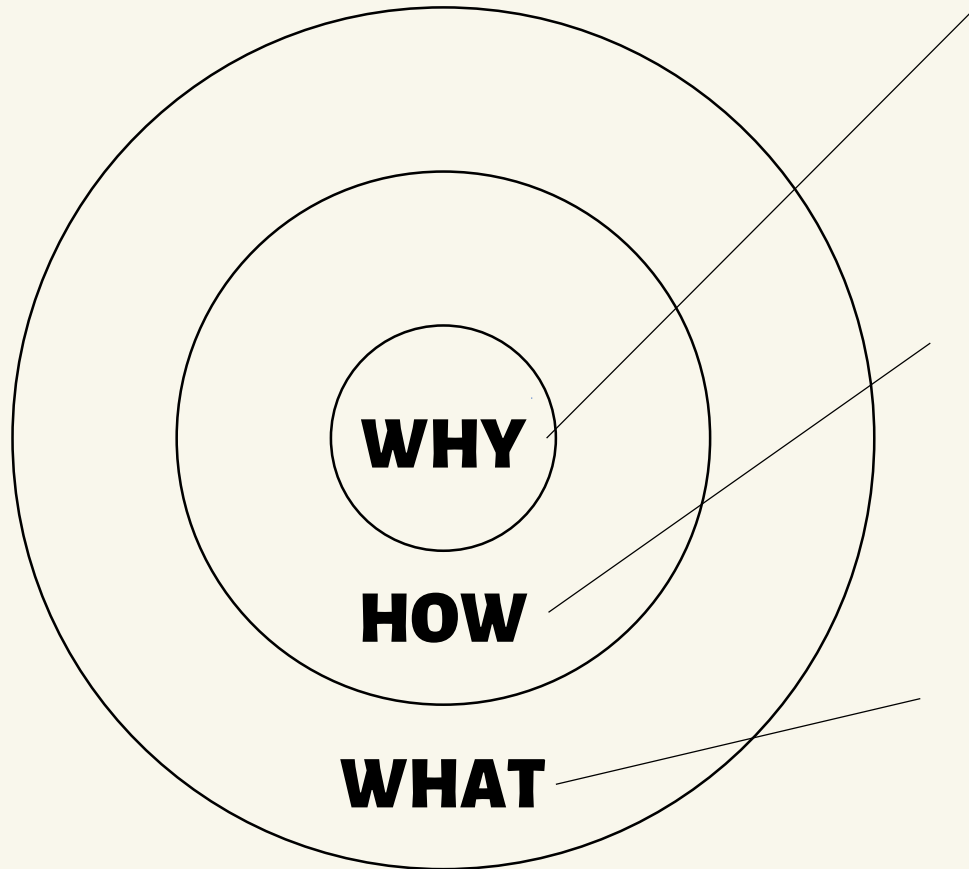


Four Green pathways are the National Parks delivery programmes for Generation Green

- *Green Beacons*
- *Green Shoots*
- *Green Leaders*

The Generation Green Pathways

- **Green Beacons:** employ and train educators and youth leaders to be the inspirational figures that can light the way for young people to work in the Green Economy
- **Green Shoots:** are outreach projects and resources that work predominantly through links to schools to provide inspirational experiences for under 12s; they plant the seeds of the ambition to work in the Green Economy
- **Green Leaders:** is a training and engagement programme to support young people as leading voices and active participants in the Green Economy and conservation through, for example, working as Young Rangers in National Parks



We inspire teach and train the next generation to lead the Green Recovery

National Parks *Green Pathways* create supply of, routes to and demand for careers in the green economy

- Providing a Green Boost, creating Green Lanes

Four Green pathways are the National Parks delivery programmes for Generation Green

- *Green Beacons*
- *Green Shoots*
- *Green Leaders*

7. PEAK DISTRICT SUSTAINABLE TRANSPORT PROJECT

1. Purpose of the report

To inform Members about proposals for a Sustainable Transport Project for the National Park and to seek approval for the development of this report into a formal proposal and bidding document for funding to deliver this project.

Key Issues

- The Peak District National Park is one of the most popular destinations for visits, and in particular day visits, in the United Kingdom. Prior to the Covid-19 pandemic in 2019, there were 14.9 million visits to the National Park lasting three hours or more. It is likely that there were an almost equal number of visits lasting less than three hours.
- The majority of visitors to the Peak District National Park (83%) arrived by private car prior to the pandemic. Public transport patronage levels have fallen as a result of the pandemic, with some former passengers reluctant to use buses because of safety concerns.
- Whilst the National Park still has a good core public transport network in many places, levels of coverage are variable across the whole of the National Park. Overall, there has been a decline in bus services due to budgetary constraints, and there are currently many popular Peak District destinations that cannot be accessed by public transport. Where bus services do exist, they often don't operate on Sundays, Bank Holidays or in the evening.
- Those without access to a private car would find it almost impossible to visit many popular areas of the National Park.
- Transport remains one of the major contributors to carbon emissions and climate change within the National Park.

2. Recommendations

- 1. That Members offer support for the development of this report into a formal proposal and bidding document for a Peak District Sustainable Transport Project.**
- 2. That Members support the development of the bid with partner organisations including our constituent transport authorities.**
- 3. That Members agree that this project be steered under the auspices of the Member Climate Change Steering Group.**
- 4. That Members support the convening of a meeting with appropriate partners in Spring / Summer to develop the bidding document.**

How does this contribute to our policies and legal obligations?

3. Landscape Review Recommendations

While we are still waiting for the Government response to the Landscapes review, the proposed Peak District Sustainable Transport Project is in direct response to Proposal 19: -

"Proposal 19: A New Approach to coordinating public transport piloted in the Lake

District, and new, more sustainable ways of accessing national landscapes”.

National Park Management Plan (2018-23)

The Peak District Sustainable Transport Project has a strong connection to the following Special Qualities; ‘*Special Quality 3: Undeveloped places of tranquillity and dark night skies within reach of millions*’ and ‘*Special Quality 6: An inspiring space for escape, adventure, discovery and quiet reflection*’.

The project will also contribute to the following Areas of Impact – Area of Impact 4: A National Park for everyone; Area of Impact 5: Encouraging enjoyment with understanding; Area of Impact 6: Supporting thriving and sustainable communities and economy.

Corporate Strategy (2019-24)

The Peak District Sustainable Transport Project is linked to the Corporate Strategy outcome ‘A National Park Loved and supported by diverse audiences’. Specifically, the project will assist in the delivery of Key Performance Indicator 12: -

KPI 12: Increase public connection with the Peak District National Park.

Core Strategy (2011)

The Peak District Sustainable Transport Project will assist in the delivery of Policy T1: Reducing the general need to travel and encouraging sustainable transport. This policy sets out the Authority’s general strategic approach to transport within the National Park. The Peak District Sustainable Transport Project is particularly pertinent for Parts C, D and F of the policy: -

C. Modal shift to sustainable transport will be encouraged.

D. Improved connectivity between sustainable modes of travel will be sought.

F. Sustainable access for the quiet enjoyment of the National Park, that does not cause harm to the valued characteristics, will be promoted.

Background Information

4. The Peak District National Park is one of the most popular visitor locations nationally, attracting between 13 and 26 million visits per annum. Lying at the heart of England, the Peak District National Park owes its creation and popularity to the large urban populations that surround it, including the Greater Manchester and South Yorkshire conurbations. According to the Census data (2011), the Peak District National Park lies within a one-hour drive of 16 million people.

The ease of access by car means that the majority of visitors travel to the National Park by private car. Surveys undertaken by the Authority indicate that 83% of visitors arrive by private car. However, for some popular recreation hubs, with limited alternative means of access, data suggests that this percentage is higher.

There are a number of reasons why visitors choose to arrive by private car, these include convenience, perceived costs, and awareness of alternatives. However, a key factor has also been the decline in the availability of public transport access over recent years. Ongoing budgetary constraints affecting Transport Authorities has meant that leisure and off-Peak services have declined. Unfortunately, this has had a negative impact on the availability of opportunities for car-free travel at those times when the

demand to visit is highest, namely weekends and bank holidays.

The complex political geography of the Peak District adds yet another layer of complexity to the provision of public transport to, from and across the National Park. The Peak District falls under the auspices of six transport authorities (Cheshire East Council, Derbyshire County Council, South Yorkshire Mayoral Combined Authority, Staffordshire County Council, Transport for Greater Manchester and West Yorkshire Metro).

The Covid-19 pandemic has exacerbated this situation with the public being actively discouraged from using public transport during the early part of the pandemic. Following this, as the initial lockdown eased the availability of public transport was also less than before the pandemic. However, the demand to connect with nature was at its highest ever, with visitor levels exceeding capacity for much of the Summer of 2020. Whilst travel restrictions have eased, particularly from the Spring of 2021 onwards, demand for access has remained high, and the levels of public transport patronage (both bus and rail) are yet to reach pre-pandemic levels.

The impact of the current dependence on the private car for visits to the National Park, on the Park's special qualities has been magnified during the Covid-19 pandemic. Encouraging a shift away from the private car to more sustainable means of transport including public transport and active travel would alleviate these impacts and deliver the following positive outcomes: -

- i) Reduced Carbon emissions – in 2016, road transport accounted for 14% of greenhouse gas emissions (Carbon Dioxide, Methane and nitrous oxides)¹. Cars and taxis accounted for more than 70% of road transport emissions.
- ii) Community – the number of visitor-owned vehicles often outstrips parking provision at a number of locations across the Peak District. This often leads to a mix of unsafe, obstructive or damaging parking, with impacts on residential access and amenity. Delivering modal shift would lessen these impacts.
- iii) Visitor enjoyment – traffic congestion, difficulty parking and parking fines are generally stressful. Conversely, opportunities to try new things, such as cycling or a visitor experience focussed bus service as part of a day out can be both exciting and empowering.
- iv) Landscape – where cars are parked in inappropriate locations, they often cause damage to verges, destroying vegetation and the habitats that they support. From a wider landscape perspective, long lines of vehicles parked along the roadside reflecting sunlight can be visually intrusive in open moorland landscapes. Widespread modal shift by visitors would lessen this impact.

Big ambition

The National Park Authority has no direct responsibility for transport within the National Park. We are neither a highway nor a transport authority, and our statutory powers are directed towards the achievement of National Park purposes through our role as a planning authority. However, the complex geopolitical make up of the Peak District, coupled with the ease of access from surrounding urban areas means that we have a role to play in facilitating the delivery of opportunities for modal shift.

We have a longstanding tradition in this area of work; the delivery of a visitor management scheme in the Goyt Valley more than fifty years ago was ground-breaking. The scheme incorporated a range of measures aimed at providing access whilst

¹ This total excludes point sources such as Hope Cement Works.

reducing the impact of the private car. The Goyt Valley visitor management scheme has evolved over the last 50 years and we have ambitions for its ongoing development in line with current use and drivers for change.

By working with a range of partners, including the local authorities, private business, landowners, residents, visitors and the Government, we believe that we can deliver another ground-breaking project to deliver modal shift in the Peak District. Like the Goyt Valley Visitor Management scheme, we believe that our Sustainable Transport Project will be capable of replication in other National Parks and other protected landscapes; fulfilling the requirements of Proposal 19 of the Glover Report: Transforming our National Landscapes (2019).

The Peak District National Park Authority has an established preferred visitor travel hierarchy: -

- i) Active travel – focussed on walking, cycling and horse riding
- ii) Public transport – bus, train demand responsive transport and Mobility as a Service (MaaS).
- iii) Low emission car journeys – Electric vehicles (plug-in and hybrid) and preferably multiple occupancy / car share.

Sharing ideas

Proposal 19 of the Glover Report makes specific reference to “*A new approach to coordinating public transport piloted in the Lake District, and new, more sustainable ways of accessing national landscapes*”. Whilst the proposal specifically references the Lake District National Park, the Peak District National Park Authority expressed an early interest to Defra and the Department for Transport (DfT) to deliver an additional pilot scheme. We believe that our challenging geopolitical complexity offers a good contrast to Lake District as well as opportunities to trial different approaches.

Dartmoor National Park Authority has also expressed an interest in acting as a third pilot area, with a remote rural heartland and limited existing public transport provision. Officers from all three National Park Authorities have met regularly to share information and to discuss opportunities for fulfilling Proposal 19.

