

## **12. NATIONAL HIGHWAYS PEATLAND RESTORATION - M62 & A628 CORRIDORS**

### **1. Purpose**

Approval is requested by Moors for the Future Partnership (**MFFP**) to enter into agreements with National Highways (**NH**), together with associated contracts, and accept funding to carry out peatland restoration activities through Roads Infrastructure Period 3 (RIS 3), 2026-31 (the **Project**).

#### **Context**

**1.1** RMM 47/24 approved the application and acceptance of funding up to £75,000 from National Highways to produce a feasibility study for developing restoration proposals.

**1.2** Tony Price, Business Development Manager for Moors for the Future Partnership presented the report, which was to develop an opportunity to partner with National Highways to produce a feasibility study on three parcels of degraded moorland which run alongside 3 main roads that cross the National Park and which could be adversely affected by wildfire smoke or surface water. Tony reported that the MFFP had been invited by the National Highways to apply for £75,000 of their designated funding for the feasibility study, with the potential of further investment into peatland restoration in the region of £5-6 million.

**1.3** The subsequent Feasibility study identified 5 key sites on the M62 and 9 key sites on the A628. Detailed restoration plans are recommended for these sites on a priority basis with the intention of progressing to capital works through the NH RIS 3 funding period. An immediate capital delivery project for 2025/6 has also been identified on Crowden Moor contiguous to the A623 in collaboration with RSPB and United Utilities.

**1.4** NH Internal Decision Committee (**IDC**) has accepted a business case to award a contract with a value £490,000 for the A628 Crowden Moor restoration and five detailed restoration plans with science monitoring and communications.

The contract for tender was released on the NH Social Enterprise Dynamic Purchasing Scheme framework at the end of August which MFFP has responded to. The possible contract award to PDNPA (if successful) would be made in September. PDNPA are on the framework and are well placed to be awarded the contract.

### **2. Proposals**

**2.1** MFFP are seeking Authority approval to accept (if awarded) the contract with NH at a value of £500,000 under a new Authority approval.

**2.2** MFFP are also seeking Authority approval to enter into negotiations to develop and secure contracts with National Highways to provide up to £5M for investment in peatland restoration projects across the A628 and M62 corridors in Dark Peak and Southern Pennines over the RIS 3 period.

### **3. Recommendations**

**3.1** That Authority approves PDNPA entering into contracts under the NH Social Enterprise Dynamic Purchasing Scheme framework for A628 Crowden Moor restoration, and five separate detailed restoration plans across the M62 and A628 corridors in the Dark Peak and Southern Pennines up to a value of £500,000

**3.2** That the Authority supports the development and establishment of partnering and funding agreements and associated contracts between PDNPA and National Highways and approves acceptance of funds, for the delivery of peatland restoration projects across the A628 and M62 corridors in the Dark Peak and Southern Pennines over the RIS 3 period (2026 – 2031) with a value of up to £5M.

**3.3 Approval of the terms of the contracts or funding agreements with NH is delegated to the Head of Assets and Enterprise in consultation with the Monitoring Officer and the Finance Manager / Chief Finance Officer (or such other person appointed under Section 151 of the Local Government Act 1972).**

**3.4 That authority be delegated to the Authority Solicitor to enter into and determine the terms and conditions of all necessary contracts, funding and partnering agreements with other partners for the Project in the best interests of the Authority.**

**3.5 That the Authority may, subject to compliance with the Authority's contract procedure rules and standing orders generally, enter into contracts for the delivery of the Project outcomes.**

**3.6 That the Project be monitored by Resources Committee, or such other committee or group as may be appointed with this same remit.**

#### **4. Corporate Implications**

##### **a. Legal**

Pursuant to section 65(5) of the Environment Act 1995, the Authority has power to do anything which is calculated to facilitate, or is conducive or incidental to the accomplishment of its statutory purposes. The Project falls within the Authority's statutory purposes. This power is subject to any express statutory or public law constraints, including compliance with the Procurement Act 2023 which would apply. In this event, a transparent, compliant procurement exercise must be undertaken in order to ensure any contract award is robust against legal challenge.

##### **b. Financial**

No adverse implications.

