DERBYSHIRE
County Council

A57 Snake Pass Safer Roads Fund Project

Report to the Peak District National Park Authority

The Case for Average Speed Cameras on the A57

Report Version Control

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The views and findings expressed herein relate to the A57 Snake Pass Safer Roads Fund Project prepared for the Peak District National Park Authority to make the case for using average speed cameras to address collision casualties along the route.

Recommendations or comments contained within this report should only be read and relied upon within the context of the entire document.

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Introduction

This report has been prepared to explain the need for the safety interventions proposed along the A57 and how their impacts are being mitigated to safeguard those aspects of the Peak Park that make it special.

The Department for Transport (DfT) has created the Safer Roads Fund to enable highway authorities to make certain rural and urban routes safer for highway users. The Safer Roads Fund was established to treat the 50 highest risk local A road routes in England with remedial road safety engineering interventions. In response, £100 million has been committed by the Department for Transport across 48 schemes. Together these schemes are set to prevent around 1,450 fatal and serious injuries over the next 20 years. The value of prevention for the schemes is £550 million compared with the whole life cost of treatments of £125 million. The Benefit to Cost ratio for this portfolio of roads is 4.4, meaning that for every £1 invested, £4.40 is returned in terms of societal benefit. This demonstrates how road safety interventions can compete favourably with other major transport projects. Safer Roads Fund | RoadSafetyFoundation.org

The A57 Snake Pass route is one of the highest risk routes for collision casualties in Britain. Other high-risk routes within Derbyshire have comprised the A619 (13 Bends) between Baslow and Bakewell, A5004 (Long Hill) between Buxton and Whaley Bridge and A5012 (Via Gellia) Cromford to Newhaven where work is nearing completion. Derbyshire County Council has bid for funding through the Safer Roads Fund to address collision casualties along the A57 route in response to the Road Safety Foundations Findings. The funding bid will cover the extents of the A57 between the junction of Coldwell Lane and Hagg Lane within the Sheffield City region in the east as far as Woolley Lane/Market Street junction, Hollingsworth, in the west. The project did extent into the Tameside region but was trimmed back to the Derbyshire boundary as the A628 Mottram-Tintwistle Bypass when implemented should make their section of the A57 route safer.

The International Road Assessment Programme Assessment Process for the A57 Route

The International Road Assessment Programme (iRAP) is a registered charity dedicated to saving lives by eliminating high risk roads throughout the world. Like many life-saving charities working in the public health arena, they use a robust, evidence-based approach to prevent unnecessary deaths and suffering.

iRAP works in partnership with governments, road authorities, mobility clubs, development banks, nongovernmental organisations, and research organisations to:

- Inspect high-risk roads and develop Star Ratings, Risk Maps and Safer Roads Investment Plans.
- Provide training, technology and support that will build and sustain national, regional, and local capability.
- Track road safety performance so that funding agencies can assess the benefits of their investments.

In broad terms, the iRAP process is used by the Road Safety Foundation to determine a base line condition for a particular route. It can be used to give an overview of the different road user groups, crash types, and crash initiation modes to produce a Star rating score for the route. The model also draws on experiences elsewhere that have introduced collision countermeasures to make the route safer and enables each countermeasure to demonstrate an auditable rate of return on its investment.

Different collision countermeasures can be used to determine the most cost-effective approach to the investment.

The iRAP process starts with the collection of high-quality video imagery of a route. The videos are then put into a coding tool, coded by an iRAP accredited coding team and quality checked by another independent team. There is an incredibly detailed and precise process for coding documented in the iRAP coding manual and the coding team has its own software allowing them to document the attributes that are recorded every 10 metres across the network. These 10 metre codes are then processed to turn them into the 100 metre inputs that the iRAP model needs.

The coded attributes are combined to estimate risk to road users represented through the Star Rating score. The Star Rating score is then categorized into one of five bands for Star Rating. 1-Star is for the least safe roads, 5-Stars for the safest roads with a Star Rating provided for four user groups: Vehicle Occupants, Motorcyclists, Bicyclists and Pedestrians.

The more granular Star Rating scores that underpin the banded Star Ratings are combined with traffic flows to generate an estimate of potential fatal and serious injuries (FSI). FSI estimations indicate where collective risk is likely to be higher, whereas the Star Ratings reflect where individual risk is higher (because traffic flow is not considered).

The total fatal and serious injuries that are present on the route, before any treatments are considered, are derived from a calibration process, which makes use of the existing casualty data. These calibration factors are used to ensure that the total estimated number of FSI on the network is equal to the actual number of FSI on that network. In this way, the iRAP model takes account of factors that influence the number of fatalities on a road other than infrastructure, speed, and flows. Six years of casualty data were used to calibrate the A57 route.