Starting small

Whilst the Peak District National Park Authority is not responsible for the delivery of transport within the National Park, we have invested money and other resources to deliver projects on our own and in partnership with others to meet the travel hierarchy provided above. We believe that successfully delivering on all or part of the following projects demonstrates their viability and offers opportunities for their rapid growth.

Hope Valley Explorer Project

The Peak District National Park Authority launched the Hope Valley Explorer Visitor Experience bus service in July 2019. Operated by Stagecoach South Yorkshire, the project was intended as a 3-year pilot to demonstrate demand for a visitor experience bus service within the National Park.

In its first season, the Hope Valley Explorer operated for 42 consecutive days during the summer school holidays between Sunday 21st July and Saturday 31st August 2019. The service included on-board commentary, hop-on-hop-off day tickets and associated discounts for ticket holders for two visitor attractions. In order to promote multi-modal sustainable journeys, the Hope Valley Explorer called regularly at Bamford, Hope and

Edale railway stations (Hope Valley Line).

The Hope Valley Explorer route ran from Chesterfield and acted as a shuttle linking Bamford, the Upper Derwent Valley, Edale, Castleton and Mam Tor (via Winnatts Pass). During the course of the 2019 season, the service carried approximately 2,600 passengers, (an average of 62 passengers per day). Unfortunately, due to capacity issues associated with the pandemic, the service did not go to Edale in 2021; otherwise the route was very similar to 2019.

The Hope Valley Explorer did not operate during 2020 due to the Covid-19 pandemic. It did however run in 2021 on weekends and bank holidays from 24th July through to 30th October 2021 (30 days in total). During 2021, the service carried a total of 1,811 passengers, and average of 60 passengers per day.

White Peak Loop

The White Peak Loop is a partially completed, aspirational, largely off-road circular cycling route linking railheads at Matlock and Buxton via the Monsal and High Peak Trails. There are some incomplete sections within the Peak District that are key to its delivery. Derbyshire County Council and the Peak District National Park Authority believe that the completion of the loop will benefit residents of and visitors to the National Park. We also believe that it will support the local rural economy whilst delivering carbon saving benefits.

In 2010, the Peak District National Park Authority secured a grant of £2.25 million from Cycling England / the DfT for the delivery of the Pedal Peak Project. This project focussed on the reopening of four disused tunnels along the Monsal Trail to provide an 8.5-mile multi-user route. On completion in May 2011, cycle use on the route increased by more than 300%.² In the ten years since its opening there have been more than 1,023,264 cycle journeys and 1,497,297 walking journeys on the Monsal Trail past Hassop Station³.

In 2013, the Peak District National Park Authority led on authoring a successful bid to the DfT's Linking Communities Fund for a number of cycle infrastructure projects including elements of the White Peak Loop. This enabled the delivery of a Monsal Trail link between Matlock and Rowsley and a High Peak Trail link between Hurdlow and Buxton.

The key focus moving forward is the delivery of the two missing sections of the Monsal Trail between Wyedale and Buxton and Rowsley and Bakewell respectively.

Recreation hubs

The Peak District features a number of popular visitor locations from which members of the public access the open countryside. Visits to these locations often focus on active recreation including; walking, cycling, horse-riding, climbing / bouldering and running. Even when the focus of a visit to these sites may be for less active pursuits (bird-watching, picnicking, visiting an historic monument or place of interest), access often involves walking⁴. These locations offer a range of facilities for visitors and are often the first location that visitors experience and interact with the National Park away from their means of transport. We describe these busy locations as recreation hubs. In most cases, the recreation hub will have a primary site with a range of facilities. Many recreation hubs have peripheral smaller scale parking or other facilities across the wider

² Based on the average daily total for the calendar month before opening (99 in April 2011) and the average daily total for the month after opening (312 in June 2011).

³ Based on data recorded by the Hassop Station Cycle Counter (from May 2011 to December 2020) and the Hassop Station Pedestrian Counter (from March 2012 to December 2020).

⁴ Peak District National Park Visitor Survey 2014

area.

In its planning role, the National Park Authority must take account of its two statutory purposes and duty. This means achieving a balance between the conservation and enhancement of the National Park and the provision of opportunities for understanding and enjoyment; whilst having regard to the well-being of residents.

Recreation hubs are locations where development can be focused according to environmental capacity. This also offers the opportunity to ensure that future development is accompanied by opportunities to enhance sustainable access to, from and between neighbouring sites; and the public transport network.

The development of the recreation hubs programme will allow definition for both policy and practice to be developed by the National Park Authority, providing focus for our corporate planning work across all services into the future.

Bus Service Improvement Plans

The Bus Back Better: National Bus Strategy for England was published by the Department for Transport (DfT) in March 2021. This strategy sets out a call for action for transport authorities to work with bus operators to deliver improved bus services. Two approaches are advocated; bus franchises or enhanced partnerships. In both cases, authorities are directed to produce a Bus Service Improvement Plan (BSIP) setting out an approach for delivering bus services within their area and for working across boundaries.

The Peak District National Park has six constituent transport authorities all of whom have produced BSIPs which act as a bidding document to the Department for Transport. Nationally, transport authorities have produced a range of ambitious plans. However, the currently allocated funding available from the Government is insufficient to deliver all of the aspirations of all of the BSIPs. It is likely that the focus for funding will be in urban areas, where it is often assumed to provide most value for money.

Derbyshire BSIP – the BSIP Team at Derbyshire County Council has been very proactive in consulting officers of the National Park Authority during the development of the BSIP. The Derbyshire BSIP includes many references to the National Park, including: -

“The BSIP gives Derbyshire a chance to expand the public transport network and make it easier for visitors to enjoy the Peak District and Derbyshire using sustainable travel modes.”

In turn, the Chief Executive of the National Park Authority provided a letter of support stating *“the Peak District National Park Authority would like to offer its full support to the Derbyshire Bus Service Improvement Plan”*.

A key part of the Derbyshire BSIP is the ‘Large Scheme Proposal’ for *“an integrated countywide scheme of interconnected Transport Hubs.”* The Derbyshire BSIP defines the Transport Hubs as follows: -

“Our Transport Hubs will be easily accessed via active modes with secure cycle parking, and carefully sited so that existing (and new) conventional bus services can serve the Hubs. Most importantly the Transport Hubs will be the foundation for a network of flexible DRT services tailored to individual communities and visitors, operated by zero-emission minibuses, and supported by modern demand-responsive booking systems which facilitate rapid adjustments to planned operations.”

Proposed hubs within the National Park include Bakewell and Hope (rural hubs); and Castleton, Chatsworth and Ladybower (bespoke hub / destination)

South Yorkshire Mayoral Combined Authority BSIP – also recognises the importance of providing sustainable transport access to the Peak District and contains the following statement: -

“Given a desire in the National Bus Strategy to improve bus facilities for tourists and the proximity of many parts of South Yorkshire to open space, this may also be an opportunity

to trial a new DRT service. Initial discussions have been held with the Peak District National Park on considering a new DRT service based on the Hope Valley Explorer and the Moorlands Connect services, providing enhanced bus access to both the National Park itself and also the Hope Valley rail line within it.

Staffordshire BSIP – focuses on the role of Demand Responsive Transport to support journeys into the National Park through the Moorlands Connect service (see below)

Demand Responsive Transport

a) Moorlands Connect

Staffordshire Moorlands Council successfully applied to the DfT's Rural Mobility Fund earlier this year. The application was based on the upgrading and relaunch of the Moorlands Connect Service. The original Moorlands Connect Service was launched by Staffordshire County Council in 2010 with some initial funding from the National Park Authority; with Ashbourne Community Transport as the operator. The demand responsive service operated within a set area centred on Leek and the Staffordshire Moorlands part of the Peak District. The Staffordshire BSIP references the Moorlands Connect, stating: -

“Focused on the rural area between Leek, Ashbourne and Buxton, nearly two-thirds of the scheme's area is within the Peak District National Park.”

The upgraded service soft-launched in October 2021 with an expanded operating area; an updated back-office system, stronger links to scheduled bus services and an enhanced focus on providing access for visitors to the Peak District. The service continues to be operated by Ashbourne Community Transport, with an official launch anticipated for the Spring of 2022.

b) Peak District Connect – Sheffield

Officers of the National Park Authority have been working with Via Consultancy to bring together a proposition for a Demand Responsive Transport service to link Transport Hubs in Sheffield with the eastern Peak District. The aim of the proposition is to drive modal shift from the private car for those visitor journeys not currently accessible by public transport. The service would also provide links to existing scheduled services and offer options for reciprocal journeys by National Park residents.

The benefit of this approach is recognised by the team leading the South Yorkshire Mayoral Combined Authority Bus Service Improvement Plan; which contains a placeholder for a Demand Responsive Service linking Sheffield with the Peak District National Park.

In addition, the National Park Authority's CEO has discussed the role of Demand Responsive Transport with the DfT and Defra as a means of delivering elements of

Proposal 19 in the Peak District.

Travelling Light Project – Hope Valley Climate Action

The Travelling Light Project was launched in July 2021 and the project aims to bring about transformative and sustainable change in the way local people and visitors travel to, from and within the Hope Valley. The project aims to promote walking and cycling for everyday purposes, encourage the use of bus and rail, and reduce the current high dependency on vehicles powered by fossil fuels.

The Hope Valley receives several million car-borne day visits each year; it is also the home to a local population of around 9,000 people. Hope Valley Climate Action has received grant funding from the Foundation for Integrated Transport for the initial development year of a nationally significant five-year project. The Peak District National Park Authority has also provided financial support for initial stages of the project. The Peak District National Park Authority and Derbyshire County Council are both represented on the Project's Steering Group.

Hope Valley Climate Action have appointed a Project Officer, whose work during 2021 has focused on engagement, research and the development of a 'Scene setting document'. There is a current focus on identifying and securing funding for the five-year delivery stage of the project.

Scaling rapidly

The projects described above are focused on specific areas, but all have the potential to be delivered at a larger scale and over a wider geography. This could be a replication across other parts of the National Park, or the whole of the National Park, with the individual approach tailored to demand, catchment, geography and the specific special qualities of the area. If successful, the approach could also be replicated in other National Parks, AONBs or popular rural visitor destinations.

At the current time, no one authority or body has responsibility for delivering sustainable transport across the Peak District, resulting in different approaches across constituent authority boundaries. More importantly, no one body has sufficient funding or expertise to deliver a National Park wide sustainable transport project. Our proposal seeks to address these gaps.

Transport Summit

In order to better understand the challenges in delivering sustainable transport solutions across the National Park, a Transport Summit is being proposed. This will seek to: -

- i) Better understand the scale of transport's contribution to climate change in the Peak District;
- ii) Better understand the role that transport plays in providing access to services and the outdoors for visitors and residents; and
- iii) Identify opportunities to deliver modal shift and reduce carbon emissions whilst maintaining opportunities to access services and the outdoors.

The summit will focus on how the Peak District National Park Management Plan can act as a delivery mechanism for sustainable transport and modal shift to, from and within the National Park. It will also offer opportunities for seeking partner support for the

proposals and bid.

Proposals

Sustainable Transport Project

There is a currently largely untapped market of existing visitors who access the National Park by private car. There is also an untapped market of residents within the Peak District's neighbouring urban catchment who do not have access to a private car. The latter group contains many people who are unable to access the National Park at all despite living within relatively short journey time. Even allowing for the existing rail and core bus routes that link the surrounding urban areas with the National Park, there are many who either cannot access the Park at all, or who are extremely limited in the locations that they can visit.

Proposal 19 of the Glover Report: Transforming our National Landscapes (2019) is for:

"A new approach to coordinating public transport piloted in the Lake District, and new, more sustainable ways of accessing national landscapes".

Following on from the publication of the Final Report, officers of the Peak District National Park Authority have been in discussion with Defra and the DfT with regard to the proposal being widened out to include the Peak District National Park as a pilot area. The Peak District's predominant popularity as a day visit destination makes it a different but equally valid pilot area for Proposal 19.

