

A5004 Long Hill Safer Roads Fund Project

Review of Proposed Average Speed Camera Locations – Comments from the Peak District National Park Authority

Site 1 (ASC-001) – North of Old Road (50mph Section) – Outside of the National Park boundary

This site is located approximately 700 metres from the National Park boundary at its closest point on Watford Moor. There is a footpath (HP4/29) which links Watford Farm with Long Hill Farm and the A5004 to the northwest of the site. The footpath lies approximately 144 metres northeast of the National Park boundary, at its closest point to Site 1. However, it is unlikely that the views from this footpath would be particularly affected due to the woodland screening.

We recognise the existing safety signage at this location will need to be relocated, but given the distance from the National Park boundary, this is unlikely to have any visual impact on the National Park.

Overall, we are not concerned about this location, given its distance beyond the National Park boundary and the likelihood of its not being visually intrusive from within the National Park.

Site 2 (ASC-002) – East of Old Long Hill Road (50mph Section) – Within the National Park boundary

This site is located within the National Park to the northeast of Rake End. The proposed camera site is on the western side of the carriageway and is well screened by woodland which would provide a backdrop to the proposed camera. The site is approximately 600 metres north of Goyts Lane which is on a similar elevation. There is the possibility that the site will be visible from Goyt's Lane, but the screening should minimise this.

It has been suggested that the site may require the provision of an off-grid power supply comprising wind and solar at this location. An example of the type of provision is provided in the Review document. We believe that the off-grid power supply could be both intrusive and incongruous in this location. The report suggests that the installation could be located behind the drystone wall, and that this would help to restrict landscape impact. This could offer a solution at this location. However, we would wish to see how this might be achieved prior to offering support.

Overall, given careful siting and the retention of the existing tree cover, we are supportive of this location as an average speed camera site. However, we are unable to support the suggested off-grid power supply, without further detail as to how this might be achieved in a manner that reduces visual impact.

Site 3 (ASC-003) – South of Fernilee at the southern 40/50mph Speed Gateway – Within the National Park boundary

This site is located within the National Park boundary to the south of the access road to Fernilee Reservoir. The site presented is an alternative to that discussed at the site visit between officers of Derbyshire County Council and the Peak District National Park Authority in March 2023. The location is closer to the edge of the wooded area, but should still offer screening for the proposed camera within the wider landscape.

The site is less than 100m from Footpath HP14/105 at its closest point. However, the gradient of the path down towards the reservoir and the intervening woodland on the west of the carriageway should prevent the site from being seen from the footpath.

Overall, given careful siting and the retention of the existing tree cover, we are supportive of this location as an average speed camera site.

Site 4 (ASC-004) – Within Fernilee close to the Old Coach House (40mph Section) – Adjacent to the National Park boundary

The National Park boundary follows the western edge of the carriageway of the A5004 at this location, with the land immediately to the east lying outside of the National Park. The site is located immediately adjacent to the boundary. The location is well screened with trees on the western side of the carriageway. Therefore, it is unlikely that the site will be visible from within the National Park to the west. The nature of the Peak District National Park boundary at this location means that there is another boundary to the National Park approximately 400 metres to the east of the site at Black Edge Plantation. However, given the distance and the combination of hedgerow and trees on the eastern side of the carriageway, the site is not expected to impact on views from this location.

The close proximity of the existing National Park boundary stone may be problematic? Dependent on proximity, this location may need to be reconsidered as it would diminish the impact / appreciation of the boundary marker.

Overall, given careful siting and the retention of the existing tree cover, we are supportive of this location as an average speed camera site.

Site 4 (Alternative Location) – within Fernilee, adjacent to the village Hall

The National Park boundary follows the western edge of the carriageway of the A5004 at this location, with the land immediately to the east lying outside of the National Park. The site is located immediately adjacent to the boundary. The land within the National Park is bounded by a drystone wall and a field. There is some tree cover and a telegraph pole that will help to screen the site. The land slopes downward into the Park, but the camera site lies in front of a ridge that will also provide a backdrop, preventing sky-lining of the camera.

