

### **C. RECREATION MANAGEMENT**

#### **Scope of this Function and Introduction**

This function includes:

- Management of recreation facilities, properties, countryside maintenance, litter collection and public rights of way
- Accessibility to, and opportunities for, outdoor recreation including management of trails and cycle hire
- Traffic and Transport
- The Moors for the Future Project

The work of this function contributes mainly to the following 2007-2012 corporate outcomes:

- **C: Adverse environmental impacts of traffic on the special qualities of the National Park are minimised**
- **D: People feel welcome in the National Park and have the opportunity to participate in recreational activities that enhance the quality of their lives**
- **G: Understanding of the National Park and its special qualities has increased so that people recognise its value, and have the opportunity to make a personal contribution to its sustainable management**

#### **Our Performance in 2006/07**

##### **Overview:**

We continued our emphasis on partnerships to help deliver services to visitors and other users of the National Park. The result for the visitor is a much more integrated experience with added value, whilst to the National Park it means delivery of key outcomes, reduced visitor impact and a National Park experience delivered to a wider audience.

We made a range of improvements to services for cycle hire users, for example, customer space at Ashbourne, information and merchandise at Parsley Hay, and a mobility scooter at Upper Derwent.

The Authority has focussed its efforts on protecting the Park from the increased traffic impacts of the proposed A628 Bypass and associated Glossop Spur. It registered its objection to this scheme and will be defending its position at public enquiry during 2007/08.

##### **Rights of Way Network:**

- The National Park Authority gave input to all seven of the Highway Authorities' Rights of Way Improvement Plans. However, only two plans have been completed
- 94.7% of Rights of Way are in good condition and signposted where they leave a metalled highway, which is slightly below our target

##### **Recreation and conservation opportunities (including cycle hire):**

- The Ranger Service led 252 guided walks for the public, attended by 3,159 people. Of these 91% were accessible by public transport - the remaining 9% were specialist walks taking place in the evenings night or early morning. 51% of the walks on the programme were suitable for families with young children and just under half of these were also suitable for pushchairs and wheelchairs
- We worked in partnership with Derbyshire Fire and Rescue Service, Barnsley Youth Outreach Team, Derbyshire Social Services, St. Christopher's Trust and Voluntary Bodies in Birmingham and Salford in delivering programmes of conservation work to over 8 new under-represented groups
- A new action plan was adopted to promote cycle hire opportunities especially to school and

## **PART 2**

youth groups and to people from local disadvantaged areas

- We continued to receive high ratings for the quality of services at Cycle Hire Centres
- We continued to develop the excellent work of the Fires Operations Group and were asked to take part in a number of workshops and presentations for other areas of the country as an example of best practice

### **Management of facilities (including trails):**

- The programme of routine maintenance of the Tissington, High Peak and Monsal Trails continued with walling and Sites of Special Scientific Interest management. In addition, a further £19,000 of work was carried out as the year five element of the 6 year plan. A pilot scheme was also carried out on a specific kilometre long section trialling the use of recycled materials
- We continued to liaise closely with partners (e.g. Water Companies at key locations throughout the Park) resulting in site specific improvements, such as signage, footpath surfacing and associated visitor improvements
- Discussions continue about how to re-align ownership and management of certain facilities to achieve overall management economies, such as at Hulme End and Alstonefield
- The Authority's Car Parking Policy was amended to permit free parking before 10:00am at all Authority owned sites. This was designed to encourage early morning use by residents particularly, during the summer months
- A programme of physical improvements to our visitor and recreational facilities continued based on reactive feedback from customers and other services. However, due to pressures of other work we did not carry out the intended programme of surveys to prioritise future action and be pro-active rather than reactive. This will be prioritised in the future
- Our interest in a number of properties, such as Crowden Youth Hostel, was passed to other service deliverers through the framework of the Asset Management Plan

### **Moors for the Future:**

- Delivery of the partnership action plan continued on target with the completion of the Cut Gate Bridleway restoration (phase1), Shining Tor path restoration (over 2kms constructed), Win Hill stone pitched path onto summit, Dukes Drive path giving access for all, Slippery Stones Bridge renovation, Upper Derwent
- The interim future of the project has been successfully assured until 2009, thanks to the commitment of existing and new partners. The project has been engaged in seeking funding for the continuation of it's work programmes around the original three key themes; restoration, raising awareness and research