In order to successfully deliver the Peak District Sustainable Transport Project, there will be a need to focus on several strands of work. We believe that the project will be delivered across two streams of funding plus a focus on existing resources and influence. The main strands of delivery are: -

1) Revenue Funding

Project Officer

In order to successfully deliver a Peak District Sustainable Transport Project there will be a requirement for a dedicated Project Officer. Given the complexity of the political geography of the area and the need for the project to serve the whole of the National Park, there will need to be close partnership working with both constituent and neighbouring transport authorities. This is particularly important as the focus for the project is likely to be on providing public transport access from the National Park's surrounding urban catchment to the Peak District. A partnership approach would best achieve this, building on the wealth of existing knowledge and experience contained within these organisations.

All transport authorities have been tasked by the Government to deliver Bus Service Improvement Plans (BSIPs) as part of the 'Bus Back Better – National Bus Strategy'. The commitments included within some of our constituent and neighbouring transport authority BSIPs will deliver benefit to the Peak District's residents and visitors. However, given the ease of access that the private car provides, persuading visitors to change modes will be a significant challenge.

Previous experience has shown that with secure funding a branded partnership approach has proved effective in promoting public transport for visitors. The Peak

Connections project was an area of work undertaken through the South Pennines Integrated Transport Strategy (SPITS). The project produced a range of promotional materials aimed at delivering modal shift for visitors to the National Park. The value placed on the project by partners meant that it survived the dissolution of the South Pennines Integrated Transport Strategy Partnership.

In order to deliver an effective project, we believe that a Project Officer would need to be appointed for a minimum of 5 years. The role will need to be of sufficient seniority to enable the postholder to be experienced in project delivery and to be comfortable in working with a range of partners (PDNPA Scale 1). The Project Officer would also need to be able to balance the requirements of the various partners in delivering the project.

The partnership would need to include all constituent transport authorities and where appropriate neighbouring transport authorities, all of which would be required to provide funding for the project and in-kind support as appropriate. The partnership would also benefit from the inclusion of constituent LEP's, district, borough, unitary and city councils, as the project would deliver economic and environmental benefits within their respective boundaries. It would also be beneficial to include the relevant DMO(s) and Community Rail Officers within the partnership.

Whilst the funding of the Project Officer post is important, it is also vital that there is a separate source of funding for delivery of the project. Again, this would be shared amongst partners, and would need to be guaranteed for the life of the project. There is an opportunity to draw in additional funding from private business to support specific projects, where they bring direct benefit to key visitor attractions.

The estimated revenue cost of funding the Project Officer post would be approximately £45,000 per annum or £225,000 over five years. This would enable the recruitment senior grade post to reflect the necessary skills and experience required. There may be a need to include a contingency allowance to cover national pay awards over the five-year period.

2) Capital Funding

a) The Explorer Network

This would focus on the delivery and expansion of the current Hope Valley Explorer to develop an interconnected network of Explorer routes offering visitor experience bus services. The focus of the network would be the experiential offer for visitors, including on-board commentary, discounted entry to visitor attractions or other offers.

Initial work has already been undertaken to identify new routes, including a 'Heritage Explorer (Longshaw, Chatsworth, Haddon Hall & Bakewell) and two options for a Dales and Trails Explorer focusing on the Monsal or Tissington / Manifold trails (see Appendix 1).

b) Peak District Connect (Demand Responsive Transport)

This would focus on the successful delivery of a Demand Responsive Transport service to link Transport Hubs in Sheffield with the eastern Peak District. If successful, there is an opportunity to investigate the delivery of similar services across the National Park.

The main focus would be the provision of Demand Responsive bus services for visitors to those locations not currently served by existing public transport. In

order to maximise the utilisation of the vehicles, they would serve key transport hubs in neighbouring towns and cities, with the focus being of additionality to existing services.

c) White Peak Loop

The Derbyshire Key Cycle Network (approved by Cabinet in January 2020)⁵ includes specific elements of the White Peak Loop that need to be delivered in order to achieve a circular off-road route connecting Matlock and Buxton via the Monsal and High Peak Trails. The outstanding elements are shown in Table 1.

Table 1 – Missing sections of the White Peak Loop

Link Number	Section	Length (km)	Timescale	Approximate Cost
17	Buxton Rail Station to Fairfield Common (A6)	1.5	Medium (< 5 yrs.)	£1 to £5 million
18	Coombs Road, Bakewell to Rowsley (A6)	3.9	Medium (< 5 yrs.)	£1 to £5 million
19	Matlock Rail Station to Cromford (High Peak Junction)	7.0	Medium (< 5 yrs.)	£5 to £10 million
20	Harpur Hill to Ladmanlow via HSE land	3.6	Long (>5 yrs.)	£0.5 to £5 million
21	Ladmanlow to Macclesfield Road, Buxton	1.7	Medium (< 5 yrs.)	Up to £0.1 million
22	Macclesfield Road to Buxton Rail Station	1.8	Medium (< 5 yrs.)	£0.1 to £0.5 million

Derbyshire County Council has commissioned Aecom to carry out feasibility work for Link 17a between Wyedale car park and Fairfield Common (A6). This work commenced towards the end of 2021.

d) EV charging points

The Peak District National Park currently has low numbers of publicly available EV charging points (see Appendix 2). Where they do exist, they are limited to a few locations in public car parks, none of which are owned or managed by the National Park Authority.

Whilst grant schemes have been made available to local authorities to install EV charging points within their own car parks, the Peak District National Park Authority does not meet the appropriate definition of a local authority to be able to access these grants. Where possible we have worked with other constituent authorities to influence delivery of EV charging points in their public car parks within the National Park. However, most of these car parks are themselves either too small, too isolated or serving too small a resident catchment to themselves meet the criteria for funding.

⁵ <https://democracy.derbyshire.gov.uk/documents/s2561/Key%20Cycle%20Network.pdf>

For users of electric vehicles to be able to access the National Park, we need to increase the provision of electric vehicles. In some cases, this may mean providing additional electrical capacity as well as charging infrastructure. Making grants available to National Park Authorities is vital if the delivery of a network of EV charging points is to be delivered.

The growth in the use of electric bikes should also be considered. It is important that provision for parking and charging is made in popular visitor locations. There may be opportunities to work with visitor attractions to offer this provision.

e) Peak Resort

The Peak Resort is a development at Unstone on the northern edge of Chesterfield. Under development, the resort aims to offer a 'Resort experience' which incorporates sustainable access to the Peak District National Park for Resort residents and day visitors through low / no emission busses.

This project has strong synergies with the Explorer Network and Peak District Connect Projects, offering opportunities for public / private partnership working. Benefits include national park messaging, park and ride opportunities and opportunities to deliver economic recovery.

f) Travelling Light

Hope Valley Climate Action and the Travelling Light Project Officer are seeking funding for the five-year delivery stage of the project. Two possible sources of funding have been identified and both are currently being pursued.

The delivery phase of the Travelling Light Project will require the recruitment of two Project Officers and is costed at £500,000 over five years.

Hope Valley Climate Action (HVCA) will be the lead partner, piloting a community-led ecosystem for change. HVCA aims to combat climate change through raising public awareness, undertaking practical demonstration projects, and advocating policy change, although the objectives of Travelling Light stretch well beyond the aims of the lead organisation alone.

Travelling Light believes that no single action [such as the switch to electric vehicles or the creation of cycle lanes] will create change on its own. To meet the scale of the challenge, an agile, integrated and cross-cutting approach will need to emerge.

Travelling Light is seeking a 5-year grant to incubate this new approach, so it is ready to spread.

A key development tactic will be to innovate and experiment with alternative modes of travel in the Hope Valley area of the Peak District National Park. Many of the answers to decarbonising rural travel are yet to be found. Initialising the project in one geographic area will provide a testbed to ask questions, iterate solutions and catalyse wider change.

The Travelling Light Project offers an opportunity to focus measures to reduce car dependency on one busy geographical area of the National Park. The Peak District Sustainable Transport Project provides an opportunity to widen that scope to locations that are either traditionally difficult to access by means other than the private car; or where existing car-borne visitor pressure is proving problematic.

3) Data

The Peak District Sustainable Transport Project will require an ongoing monitoring and analysis element to ensure that the National Park and others can assess its effectiveness over time.

The data sources will include existing traffic and cycle count data, which provides background information on how people travel through the National Park. There may be a requirement to either install additional automatic counters or to buy-in existing data from other suppliers.

There will also be requirement to assess the direct effectiveness of the projects being delivered through periodic interview or questionnaire surveys with users. The project will need to include funding to deliver and analyse user surveys. It is unlikely that this work will fall within the scope of the Peak District Sustainable Transport Project Officer, so will need to be funded separately.

4) Leadership

For the Peak District Sustainable Transport to prove successful, it will require strong leadership that can bring together a range of public and private partners for the benefit of the National Park, its residents, visitors and businesses. Whilst, all of the partners in the project will have a key and important role to play, the Peak District National Park Authority is the one body established to deliver national park purposes within the Peak District. Therefore, in this instance the leadership role rests with this Authority.

Building a strong relationship with our statutory partners will be vital, and we would wish to instigate a Steering Group to work with the National Park Authority of the delivery of this project. We have experience of delivering similar partnerships, including in the preparation of the Pedal Peak II funding application in 2013.

In this case we intend to convene an additional small-scale summit with constituent and neighbouring transport / highway authorities. The focus of this approach is to look for opportunities to combine both ideas and opportunities for funding across the wider Peak District area. Our aim is to deliver a partnership project that brings wider benefits for the National Park and its surrounding area than each partner can deliver in isolation.

Benefits

The ultimate aim for the project is the delivery of modal shift for visitors to the Peak District National Park. If achieved, this has the potential to deliver a range of benefits to all partners. These include, but are not exclusive to: -

- Air quality benefits – within the National Park and within the Park's urban catchment.
- Economic – visitors using public transport are more likely to support National Park businesses as part of their visit.
- Climate change – on average, visitors arriving by public transport have a smaller carbon footprint per visit than those arriving by private car.
- Inclusivity – public transport offers access to the National Park for those without access to a private car.
- Wider environmental benefits – visitors arriving by public transport are less likely

to damage verges etc searching for available parking spaces.

- A good range of commonly branded public transport services accessing the National Park.
- Economic benefit for rural businesses – statistically, people travelling by public transport or via active travel are more likely to spend money as part of their day out.

Are there any corporate implications members should be concerned about?

Financial:

5. Not at this stage, but if the National Park Authority were successful in obtaining funding for the Peak District Sustainable Transport Project, this would create additional income to the Authority.

Risk Management:

6. Proposal 19 of the Glover Report makes specific reference to “*A new approach to coordinating public transport piloted in the Lake District, and new, more sustainable ways of accessing national landscapes*”. Whilst the proposal specifically references the Lake District National Park, the Peak District National Park Authority expressed an early interest to Defra and the Department for Transport (DfT) to deliver an additional pilot scheme. There is a danger of raising public expectation of what the Authority can deliver in relation to Proposal 19 and the Peak District Sustainable Transport Project.

This report sets out a plan to seek funding to deliver a Sustainable Transport Project for the Peak District, failure to secure the funding would leave the National Park Authority with no clear way to deliver this project.

Covid-19 continues to affect the willingness of the public to travel by public transport and the availability of drivers to deliver it.

Sustainability:

7. The Peak District Sustainable Transport Project is intended to promote modal shift and reduce single or low occupancy car travel to the National Park. Its aim is also to make the provision of alternatives to the private car financially stable.

Equality, Diversity and Inclusion:

8. The availability of public transport links to the National Park from urban areas has the potential to offer access for those who do not own a car. This can include the young, the elderly and those with limited finances.

9. Climate Change

Delivery of the Peak District Sustainable Transport Project would encourage transport modal shift for visitors to more sustainable means. This should contribute to reducing carbon emissions associated with road transport and deliver climate change benefits.

10. Background papers (not previously published)

None

11. Appendices

Appendix 1 - Hope Valley Explorer – Review of the 2021 Season, plus options for 2022 and beyond

Appendix 2 - Screen print of Zap Map showing EV charging points within the Peak District National Park (4th January 2022)

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Appendix 1 – Hope Valley Explorer – Review of the 2021 Season, plus options for 2022 and beyond

1) Background

a. Hope Valley Explorer 2019

The Peak District National Park Authority undertook a tendering exercise in early 2019 for a bus operating company to deliver the Hope Valley Explorer (then Hope Valley Hopper) visitor experience bus service. Stagecoach South Yorkshire won the tender for a three-year contract to operate the service from 2019 onwards.