The nature of the Peak District National Park boundary at this location means that there is another boundary to the National Park approximately 300 metres to the north-east of the site. However, the aforementioned ridge should screen the camera site from this location.

Overall, given careful siting and the retention of the existing tree cover, we are supportive of this location as an average speed camera site.

Site 5 (ASC-005) – North of Fernilee at the northern 40/50mph Speed Gateway – Within the National Park boundary

The National Park boundary at this location extends across the highway encompassing both verges, so the site is located just inside the National Park. The site is fairly open with views eastwards towards Black Edge plantation and south-westwards towards Hill Bridge Wood encompassing the National Park. There is a dead tree at the location which could offer some screening from the east, but the site is likely to be visible from the southwest. The report has offered some remedial planting to offer screening and this could offer a solution to the visual impact of the site.

Footpath HP23/68 joins the A5004 less than 100 meters from the site. The site will be visible from the footpath, which lies outside of the National Park. Footpath HP23/86 lies approximately 200 meters from the site at its closest point. Again, the site is likely to be visible from the footpath, which also lies outside of the National Park boundary.

The site lies adjacent to footpath HP23/85 Whaley Bridge and in close proximity to (25 metres) to footpath HP23/82 Whaley Bridge, which leads directly to and from the National Park. The camera will have a small visual impact on users of these routes.

Overall, given careful siting and the provision of additional and appropriate planting to offer future screening, we are supportive of this location as an average speed camera site.

Site 5 (Alternative Location) – within Fernilee, at the northern end of the Shady Oak Public House car park

The National Park boundary at this location is on the western side of the carriageway. There are a number of trees along the boundary that may provide screening from the land to the west within the National Park. The location is more closely associated with the buildings that make up the part of the village that straggles the A5004, so the location is less open than the original Site 5.

The site lies adjacent to footpath HP23/77 Whaley Bridge, , which leads directly to and from the National Park. The camera will have a small visual impact on users of this footpath.

Overall, given careful siting and the retention of the existing tree cover, we are supportive of this location as an average speed camera site.

Site 6 (ASC-006) – 200m north-west of Fernilee Village (50mph Section) – Adjacent to the National Park boundary

The National Park boundary re-crosses the carriageway immediately east of this location, meaning that the southern edge of the carriageway forms the boundary, whilst the site is adjacent to the boundary. The site is well-screened to the north with the hedgerow providing screening. Views from within the National Park to the south, may be affected. However, there is a tree on the southern side of the carriageway adjacent to the entrance to the track leading to the farm buildings south of the site. This coupled with the fall of the land, may provide screening from the immediate south.

Footpath HP23/68 joins the A5004 approximately 150 meters from the site. It is possible that the site will be visible from the footpath, which lies outside of the National Park. Footpath HP23/86 lies approximately 230 meters from the site at its closest point. However, given the screening, the site is unlikely to be visible from the footpath, which lies outside of the National Park boundary.

Overall, given careful siting and the retention of the existing tree cover, we are supportive of this location as an average speed camera site.

Site 7 – Approach to Whaley Bridge 30/40mph Speed Gateway (50mph Section) – adjacent to the National Park boundary

The National Park boundary follows the western edge of the highway boundary until it arrives at the layby east of Taxal. The boundary then skirts the northern edge of Shallcross Wood before moving westwards towards the northern edge of Taxal. The preferred location for Site 7 (ASC-007B) is the layby, which is adjacent to the National Park boundary.

The site is well screened with mature tree cover on both sides of the carriageway. It is unlikely that the site will be visible from within the National Park. The existing layby and signage are suggestive of a more urban setting and therefore this location is more suitable than the alternative options for Site 7 (ASC-007A).

Restricted Byway HP23/71 links the layby with the settlement of Taxal. However, due to the gradient and woodland, it is unlikely that the site will be visible from this route except for where the byway joins the layby. Footpaths HP23/69, HP23/70 run roughly parallel to the A5004 at this location, and are approximately 50 and 75 meters respectively away from the site at their closest points. However, due to the lie of the land and significant tree cover, the site should not be visible from either footpath.

Overall, given careful siting and the retention of the existing tree cover, we are supportive of this location (ASC-007B) as an average speed camera site.