There will no net cost to the Authority for MFFP engaging with National Highways contracts if awarded (full cost recovery basis).

Prior to gaining delegated authority, programme cost models will be baselined and spending and income forecast. This information will be provided to PDNPA officers with delegated authority to accept new projects in tandem with MFFP recommendations.

The AMP8 programme (water company-funded works to meet their commitments under Asset Management Plan 8) can be expected to provide project funding income to support core MFFP activities over the 2025-30 period. This is in line with the intention set out in the Business Strategy previously approved by Committee.

The expected out-line of income from these projects is;

- £5m from RIS 3 programme

There will be no financial input necessary from the Authority. There will be regular planned income points on the projects which will all be on a full cost recovery basis. All project finances will be managed by MFFP Project Managers working closely with PDNPA Finance team colleagues and overseen by MFFP Programme Managers. All projects will be within the purview of the Resources Committee.

c. National Park Management Plan and Authority Plan

Aim 1 (Climate Change)

- Objective 2: To sequester and store substantially more carbon while contributing to nature recovery
- Objective 3: To reverse damage to nature, biodiversity... caused by a changing climate

Aim 2 (Landscape and Nature Recovery)

- Objective 4: To be a place where nature recovers and biodiversity flourishes
- Objective 6: To protect and enhance the natural beauty of the Peak District National Park's contrasting and ever-evolving landscape

a. Risk Management

Perspective on programme delivery capacity: August 2025

The potential for up to £5M of funding from NH over the RIS 3 period (2026 – 2031) has been forecast and is built into the AMP 8 period risk management and is captured in the AMP 8 risk management log. The funding will most likely take the form of match funding to planned projects in YWS and UU catchments and will allow more intensive sphagnum coverage to meet NH natural flood management (NFM) and wildfire mitigation objectives. This can be achieved without increasing the pressure on the CaLM programme

The AMP8 period of delivery is expected to involve in the region of £5m capital delivery per year over 5 years. This is a high level of delivery and represents a growth in the annual MFFP programme delivery output. Since 2018 the MFFP programme capacity has been intentionally grown from circa £1-2m restoration per year in 2018/19 to £3.8 million in 2023/24. This growth has been incremental. This has been intentional and carefully managed, and has been achieved through detailed programme planning, developing efficiencies and synergy between projects in terms of staff activity and capital delivery (including contractor capacity). Having moved through a period of growth on this scale, MFFP is confident in being able to deliver at the £5m capital delivery level per year. This represents a continuation of the growth of recent years and is within the programmes' tolerance with the pro-active management and mitigation actions we apply in our normal programme management approach.

Appendix 1 outlines the AMP8 project risks being managed through the developmental stages, and the high-level delivery risks that are anticipated at this stage.

During delivery, risks, issues and dependencies of the programme are monitored weekly and reviewed quarterly alongside the Programme Delivery Plan.

Our health & safety log is reviewed weekly.

Project management will be resourced from MFFP's existing Prince 2 qualified Project Managers, all of whom have experience of delivering peatland restoration

projects. The core MFFP Programme Team will provide overall programme leadership and support.

b. Net Zero

The revegetation and conservation of peatlands plays a vital role in reducing erosion, enhancing the quality of the landscape and transforming a source of carbon into a carbon sink. Our work, to date, has avoided the loss of circa 62,000 tonnes avoided loss per annum of CO<sub>2</sub>.

This project will increase moorland resilience to withstand the shocks and stresses of a changing climate and deliver sustainable, positive benefits (water resilience, natural flood management and recreational) for the local and downstream communities.

## **5. Background papers (not previously published)**

National Highways Feasibility Study

[N:\Projects\NH Feasibility Study M62 A628\CaLM\Investigation Reports\submitted 2025.03.31\Documents amended after NH feedback 16.04.25\NH MFFP Feasibility Study in Full April 2025.pdf](#)

## **6. Appendices**

Appendix 1: MFFP AMP 8 Risk Log.

### **Report Author, Job Title and Publication Date**

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Further drafting and editing by Matt Scott-Campbell Deborah Shaw/Louckia Taylor.

### **Responsible Officer, Job Title**

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