The Hope Valley Explorer service launched in July 2019 and operated for 42 consecutive days during the summer school holidays between Sunday 21st July and Saturday 31st August 2019. In order to act as a visitor experience service, the bus included on-board commentary, hop-on-hop-off day tickets and associated discounts for ticket holders for a Castleton café and Fairholmes cycle hire centre. Ticket prices were; single day ticket £6 or £12 for a family. Single journeys were priced at £4. In order to promote multi-modal sustainable journeys, the Hope Valley Explorer called regularly at Bamford, Hope and Edale railway stations (Hope Valley Line).

The 2019 Hope Valley Explorer was provided by two buses which operated from the Stagecoach depot at Chesterfield. The buses accessed the National Park via Dronfield and Owlbar, passing through Hathersage enroute to Bamford. From Bamford, the service had three legs, providing access to the Upper Derwent Valley (Fairholmes), Hope, Edale, Castleton and Mam Tor via Winnatts Pass. During the course of the season, the service carried approximately 2,600 passengers, (an average of 62 passengers per day) and received positive feedback from users. Saturday was the busiest day for users overall across the season.

In addition to acting as a visitor experience bus, the Hope Valley Explorer provided the only public transport link to Edale during the Toddbrook Reservoir emergency in the Summer of 2019. This was due to the closure of the Hope Valley Railway through Whaley Bridge.

b) Hope Valley Explorer 2020

Early discussions at the beginning of 2020 were aimed towards delivering a longer season for the Hope Valley Explorer. The intention was to again offer a daily service during the school summer holidays. In addition, the service would operate on weekends and Bank Holidays from the Whitsun bank holiday weekend and throughout September (a total of 70 days).

Unfortunately, the uncertainty created by the outbreak of the Covid-19 pandemic led to an early decision (March 2020) between the National Park Authority and Stagecoach to suspend the Hope Valley Explorer operation for 2020.

2. Hope Valley Explorer 2021

At the time of initial planning for the Hope Valley Explorer season for 2021, the United Kingdom was still in the middle of the early 2021 Covid-19 lockdown. Again, uncertainty played a role in planning for the 2021 season. Whilst the preference would have been for a longer season as originally envisaged for 2020, the decision was taken to delay the operation until such time as the majority of travel restrictions were expected to be lifted. Therefore, the Hope Valley Explorer 2021 season was restricted to a summer / autumn operation on weekends and bank holidays only (30 days in total). The service began operation on Saturday 24th July and ceased on Saturday 30th October 2021.

A decision was taken to retain the 2019 pricing structure for 2021 in order to attract visitors on to the service. For the 2021 season Derbyshire Dales District Council agreed to provide £3,000 to part-fund the service.

a) Changes for 2021

Planning the Hope Valley Explorer Service for 2021 meant that there was a requirement to consider the need for social distancing for passengers coupled with the need to allow sufficient carrying capacity. In order to achieve this, larger vehicles were required to operate the service. Unfortunately, this meant that due to the physical constraints of the route, the service was unable to run to Edale. Instead the service operated between Bamford and the Upper Derwent Valley (Fairholmes), Hope, Castleton and Mam Tor via Winnatts Pass.

The Hope Valley Explorer was operated by two buses from the Stagecoach depot at Chesterfield. In order to promote public transport access to the Hope Valley, for 2021, the service operated via Chesterfield Railway Station on the inbound and outbound journeys each day. The service also made regular stops at Bamford and Hope Railway Stations during the day. In order to widen access, the inbound and outbound journeys were split between a journey via Barlow and Owl Bar; and one via Baslow and Grindleford.

For the 2021 season, both of the Hope Valley Explorer buses had bike racks fitted, allowing for the carriage of three cycles at a time. Whilst the on-board commentary was retained for 2021, amendments were made based on feedback from 2019, the 70th Anniversary of the National Park; and amendments arising from the removal of the Edale leg of the journey.

b) Statistics for 2021

The following statistics provide an indication of the operation of the service during 2021: -

- i) Total number of passengers carried – 1,811
- ii) Average number of passengers carried per day – 60
- iii) Average number of passengers on Saturdays – 70
- iv) Average number of passengers on Sundays – 48
- v) The highest number of passengers (119) was carried on Saturday 28th August (Bank Holiday Weekend)
- vi) The lowest number of passengers (17) was carried on Sunday 17th October

There was a noticeable drop off in patronage following the onset of Autumn. During September, Saturday figures were by and large favourably comparable with August, whilst the Sunday figures were not. During October, figures for both days were low compared with previous months; although the last day of operation (Saturday 30th October) saw the 3rd highest number of passengers over the whole year (97). In some cases, poorer patronage during the autumn months may be weather related; for example, the forecast for Sunday 17th October indicated a largely wet day. Average performance across all the months of operation can be seen in Table 1 on the following page.

c) User Survey

Users of the service have been encouraged to provide comment on the Hope Valley Explorer Service during 2021. At the time of writing only 14 responses had been received, with 9 of these being submitted on or following the last day of operation. Of these responses, six were made by Explorer users living within a 10 to 20-mile journey by road of the point at which they boarded the bus. The remaining respondents travelled from Doncaster (37 miles), Ilkeston (47 miles), Walsall

(72 miles)¹, Sutton Coldfield (74 miles), Birmingham (98 miles) and Cardiff (183 miles) respectively from the point where they boarded the bus². In the case of the latter, it is unclear whether the journey on the Explorer was part of a staying visit to the area³. The low number of participants means that data from the survey should be treated with caution (14 responses represents 0.7% of the total number of bus users throughout the 2021 season). However, it is worth reflecting on the following statistics: -

- i) 7 of the respondents mentioned either the PDNPA or Stagecoach website as being where they heard about the service.
- ii) 3 of the respondents referred to the scenery as being the thing that they enjoyed most, whilst 3 referred to the convenience of the service.
- iii) 8 of the respondents said that the Explorer was Excellent value, whilst 2 stated that it was very good value; 2 stated that it was average and 2 thought that it was poor – it should be noted that one of the latter also said that the best thing about the service was that it was free!
- iv) 11 respondents stated that the commentary was useful (7 excellent and 4 average), 2 said that it was 'not for them' and one stated that it was not operational during their journey.
- v) 10 respondents said that they would be likely to recommend the Explorer to a friend or colleague; 6 gave the highest possible indication that they would.
- vi) 13 of the respondents said that they would use a similar service elsewhere in the National Park.
- vii) 10 of the respondents were first-time users of the Explorer, with 3 respondents having used the service previously in 2019 and 1 having used it before in 2021.

3) Planning for 2022 and beyond

The ambition for the Hope Valley Explorer has always been to operate a visitor service where the cost of the operation is not borne exclusively by the Peak District National Park Authority. The Hope Valley Explorer project drew its inspiration from the New Forest Tours visitor experience buses. Greentraveller were appointed in 2015 as consultants to carry out a feasibility study into the project. Based on the information available at the time the route recommended for trial was that which was operated in 2019; the only exception being a through connection from Edale to Mam Tor via Barber Booth.

Evidence from the two pilot years of the Hope Valley Explorer (2019 and 2021) indicates that the service is unlikely to run on a commercial basis. Over the two years of operation the average number of passengers per day has been fairly consistent; at 62 in 2019 and 60 in 2021. However, it should be noted that seasonality and weather have influenced peaks and troughs in patronage. Whilst patronage is important, the service's wider value to the Hope Valley has been demonstrated by the interest expressed by parish councils and businesses during its operation. Indeed, the National Park Authority was criticised in 2020 for not running the service. This was at a time when visitor numbers were high and public transport was still greatly affected by the constraints of the Covid-19 pandemic.

Interest in financially supporting and benefitting from the Hope Valley Explorer has been expressed by two major visitor attractions. However, based on the 2021 operation, both

¹ Two respondents gave the same postcode and identical responses, it is unclear whether these were two responses from one group, or two responses by one person.

² Distances are taken from most direct routes between points without toll roads on Google Maps.

³ One respondent chose not to provide point of origin data.

locations are currently only served by the inbound and outbound connector services from Chesterfield.

It would be possible to rework the current routes to add in additional destinations as part of a wider catchment for the service, under Heritage Explorer branding. However, this will affect the frequency of the current operation. One way in which this might best be achieved would be through two interconnecting routes: -

- i) The current Hope Valley Explorer route extended to Hathersage with 1 vehicle
- ii) The second vehicle offering a route connecting to Bakewell, Baslow, Chatsworth, Haddon Hall, Hassop Station, Longshaw and Peak Village as part of a wider tour.

Both vehicles would need to link up at some point, probably Hathersage.

The advantages of a split route approach are: -

- a) This approach could draw in additional income in support of the operation.
- b) The use of two routes could draw repeat customers and offers the potential of the sale of weekend tickets.

However, any dilution of the number of individual connections on the current route could affect its attractiveness for users.

There are also options to deliver the service through three vehicles either spread across two routes or with a third interconnecting route (possible a Trail and Dales Explorer), or as two separate interconnected routes using two vehicles each. However, this would also increase costs, so there would need to be a means of drawing additional funding in support of this.

a) Route options for 2022

As discussed above there are at least three possible options for 2022. The maps provided in Appendix 1 offer some possible options, but are indicative only. The development of new routes would require careful consideration in relation to operational feasibility, timetabling, and competition with commercial services. Any new routes would also incur additional costs for commentary and marketing etc. Detail of possible options are provided in Table 2

b) Season length for 2022

As stated previously, following the end of the 2019 season there was a strong desire to extend the season for 2020. This was to include weekends and Bank Holidays from late May, through until the end of September, in addition to daily operation during the school summer holidays.

The evidence collected across both seasons of operation highlight the effects of weather and seasonality on the popularity of the service with visitors. For 2021, it was felt that a weekend and Bank Holiday Monday operation would focus demand. The evidence from July and August indicates that this approach may have proved successful. However, it is also clear patronage has decreased over the Autumn months.

There are a number of possible options for the 2022 season, which are described within Table 3.

Table 1 – Monthly statistics for the Hope Valley Explorer operation during 2021

Month	Total number of days of operation	Total patronage	Saturdays	Sundays	All days (inc. August BHM)
			Average patronage	Average patronage	Average patronage
July	3	248	87	74	83
August	10	682	73	59	68
September	8	440	72	38	55
October	9	441	59	37	49
Totals	30	1,811	70	48	60

