

**PEAK DISTRICT NATIONAL PARK AUTHORITY
CARBON MANAGEMENT PLAN PROGRESS REPORT 2020/21**

1. INTRODUCTION

1.1. *Our Vision – as defined within Peak District National Park Authority Carbon Management Plan 2020-2050 (CMP2¹)*

Our vision is to be a net zero carbon Authority no later than 2050

The Peak District National Park Authority (“the Authority”) is committed to reducing our own carbon emissions through improvements to our assets (including property and fleet), ways of working and enabling and encouraging behavioural change in our organisation. We will promote our approach and achievements within our local communities and to visitors.

We have previously set a target for carbon reduction. Following the publication of our second carbon management plan we are now looking forward towards achieving net zero.

1.2. *Scope*

The scope and data contained within this document reflects that within the Authority’s CMP2. This report serves not only as a performance reporting tool but also allows an annual review of progress against the net zero target in practical terms.

CMP2 and this performance report cover emissions from activities over which the Authority has operational control: including energy and fuel used by the Authority and within its property portfolio, as well as the operational emissions from transport, waste and water. All greenhouse gas emissions are measured and recorded as carbon dioxide equivalent (CO₂e).

The scope of a carbon footprint is defined according to the level of control that the organisation has over its emissions and are categorised as Scope 1, 2 or 3. These are summarised below:

Scope 1: Direct	Scope 2: Energy indirect	Scope 3: Other indirect
Fuels combustion (direct emissions): e.g. gas, oil & biomass burnt in boilers & furnaces	Purchased electricity generation	Purchased electricity (Transmission & Distribution losses)
Owned Transport: e.g. cars & vans	Purchased heat	Fuel combustion Well-to-tank (WTT) emissions
Emissions from fuel combustion in tenanted properties (e.g. oil, coal, gas, biomass)		Business travel: via transport not owned by the organisation
		Waste disposal
		Mains water supply
		Mains sewage treatment

More information concerning the scope of our reporting, CO₂e etc. can be found within our CMP2.

¹ [Peak District National Park Authority Carbon Management Plan 2020-2050](#)

2. PERFORMANCE REPORT

2.1. Overall progress toward zero carbon

Our overall performance has shown a significant level of improvement since our baseline was first established in 2009/10 and again since it was ‘rebased’ with the 2017/18 data. While our focus is now looking forward at how we achieve zero carbon, there is some value in looking at what we have achieved to date and where this can be applied to other areas.

A summary of the sources of emissions each year for Scopes 1, 2 and 3 is shown in Figure 2, below:

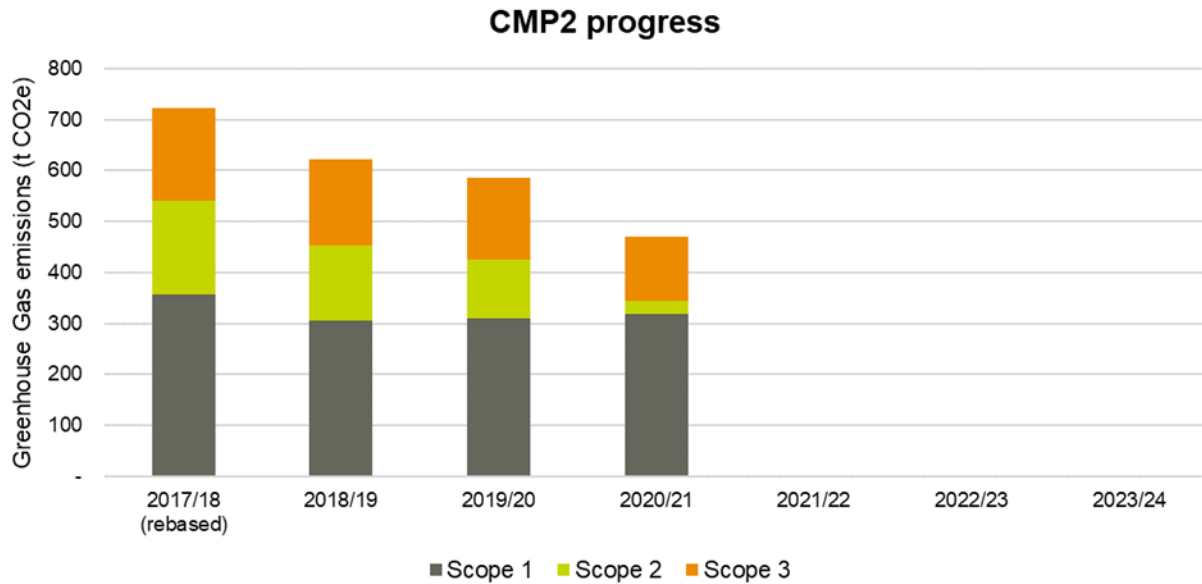


Figure 1. Graph showing total CO₂ emissions from scopes 1,2 and 3.