### **Traffic and Transport:**

- The Authority maintained its commitment to the continuing development of the South Pennines Integrated Transport Strategy and the review of the Rural Transport Partnerships as a way of improving access to services in a sustainable way
- A new transport strategy is being developed internally through the consideration of a variety of initiatives, including demand management measures to protect sensitive areas of the Park, including Upper Derwent Valley and Castleton
- The Authority continued to lobby for an environmental levy to support transport planning provision in the National Park
- As part of the Green Travel Plan the Authority is reviewing its fleet vehicles to reduce the damage to the Park by emissions and has provided priority parking spaces for car sharing
- Improvements to transport facilities and infrastructure include improvements to stations along the Hope Valley line and bus stops and waiting areas at key transport interchanges including Bakewell, undertaken through partnership work. The Authority has taken over the

## **PART 2**

lead on the development of Peak Connections, a partnership aimed at providing targeted information to visitors to get around tourist destinations more easily

### **Trends in Our Performance During 2005 – 2007**

Recreation improvements continue through ongoing and new partnerships. Generally, this has allowed us to meet targets and achieve required outputs through shared resources. However, we have fallen slightly short of our targets in one or two areas, primarily due to factors outside of our control.

During 2007/08 we will be reviewing some of our partnerships in key areas of recreation delivery with a view to refocusing on corporate outcomes and, at the same time, reassessing required partnership inputs.

We will be spending 2007/08 establishing new baseline information to measure key impacts on transport identified during 2005/07. One key element will be in identifying the carrying capacity for transport within the National Park that does not significantly impact upon its special qualities.

### **Our Priority Activities and Targets 2007/08**

#### **Priority Level 1**

- Work with partners to develop integrated approaches to transport across the National Park (Key corporate action C1)
- Secure the continuation of the Moors for the Future through the Phase Three Project to at least 2010 (Key corporate action E1)
- Provide a programme of practical conservation projects offering the opportunity of a first hand experience of the natural environment, particularly to under-represented groups (Key corporate action G1)

#### **Priority level 2**

- Provide extensive programme of guided walks and events that are accessible and designed to meet the widest possible range of abilities (Key corporate action D1)
- Increase promotion of cycle hire opportunities to under-represented groups (Key corporate action D1)
- Promote cycle hire through links with sustainable travel and local accommodation schemes (Key corporate action H3)
- Work with partners to encourage usage of sustainable transport modes across the National Park (Key corporate action C2)

#### **Priority level 3**

- Ensure a well maintained easily accessible network of rights of way and open access land that is appropriately signed and promoted for informal recreational use (Key corporate action D2)

## PART 2

### Financial Summary

Recreation Management				
£,000	2005/06	2006/07	2007/08	2008/09
Direct revenue expenditure	603	630		
Capital charges / depreciation	272	272		
Employee costs	1,078	1,057		
Recharged support costs	242	390		
<b>Total Gross Expenditure</b>	<b>2,195</b>	<b>2,349</b>		
Income: Sales Fees and Charges	(640)	(693)		
Income: Other external funding	(206)	(211)		
<b>Net Expenditure</b>	<b>1,349</b>	<b>1,445</b>		

### Financial Summary

Rangers, Estates and Volunteers				
£,000	2005/06	2006/07	2007/08	2008/09
Direct revenue expenditure	139	145		
Capital charges / depreciation	42	42		
Employee costs	506	473		
Recharged support costs	98	43		
<b>Total Gross Expenditure</b>	<b>785</b>	<b>703</b>		
Income: Sales Fees and Charges	(7)	0		
Income: Other external funding	(61)	(75)		
<b>Net Expenditure</b>				

### Financial Summary

Traffic and Transport				
£,000	2005/06	2006/07	2007/08	2008/09
Direct revenue expenditure	135	138		
Capital charges / depreciation	0	0		
Employee costs	162	123		
Recharged support costs	31	37		
<b>Total Gross Expenditure</b>	<b>328</b>	<b>298</b>		
Income: Sales Fees and Charges	0	(6)		
Income: Other external funding	(90)	0		
<b>Net Expenditure</b>	<b>238</b>	<b>292</b>		

## PART 2

### C. Recreation Management

NPA COMPARISON					ACHIEVED				TARGET		
2006/07	Top 25%	Range	Ref	Indicator	2004/05	2005/06	2006//07	Target Met	2006/07	2007/08	2008/09
			BV178	Percentage of total length of footpaths and other public rights of way which are easy to use by members of the public.	93.10%	93.70%	94.70%	<b>Red</b>	98.00%	98.00%	98.00%
			RM2	Percentage of public rights of way signposted where they leave a road	97%	88%	90%	<b>Red</b>	92%	92%	94%
			TT2	Percentage of NPA public meetings, events, walks & talks that are accessible by means of public transport	86%	86%	92%	<b>Green</b>	80%	80%	90%
			LC19	Percentage of users satisfied with Cycle Hire services	n/a	99.8%	100%	Green	>98%	Review measure	