Table 2 – Explorer Route options for 2022

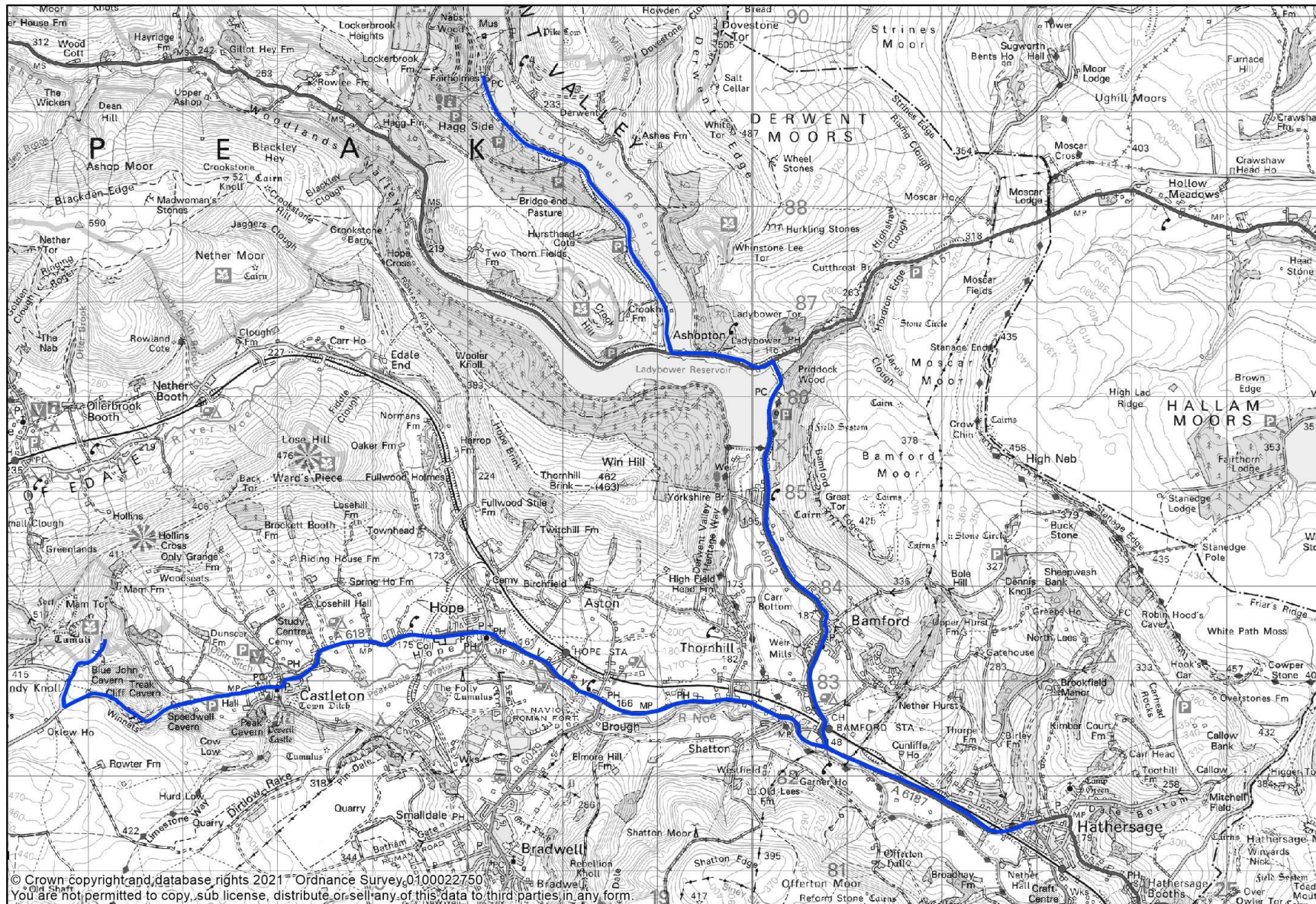
Options	Pros	Cons
Hope Valley Explorer as is (2 buses).	We have two years' experience of delivering this service. It is likely that the operation for 2022 would only require minor changes based on the experiences of 2019 and 2021.	It is unlikely to generate sufficient income to continue beyond the current tender. There appears to be limited options to secure additional funding at the current time.
Hope Valley Explorer and Heritage Explorer (incorporating Bakewell, Baslow, Chatsworth, Haddon Hall, Hassop Station, Longshaw and Peak Village – 2 buses).	The main advantage is the opportunity to bring in financial support for the service from Chatsworth and the National Trust.	Two vehicles running on separate routes may not offer the required frequency of timetable. Additional new costs for interpretation and marketing.
Hope Valley Explorer and Heritage Explorer (incorporating Bakewell, Baslow, Chatsworth, Haddon Hall, Hassop Station, Longshaw and Peak Village – 3 buses).	This approach could address any timetable concerns, with the three buses offering an interlinked service.	This would increase the cost of the service significantly and the increased revenue may not offer sufficient funds to make this feasible. Additional new costs for interpretation and marketing.
Three interlinked Explorer Routes: Hope Valley Explorer, Heritage Explorer and Trail and Dales Explorer (3 buses).	This would offer an opportunity to widen out the brand and possibly lead to better patronage across the project.	This would increase the cost of the service significantly and the increased revenue may not offer sufficient funds to make this feasible. Additional new costs for interpretation and marketing.

Table 3 – Explorer season options for 2022

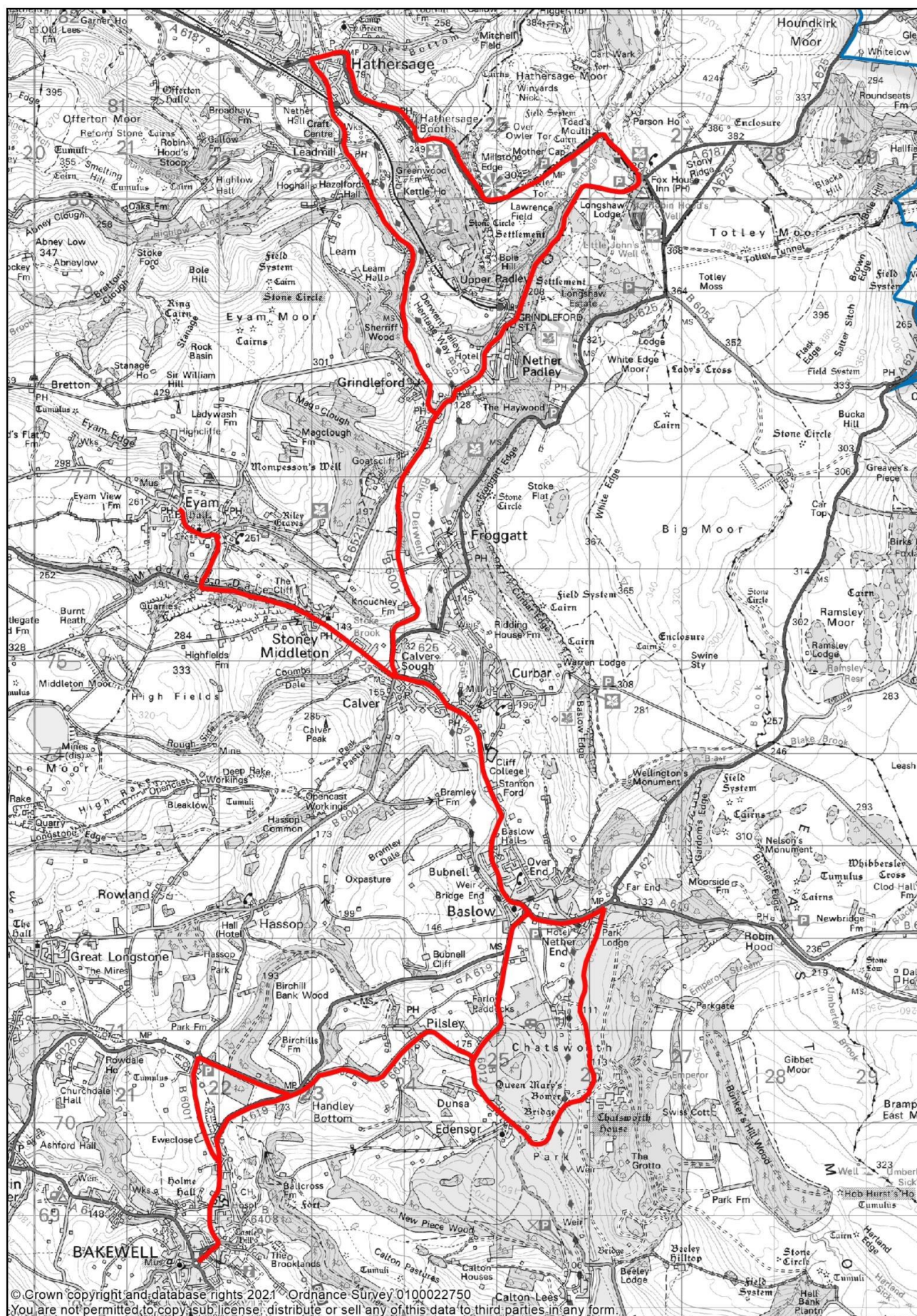
Options	Pros	Cons
Daily school summer holidays only (as per 2019).	Takes advantage of the busiest period for the National Park. Offers plenty of time to work up and market any route amendments.	The weekday services were relatively poorly used in 2019 compared with weekends. May dilute demand.
Weekends and BHM's during school summer holidays and through to the Autumn half-term (as per 2021).	Concentrates demand onto the busiest days in the National Park.	October services have carried relatively few passengers compared to the summer months.
Daily through school summer holidays plus weekends and Bank Holidays from Late May onwards through to September (as planned for 2020).	A long season offers better opportunity to increase patronage.	The weekday services were relatively poorly used in 2019 compared with weekends. May dilute demand.
Weekends and Bank Holidays from Easter through until the end of August.	Picks up the busiest days overall for the NP across a longer season.	Misses the autumn shoulder period...could be extended into early September.

Appendix 1 – Maps for possible Explorer routes for 2022

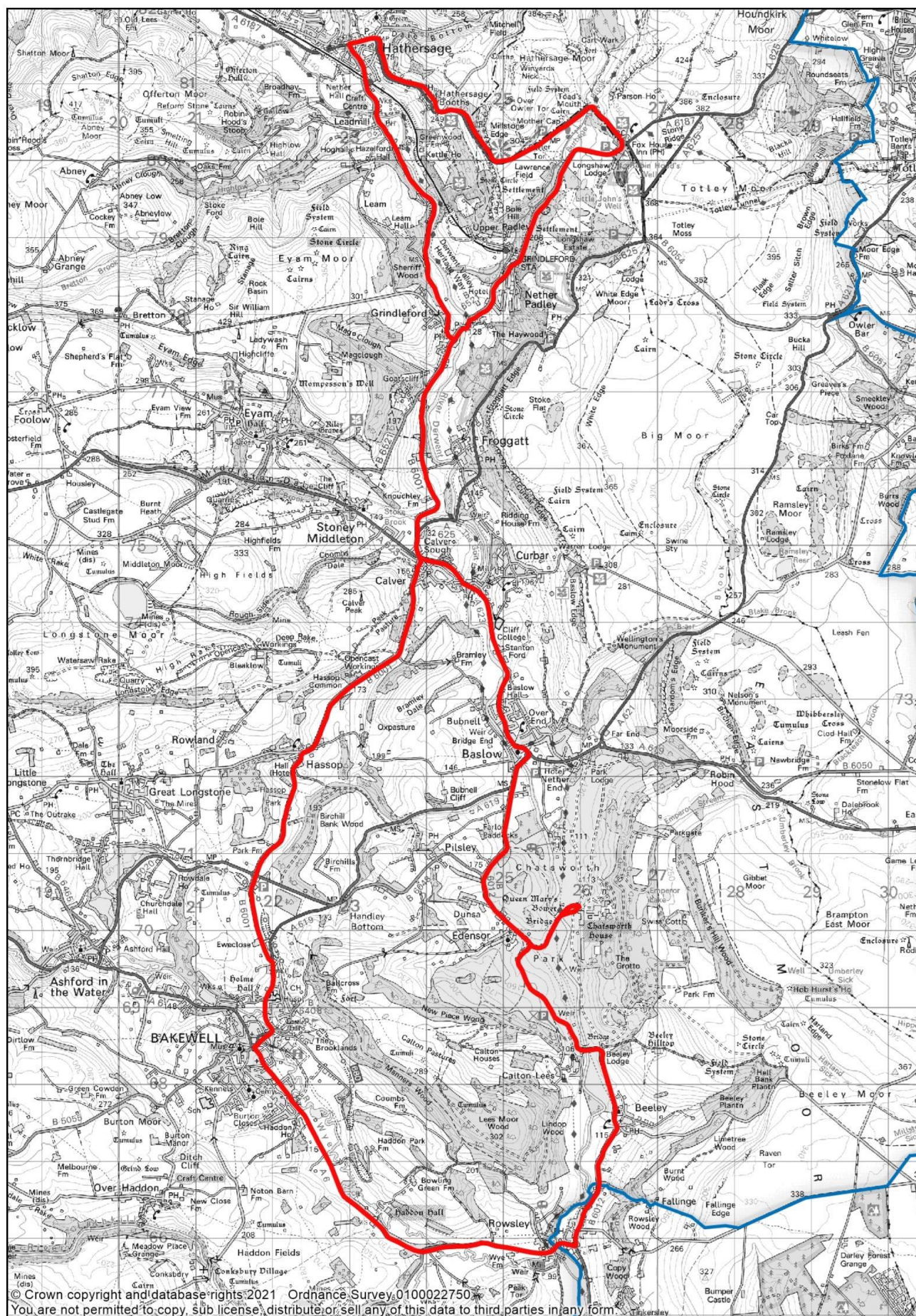
Map B1 – Hope Valley Explorer Route, extended to include Hathersage (Distance 1-way is approximately 13.5 miles)