A breakdown of the sources of the emissions is given in the table below:

CMP2 reductions	Scope 1	Scope 2	Scope 3	Total CO2 emissions (tonnes)	Reduction from 2009/10 baseline	Annual achievement
2017/18 (rebased)	357	183	183	723	-24%	0
2018/19	306	146	171	623	-34%	-11%
2019/20	311	116	160	587	-38%	-4%
2020/21	318	26	127	471	-50%	-12%

Table 1: Summary of all emissions since 2017/18

As you can see in Table 1, we are now half way toward our goal of becoming zero carbon compared to our emissions in 2009/10. The following sections look at each scope in turn in an attempt to recognise where our efforts can be best focussed.

2.2. Scope 1 emissions

Scope 1 emissions have remained largely static over the course of the last 4 years with emissions falling from 357 TCO₂e in 2017/18 to 311 TCO₂e in 2020/21. Much of this decrease has come from improvements to residential tenanted properties and a fall in pool car and fleet emissions after the 2017/18 period. Scope 1 emissions have increased slightly over the 2020/21 reporting period.

The 2020/21 period has some interesting albeit relatively minor trends. Firstly Scope 1 travel emissions (which include fleet and pool vehicles but not business travel in private vehicles or by public transport which are included in scope 3) have not fallen overall over the course of the year which may come as a surprise given the impacts of coronavirus and lockdown. Secondly, the scope 1 emissions from buildings (operational and visitor facing sites) have slightly increased. This may be due to increased heating demands due to increased ventilation over the period in question.

