

11. DERBYSHIRE COUNTY COUNCIL SAFER ROADS SCHEME (A57 SNAKE PASS)

1. Purpose

To inform Members about the proposed Derbyshire County Council Safer Roads Scheme on the A57 Snake Pass; and to seek a decision from Members on whether to support the proposal or to raise a formal objection. The scheme includes the use of average speed cameras and associated infrastructure.

2. Context

2.1 The A57 Snake Pass has been identified by the Department for Transport (DfT) as being amongst the most dangerous in the country, requiring remedial measures to improve safety. Ring-fenced funding for the scheme is being provided to Derbyshire County Council (DCC) by the DfT.

*2.2 The proposed scheme (**the Scheme**) extends from the outskirts of Glossop in the west to the outskirts of Sheffield in the east. The majority of the route falls within the National Park boundary. Large sections of the route pass through or adjacent to sites designated for wildlife – Site of Special Scientific Interest (SSSI) / Special Area of Conservation (SAC) / Special Protection Area (SPA) and the Natural Zone. The route includes Snake Summit which is within an open landscape, crossed by the Pennine Way, with views from the Kinder and Bleaklow plateau areas. Details of the Scheme and the requirement for it are attached at Appendix 1.*

2.3 DCC have approached the Authority as a consultee for approval of the Scheme to the extent that it relates to the National Park.

2.4 There are three existing average speed camera schemes in the National Park on the following routes; A54 / A537 Cat & Fiddle; A5004 Long Hill and A5012 Via Gellia.

2.5 The Peak District National Park Transport Design Guide Supplementary Planning Document (2019) recognises the visual impact of average speed camera schemes and requires the provision of sufficient evidence to support their introduction.

2.6 In 2023, the Peak District National Park Authority submitted holding objections to the A5004 Long Hill and A5012 Via Gellia schemes on this basis. These objections were withdrawn based on the provision of evidence in support of the schemes.

3. Proposals

3.1 The proposed Scheme, include the introduction of 10 average speed cameras along the A57 Snake Pass between Woodcock Road (Glossop) and Manchester Road in Sheffield. Nine of the camera sites are located within the National Park boundary. Each camera site will include infra-red lighting for enforcement, both camera and lighting are mounted on single 7.5-metre-high pole. The camera sites include small cabinets, and where possible are connected into mains electricity. Where this is not possible, solar panels and wind turbines will add additional infrastructure.

3.2 In addition to the average speed cameras, the Scheme will require additional signage and road markings. Some of these are required to support the speed camera scheme and some are replacements of existing signage. The Scheme also includes PRIME motorcycle guidance, which has proved successful in Scotland. PRIME schemes are in operation in both the Cairngorms and the Loch Lomond & Trossachs National Parks. Additional measures include carriageway resurfacing.

3.3 In combination, the proposed elements of the Scheme will have a significant impact on the landscape and setting of the National Park and its Special Qualities over several kilometres from its western boundary on the edge of Glossop, to its eastern boundary on the outskirts of Sheffield.

- 3.4** However, as a result of the partnership approach between Officers of DCC and the Authority, measures to reduce that impact from the normal for such schemes have been undertaken, including reducing the optimum number of average speed cameras and careful siting of those that are required. Officers are therefore of the view that the Scheme should be supported by the Authority.
- 3.5** As the Scheme is delivered, there may be a requirement by DCC to amend elements of the Scheme as a result of operational need.

4. Recommendations

- 1. That Members agree to support the delivery of the Scheme by Derbyshire County Council .**
- 2. That authority be delegated to the Head of Planning and Conservation to agree minor amendments to the Scheme resulting from operational requirements in the best interests of the Authority.**

5. 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.

b. Financial

None

c. National Park Management Plan and Authority Plan

Delivery of the scheme would impact on the landscape of the National Park and as such is in conflict with the National Park Management Plan *Objective 6: To protect and enhance the natural beauty of the Peak District National Park's contrasting and ever-evolving landscape.*

However, the improvement of road safety on the A57 Snake Pass does contribute to Aim 3 by ensuring that the Peak District *is a welcoming place where all are inspired to enjoy, care for and connect to its special qualities.* Specifically, *Objective 9: To promote the National Park as a place where there are opportunities for the improvement of physical and mental health and wellbeing* is relevant.

Officers of DCC have carried out early engagement with the National Park Authority as part of the scheme. This has included seeking to minimise the number of camera sites and identifying sites where they can best be accommodated within the landscape. In addition, they have sought opportunities to identify improvements to adjacent routes for walking. This approach has demonstrated a positive commitment to abiding by the statutory duty of furthering National Park purposes, as set out within Section 245 of the Levelling Up and Regeneration Act (2023).

d. Risk Management

The scheme is aimed at reducing killed and serious injury (KSI) casualties on the A57 Snake Pass. The scheme will negatively impact on the landscape of the route, but has been carefully designed to minimise that impact. There is a balance to be made

between the benefits of reducing KSI casualties along the route and the impact of the scheme on a valued National Landscape.

Formally objecting to the scheme could be seen as the Authority valuing the Landscape, Wildlife and Cultural Heritage of the National Park above road safety.

e. Net Zero

The delivery of the schemes could lead to slower speeds on the road, with a subsequent reduction in emissions; provided that the currently speeding motorists don't divert onto alternative routes.

6. Background papers (not previously published)

None.

7. Appendices

Appendix 1: A57 Snake Pass Safer Roads Fund Project Report to the Peak District National Park Authority – The Case for Average Speed Cameras on the A57.

Appendix 2: A57 camera locations.

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