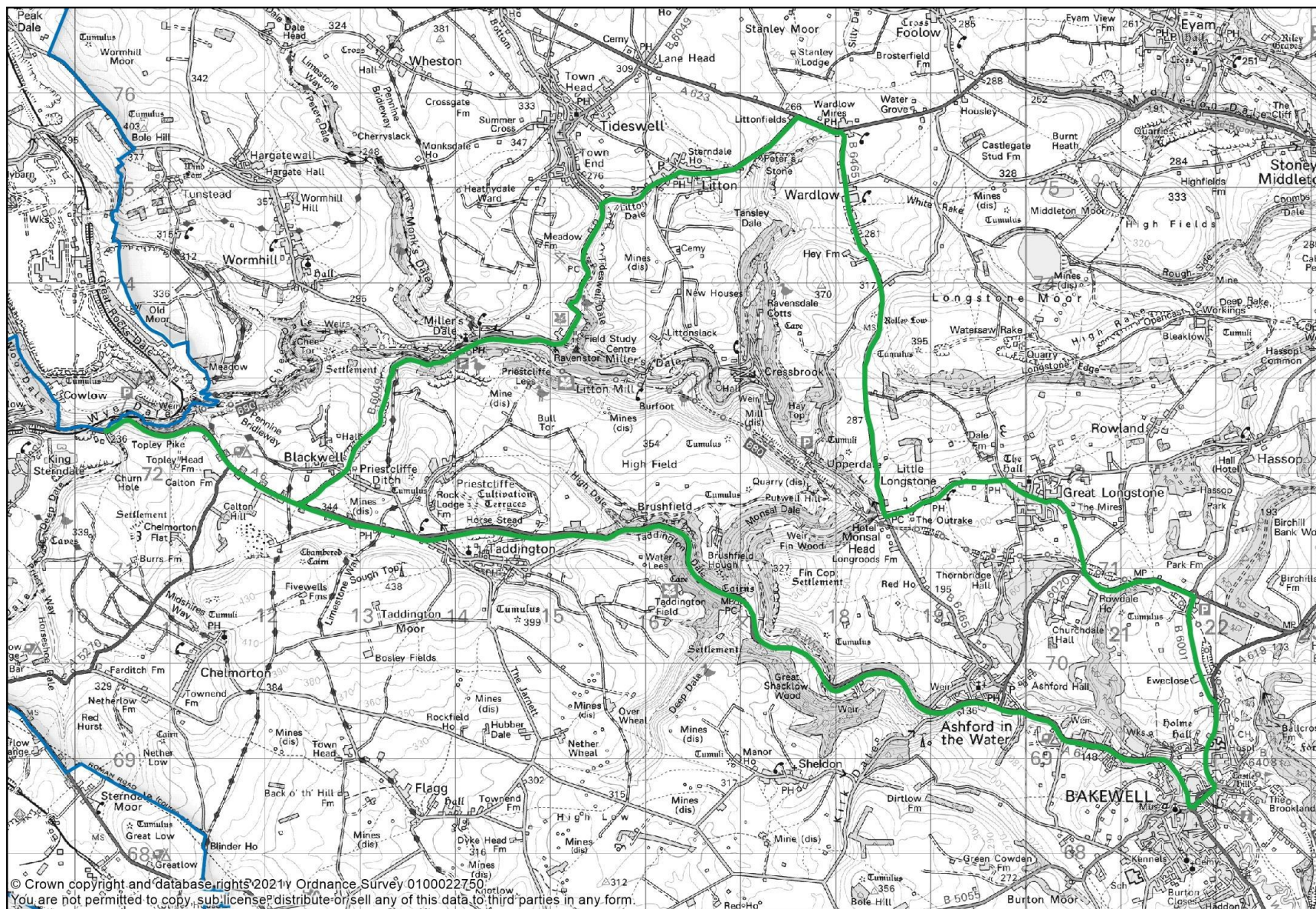
Map B2 – Heritage Explorer Route Option 1 (Distance 1-way is approximately 22.4 miles)



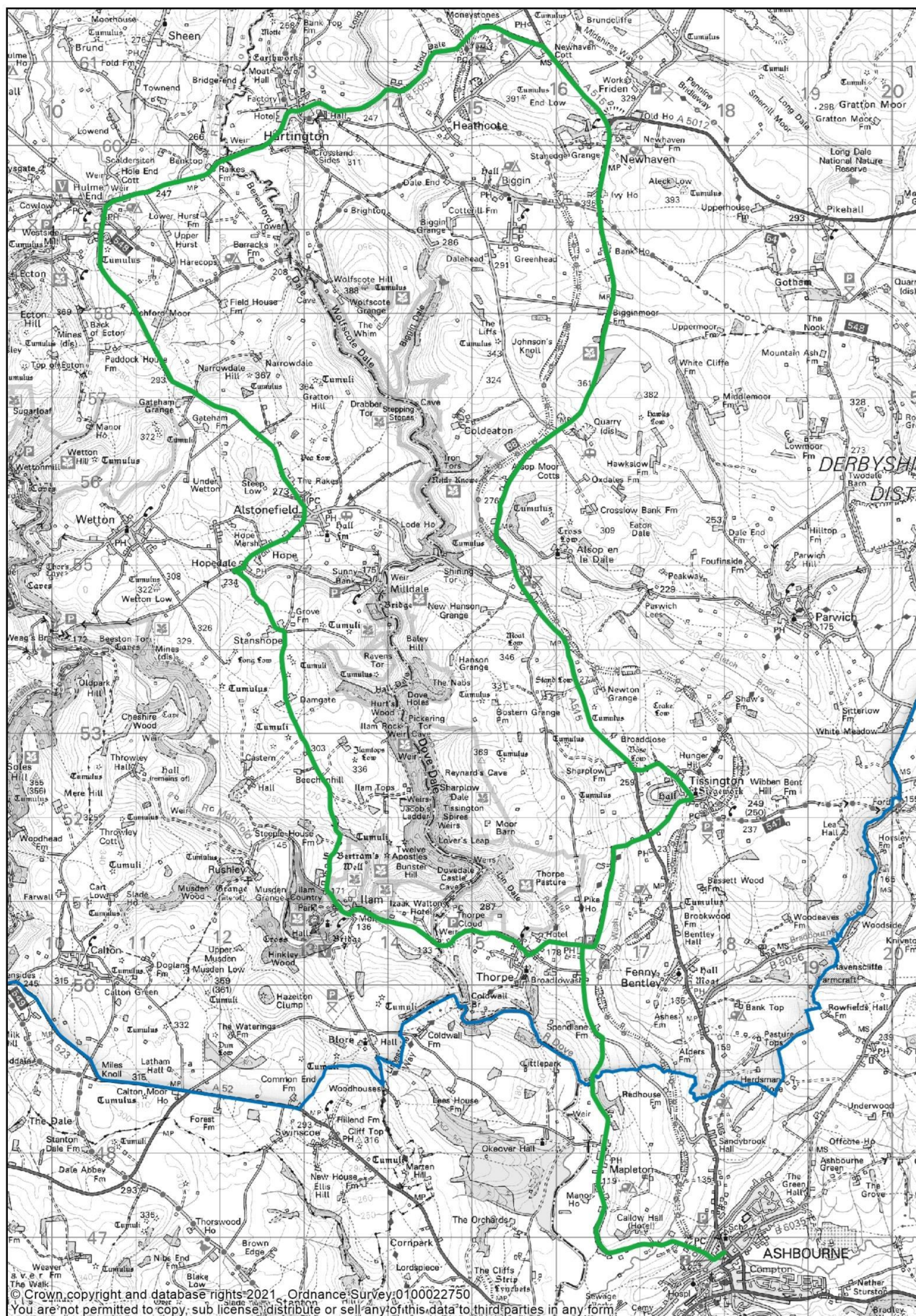
Map B3 – Heritage Explorer Route Option 2 (Distance for round-trip is approximately 30.5 miles)



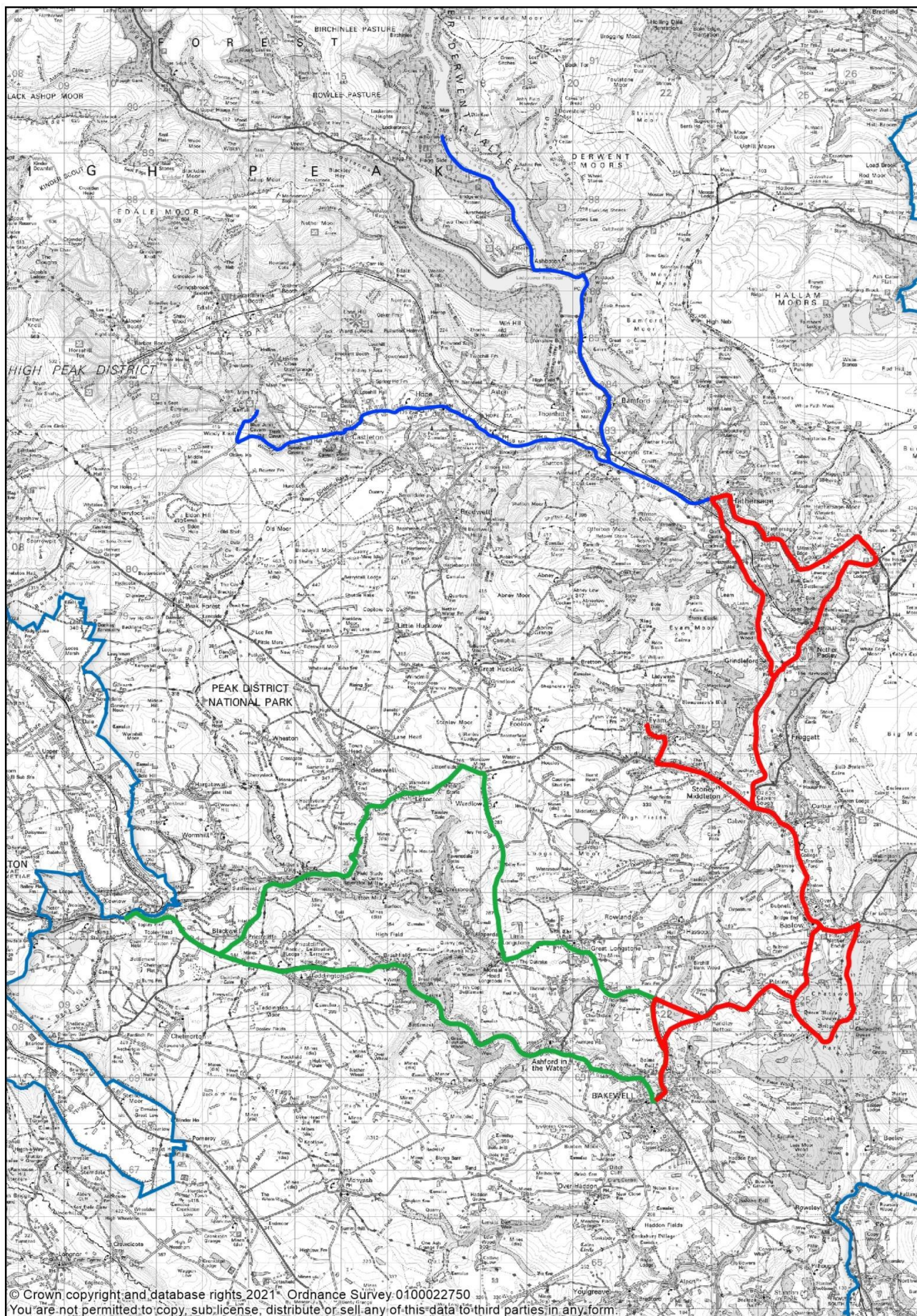
Map B4 – Trail and Dales Explorer Route (Distance for a circuit is approximately 21.3 miles)