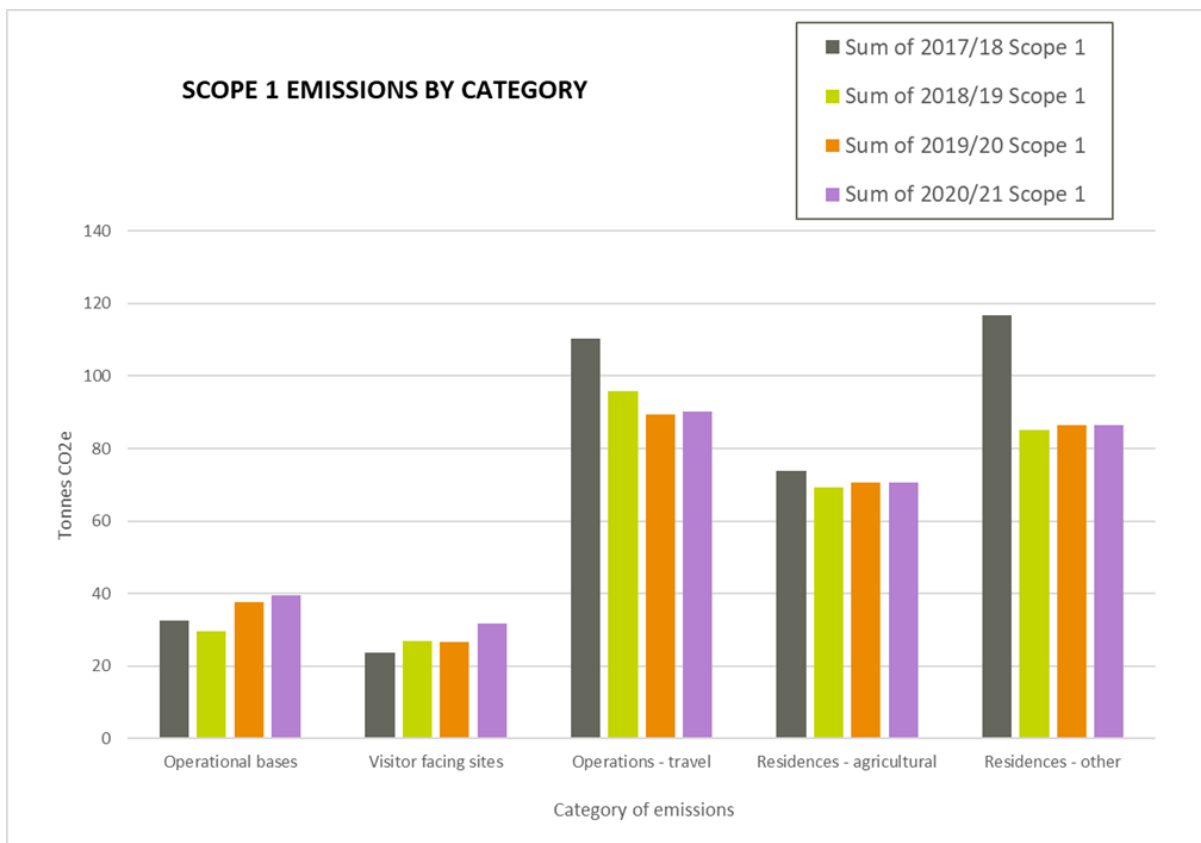


Figure 2. Scope 1 emissions

Scope 1 emissions arising from travel and tenanted properties (agricultural and residential) have proven to be the most difficult to reduce and must form an area of focus over the coming years. However, significant investment and changes to operational working practices will be needed to make significant improvements.

2.3. Scope 2 emissions

Scope 2 emissions have reduced significantly since 2017/18 dropping from a total of 183 tonnes in 2017/18 to 26 tonnes in 2020/21. More detail of this is shown in Figure 3 below:

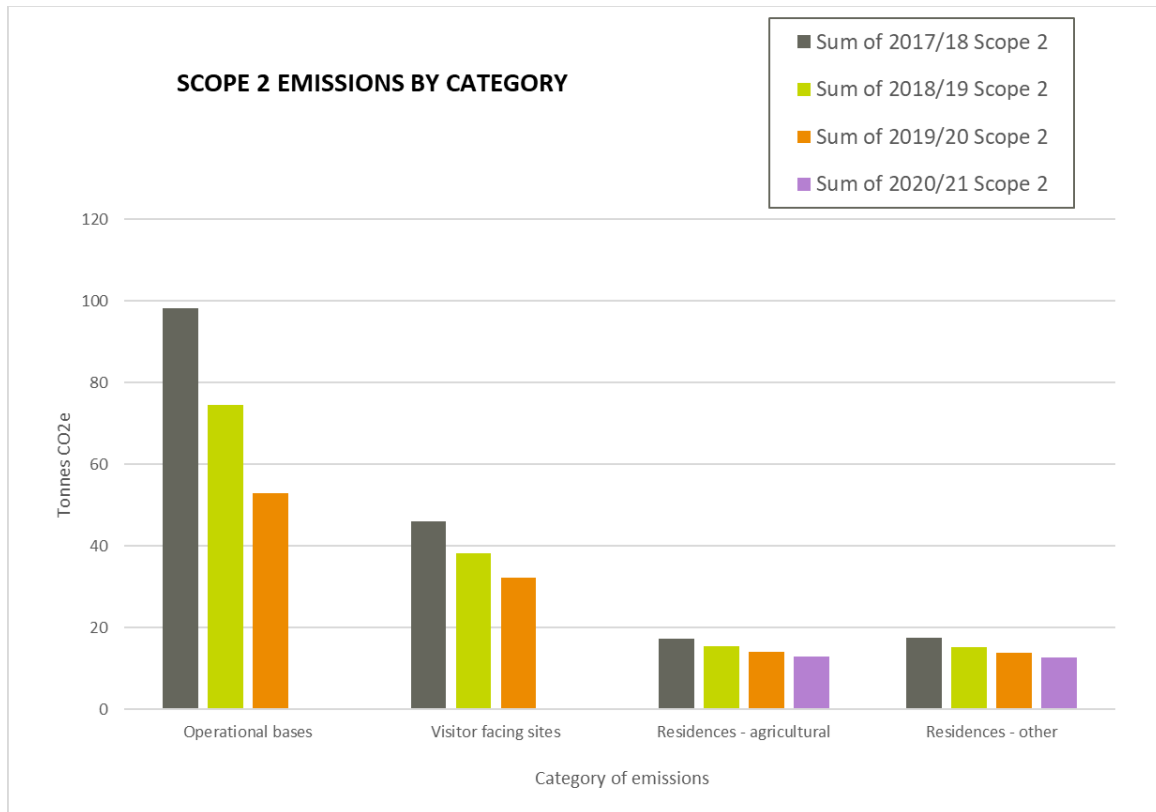


Figure 3. Scope 2 emissions

The reduction is primarily down to the change in the energy mix of electricity generation both nationally and also specifically by the supplier used for Authority operated properties. The most prominent change is that the Authority’s main supply contract has become 100% non-fossil fuels during the 2020/21 year. This means that our operational and visitor facing sites do not cause any scope 2 emissions. The Authority has recently renewed its energy supply contract and is now on a 100% renewable energy supply.