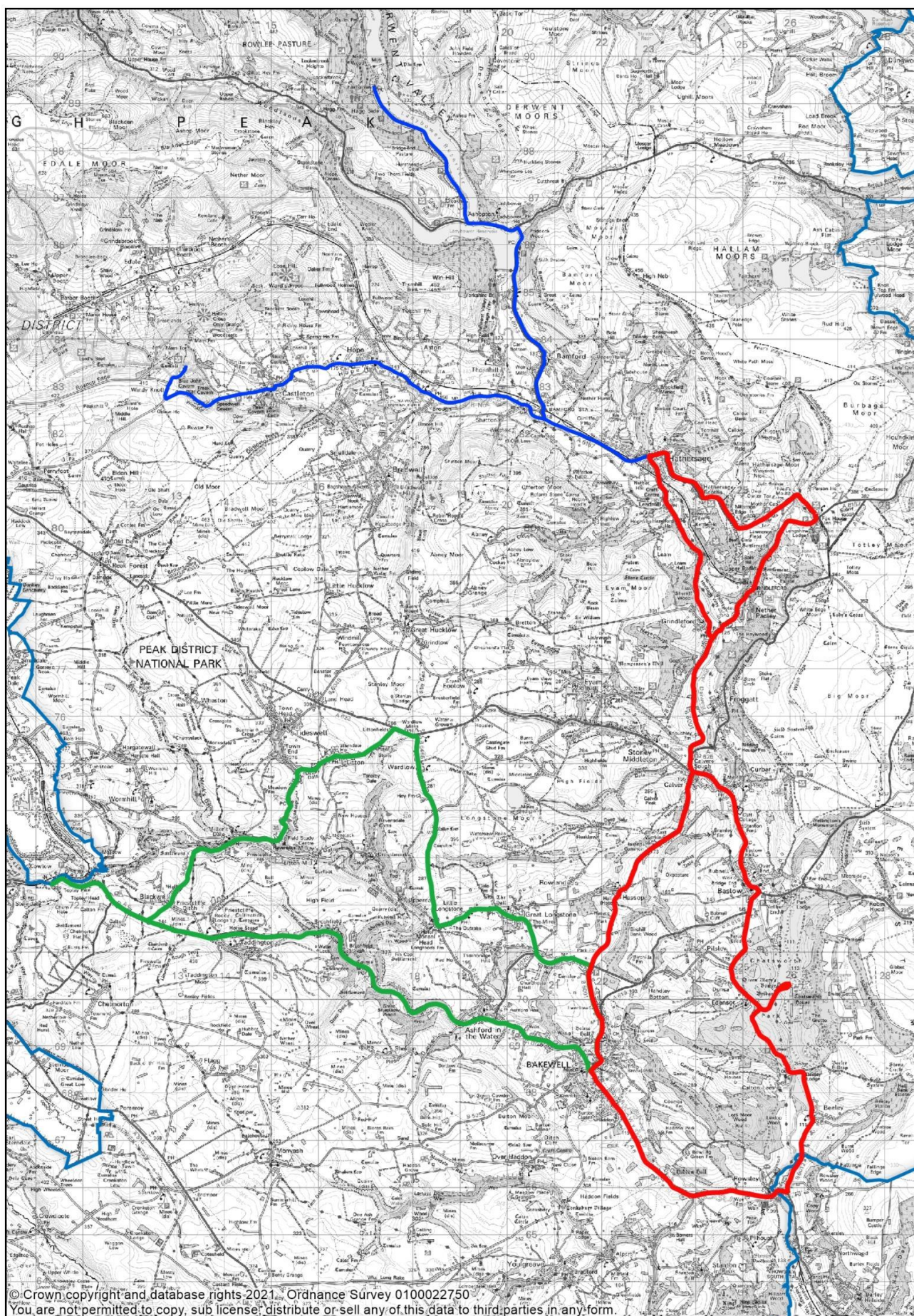
Map B5 – Trail and Dales Explorer Dovedale Route (Distance for a circuit is approximately 23.9 miles)



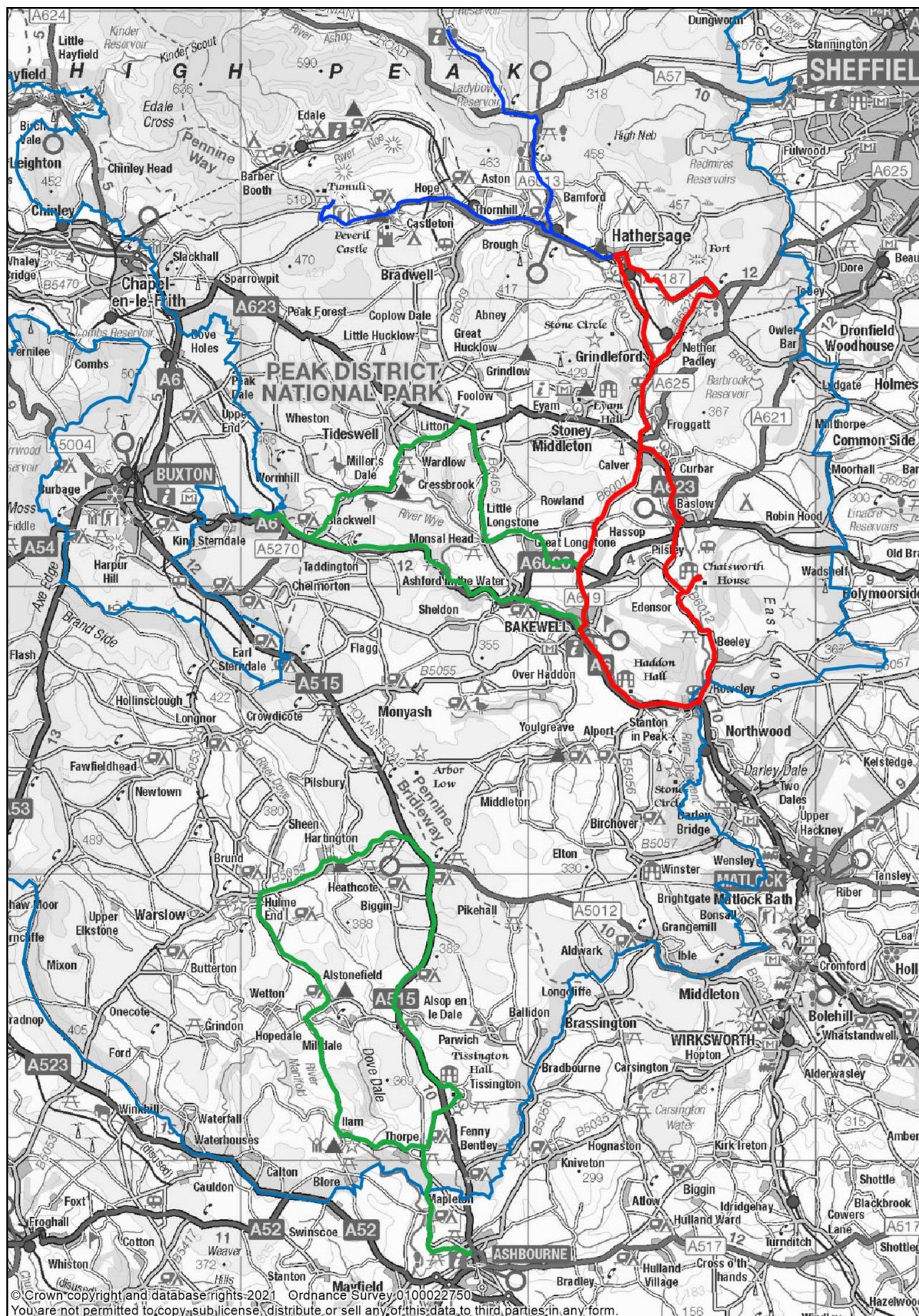
Map B6 – Interconnected Explorer Routes (including Heritage Explorer Route Option 1)



Map B7 – Interconnected Explorer Routes (including Heritage Explorer Route Option 2)

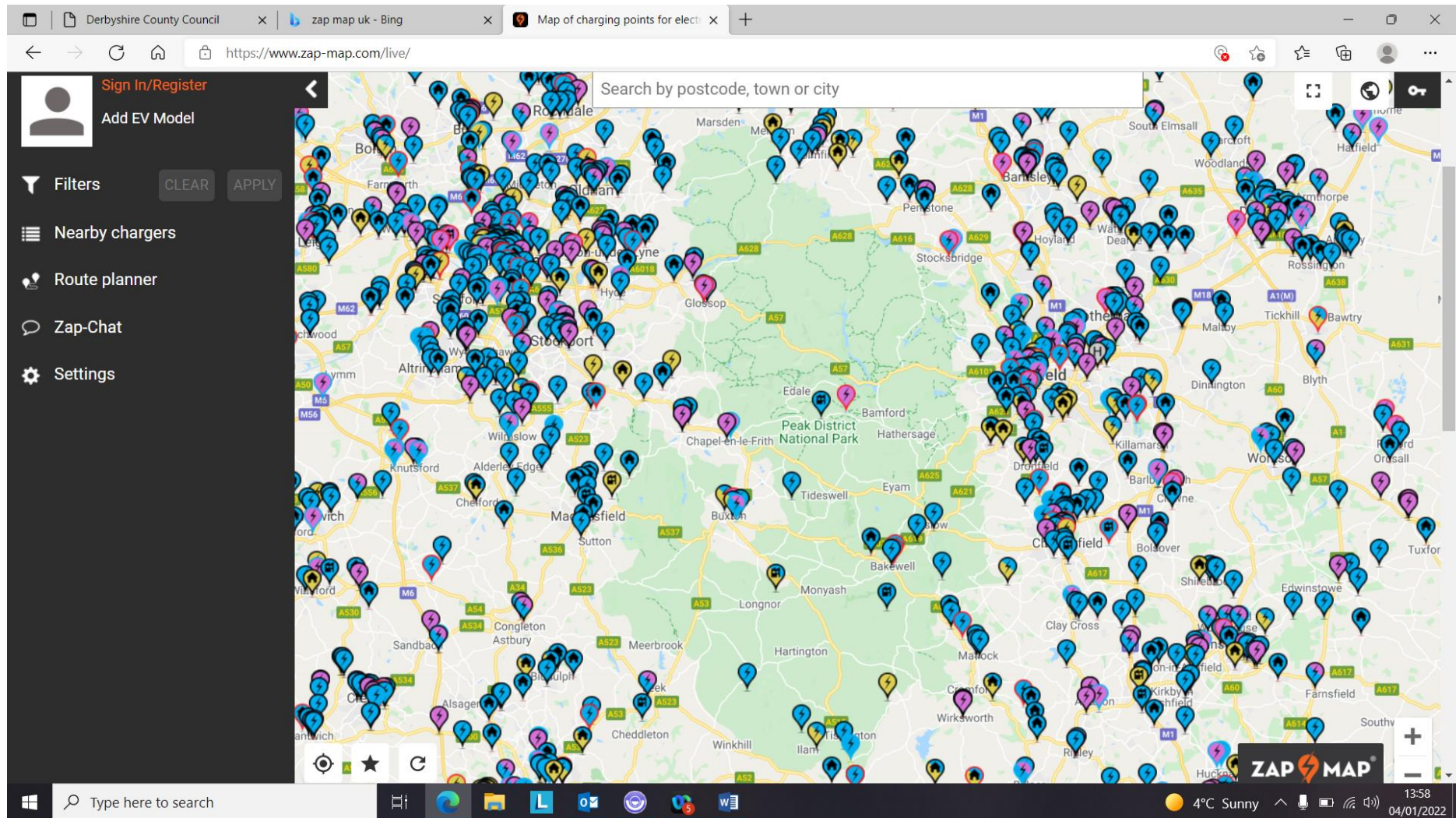


Map B7 – Interconnected Explorer Routes (including Heritage Explorer and Trail and Dales Route Options 2)



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Appendix 2 – Screen Print of Zap Map showing EV charging points within the Peak District National Park (4th January 2022)



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8. COLLABORATIVE NATURE FOR CLIMATE WOODLAND CREATION PROJECT (RJT)

1. Purpose of the report

To seek approval for acceptance of external funding over £200,000 and expenditure over £150,000 for a 4-year collaborative woodland creation project with the Woodland Trust, funded through DEFRA's Nature for Climate fund, as part of the Northern Forest.

Key Issues

- **Ensuring full cost recovery**

2. Recommendation

- 1. That Programmes & Resources Committee supports the acceptance of funds from the Woodland Trust (WT) to deliver a project to create approximately 105 hectares of native woodland, these being:**
 - i. Funding from the WT of up to £189,000 staffing costs over 4 financial years (2021/22 to 2024/25) on a full cost recovery basis;**
 - ii. To finance the capital cost of individual agreements up to a maximum total of £913,500 (average cost per scheme, based on existing project, of around £8,700).**
- 2. That the collaboration agreement with the Woodland Trust will be finalised by the Head of Landscape in consultation with the Chief Finance Officer and the Head of Law**
- 3. That the Authority may, subject to compliance with its procurement standing orders, enter into contracts for the delivery of the project.**

How does this contribute to our policies and legal obligations?

- 3.** This project will deliver over 25% of the Authority's Corporate Strategy 2019-24 target of creating 400 hectares of new native woodland by 2024, complementing other woodland creation schemes. In doing so it will also contribute to landscape, biodiversity, carbon capture and engaging with residents. It will contribute to delivery of the recently adopted Wooded Landscapes Plan and enable the Authority, as the key delivery partner, to ensure that the principles of right tree, right place, right reason are implemented.

Background Information

- 4.** The Authority has a history of successful collaboration with the Woodland Trust to deliver woodland creation in the Peak District. Over the last 6 years, the Authority has delivered an average of 15ha of woodland creation each year through the joint Small Woodland Creation Scheme, with funding made available by the Woodland Trust and in-house staffing resources from the Authority.
- 5.** In 2020 the Woodland Trust successfully bid for funding from Defra's Nature for Climate Fund to create new native woodland as part of the Northern Forest. The Trust expressed their wish to expand on the existing collaborative agreement with the Authority to increase the native woodland creation targets and to increase the role of the Authority in delivering those targets.
- 6.** The project is aimed particularly at the creation of small farm woodlands, complementing other woodland creation schemes such as the Countryside Stewardship Woodland Creation Scheme and the recently launched England Woodland Creation Offer Scheme, both of which are more suitable for larger woodland creation. The project area covers the majority of the Peak District National Park, with the area roughly south of Matlock-Grindon excluded (please see the plan at Appendix 1). Provisional targets and costings have been

agreed with the Trust based on past experience, aiming to create 105 ha of new woodland by March 2025.

Proposals

7. The Woodland Trust are proposing to provide £189,000 funding to the Authority for the identification, planning, negotiation and overseeing delivery of 105 hectares of new native woodland by the end of March 2025, as follows:

- 2021/22- £5,400
- 2022/23-2024/25- £61,200/yr. for each of the three years

The proposal is to use the funding, which would be payable to the Authority annually in advance, for the equivalent of a Natural Environment & Rural Economy Farm Adviser post (Scale G/H, Job Description and Person Specification similar to existing Farm Adviser posts), and/or equivalent fixed-term contract or consultancy work, to provide staff capacity to deliver the woodland creation outcomes.

Existing Farm Advisers currently deliver Corporate Strategy outcomes, particularly for A Sustainable Landscape that is Conserved and Enhanced, through key activities including encouraging uptake of and facilitating agri-environment schemes and the Farming in Protected Landscapes Programme (key mechanisms for delivering National Park objectives); responding to land management enquiries; regulatory work; promoting National Park objectives through farmer facilitation groups; and monitoring and liaison to ensure effective delivery of National Park Authority Land Management Grant agreements. The proposed post-holder would lead on the woodland creation work, with existing Farm Advisers supporting that work where appropriate. As with the collaborative work with the Woodland Trust to date, storage requirement for trees, guards and stakes on a seasonal basis at the Ashford store will be necessary and availability of space has been confirmed with the Head of Asset Management.

8. In line with the previous collaboration project with the Woodland Trust, woodland planting/establishment schemes will be offered to landowners at 100% of the cost. Trees, guards and stakes will be provided by the Authority. Other associated costs (e.g. contractor time, fencing) will either be met by the landowner who will then claim the grant from the Authority, or will be met directly by the Authority, depending on the circumstances for individual schemes. All of these costs will be reclaimed by the Authority from the Woodland Trust.
9. It is proposed that Authority Farm Advisers would continue to liaise with the landowner to ensure successful establishment of the trees, build trusted relationships and explore other opportunities to deliver National Park objectives.

Are there any corporate implications members should be concerned about?

Financial:

10. There are two elements to financial arrangements for this work:

Staffing costs

Income from the Woodland Trust for this element comprises £5,400 in the current financial year and £61,200/year for the next 3 years. The cost of a Farm Adviser post, inclusive of on costs and overheads, is currently £46,971/yr. (reduced pro rata in the current financial year, and rising to £49,846/yr. in year 4 assuming 2% p.a. increase). As the proposed additional post is for more than two years, the Authority may need to fund a redundancy payment at the end of the project. Indicative costs, based on similar posts, are likely to be

in the order of a minimum of £2,500-£3,000. The remaining funds would cover monitoring costs and specialist staff input (archaeology, access, ecology and landscape officers) to support the work.

Capital costs

The Authority would be responsible for the purchase of materials (trees, guards, stakes) and for either reimbursing the landowner for contractor and fencing costs for individual planting schemes, or meeting these costs directly. The average cost of a scheme, based on existing project, is estimated to be around £8,700. The full cost will be reimbursed by the Woodland Trust following completion of each scheme, with payment made within 30 days from receipt of invoice from the Authority.

Summary of Total Costs

Annual Period	New native woodland creation Target Area (Hectares)	Annual Payment Indicative Value - covering the full cost of Authority staff. Payment to the Authority yearly in advance	Indicative Maximum Capital Cost (based on ave. £8,700 scheme) - Payment in arrears within 30 days of invoicing	Total Maximum Payments over the full period of the collaboration
2021/22	3	£5,400	£26,100	£31,500
2022/23	34	£61,200	£295,800	£357,000
2023/24	34	£61,200	£295,800	£357,000
2024/25	34	£61,200	£295,800	£357,000
Totals	105	£189,000	£913,500	£1,102,500

Risk Management:

11. The following risks and mitigation measures have been identified: -

- Not meeting annual target - The Woodland Trust reserve the right to vary the annual payment either up or down depending on achievement of the target for the previous year(s). In mitigation the targets have been set based on similar work over the last 6 years, and the agreement allows for a carry-forward of the annual target by mutual agreement with the Woodland Trust.
- Non-reimbursement of capital costs - the agreement includes an advance consultation arrangement for each costed scheme with the Woodland Trust, so there would be advance approval of costs to be reclaimed.
- Failure of planting schemes - maintenance of individual schemes would be subject to an agreement directly between the Woodland Trust and the landowner.

Sustainability:

12. Each woodland creation scheme will be subject to a 5-year post-establishment maintenance and monitoring programme. A maintenance payment of £3,000/ha will be made directly to the land manager by the Woodland Trust, with 30% of the payment reserved until confirmation of successful establishment after 5 years. The Woodland Trust will put in place a legal agreement with the landowner to ensure the new trees planted / established under the Project are maintained for a period of fifteen years.

Equality, Diversity and Inclusion

13. There are no significant equality issues.

14. Climate Change

Woodland creation will benefit carbon capture and provide individual landowners with an opportunity to contribute towards climate change mitigation. Checks by Authority staff will ensure that the proposals will not impinge on existing high carbon capture habitats such as semi-natural grassland.

15. Background papers (not previously published)

16. Appendices

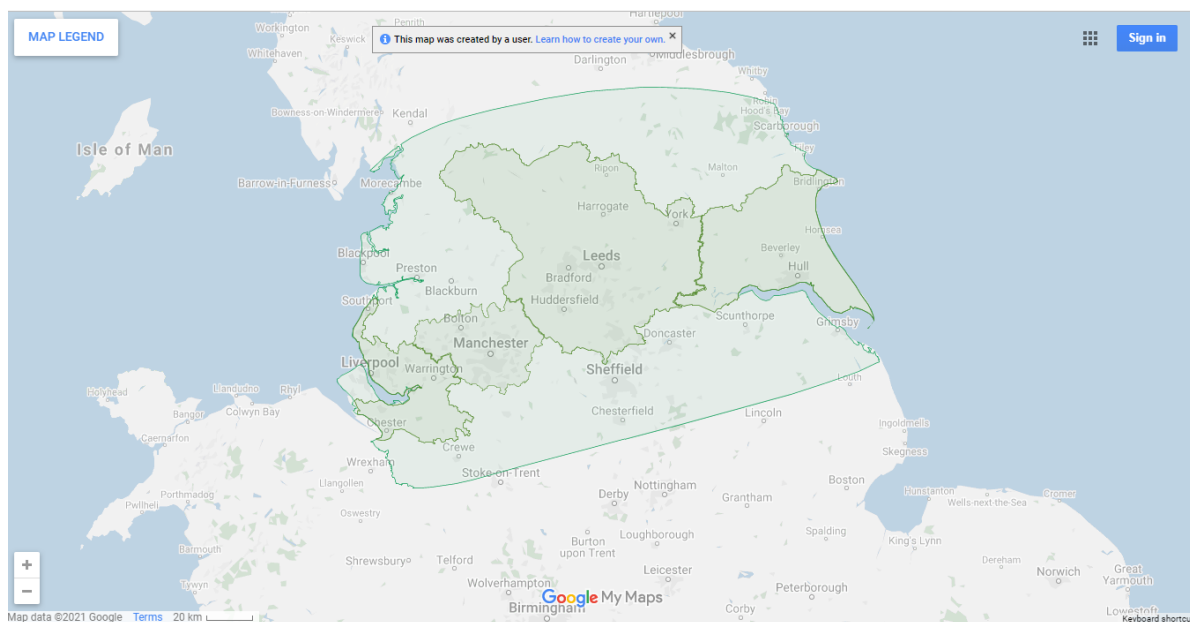
Appendix 1 - Map of Northern Forest area

Report Author, Job Title and Publication Date

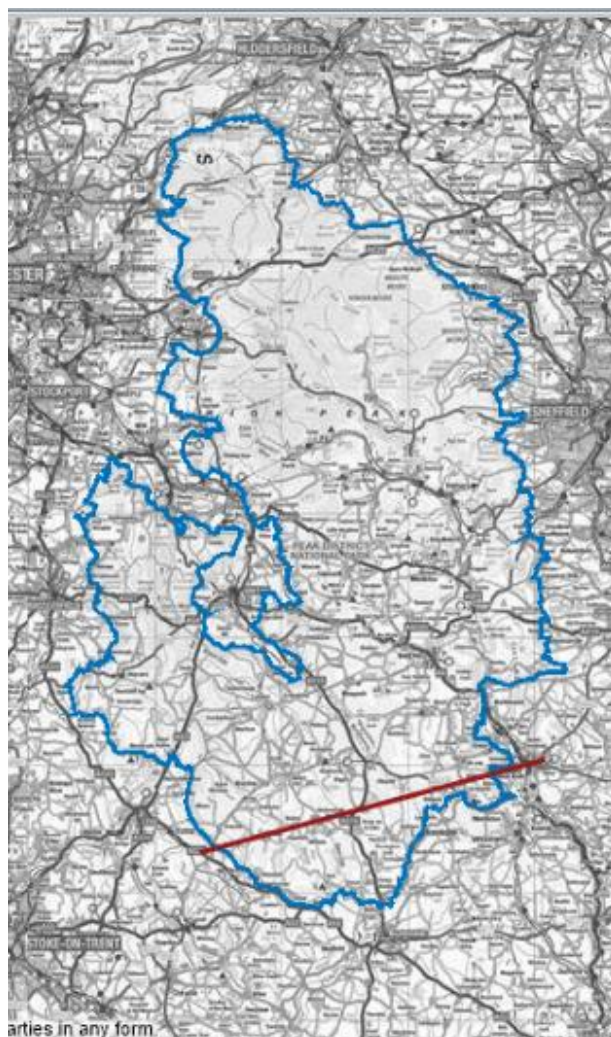
Rhodri Thomas, Natural Environment & Rural Economy Team Manager, 13 January 2022
rhodri.thomas@peakdistrict.gov.uk

Appendix 1- Northern Forest Project Area

1) Northern Forest Area



2) Southern limit within the Peak District



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