Improvements to the standard mix nationally have also resulted in improvements at tenanted properties. Moving forward all new tenancies will have a clause to ensure that all tenants purchase only 100% renewable electricity. Once this is fully implemented, the scope 2 emissions will reduce to zero.

2.4. Scope 3 emissions

Scope 3 emissions have reduced by approximately 28% since the 2017/18 year leaving a residual emissions of 127 tonnes. The greatest reductions to date have arisen from travel emissions and waste production. A significant reduction in travel emissions has been achieved over the 2020/21 year – this may be in part or largely due to the impacts of Covid so some of these gains may be reversed in coming years. A summary of the scope 3 emissions is provided in figure 4 below.

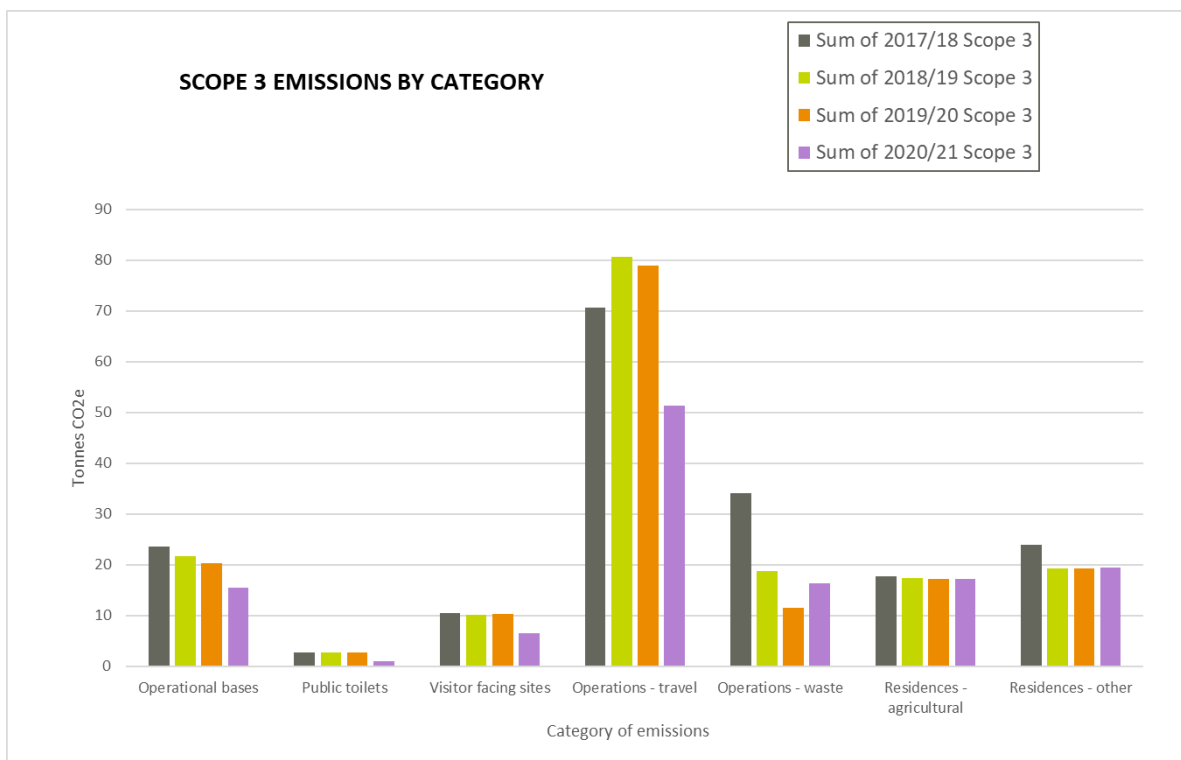


Figure 4. Scope 3 emissions

Emissions resulting from travel are the major contributor to Scope 3 emissions and must form an area of focus over coming years. Some scope 3 emissions may also prove the most difficult to eliminate in future years such as:

- Water use in operational and tenanted properties can be reduced but will never be eliminated so will result in some residual emissions.
- Similarly, there will always be some waste produced from our activities and sites that will always result in some emissions in its processing, even if recycled.
- It is unlikely that, operationally, the Authority will ever eliminate travel in private cars and unless / until the entire UK fleet is electric and all electricity generation is 100% renewable, there will be residual emissions that are unavoidable.

It is hoped that over the course of the coming year, a better understanding of the Authority’s scope 3 emissions arising from the land that we own and manage will add to this data and will ultimately provide opportunities for positive carbon emissions through changes to land management that will balance out some of the unavoidable residual emissions.