The final calibrated route is then reviewed by the Local highway Authorities (Derbyshire County Council in this case) to ensure that model estimated values, such as pedestrian and cyclist flow and intersecting traffic volumes at junctions is correct. This provides a final baseline to which collision countermeasures can be applied and modelled to provide a reduction in FSIs and an improvement in Star Ratings.

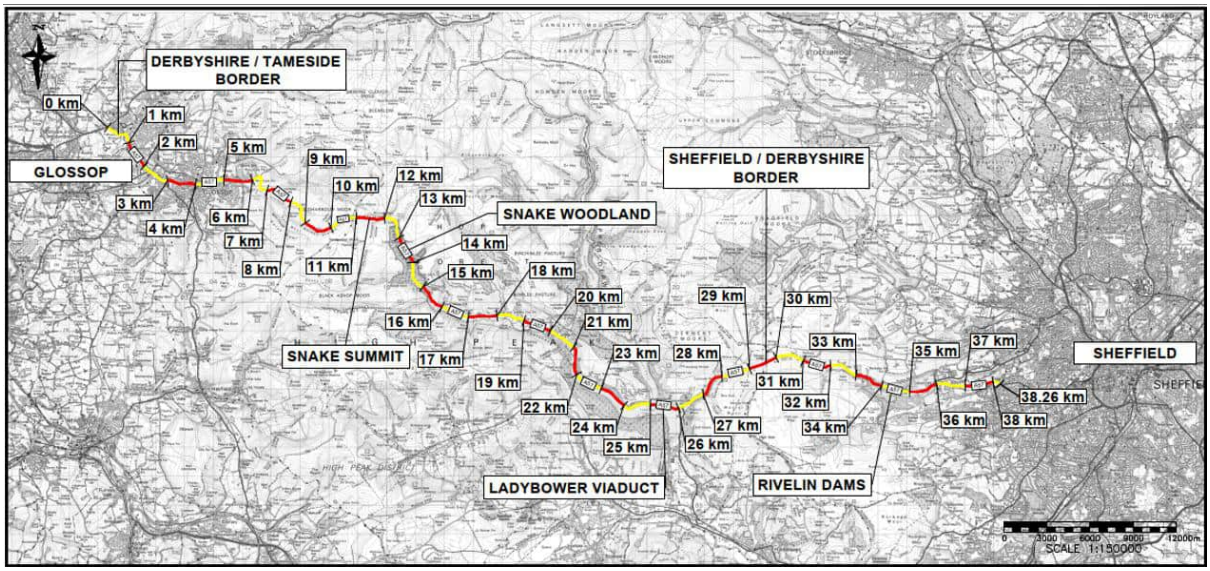
In the Route Review Tool there are Speed Management countermeasures that can be considered for use as part of a treatment package. All the Speed Management treatments have an impact on reducing the operating 85th percentile speeds (used in Star Rating calculation) and operating mean speed (used in FSI calculations). All the reductions for the Speed Management treatments in the model are based upon a research review of and identification of typical impacts.

Therefore, using this wealth of knowledge and experience of countermeasures used at other locations demonstrated an auditable process of collision casualty reduction. There is certainty that a safer road will be the outcome of the process if all the proposed countermeasures are installed because it is an auditable process based on real information about the success of different safety countermeasures along many routes across the world.

Derbyshire County Council as Highway Authority for the county's roads has used the iRAP process to determine the degree of reduction in FSIs that are expected to occur. The assessment has identified an expected 36% reduction in FSI casualties. Using 2024 figures, this is calculated to give £54.3m of benefits compared with a £6m investment giving a Benefit to Cost Ratio (BCR) of 6.30. The high BCR is primarily attributed to the speed management proposals for the route. If the speed management

proposal were not accepted, then the FSI reduction would not be as high and the BCR would be similarly reduced – see later in the report.

For ease of reference, a running chainage has been provided along the route to identify characteristics and features along it as follows. Chainage 0 is at thew western end of the route. The route being addressed has an overall length of 38.26km.



Nature of the A57 Snake Pass Route

The A57 is predominantly a single carriageway with a 7.3m nominal width. Sections of the route has right turn lanes installed where traffic movements and space permits at the busier junctions. Footways exist along both sides of the road in urban sections while in rural settings, the footway provision is generally on one side of the road – north or south side depending on which side residential properties are located. Several informal paths exist which walkers use to connect to public rights of way or to access properties.

The Snake Pass runs through the northern section of the Peak District National Park and has formed a historic route between Sheffield and Manchester. It is one of 4 east to west route across the Pennines: the others comprise the A628, A62 and M62 further north. The character of the route comprises a series of bends through open countryside or forestry land. The route generally follows the valley floors, but other sections climb over the peaks following the contours of the hillside. Consequently, some the bends have large radii and can be taken at speed while others comprise tighter radius where vehicles must slow down if they are to negotiate the bend safely. Signing has been used to warn approaching drivers of the hazards ahead.

With sections of the route being on hillsides, there are sharp changes in level immediately adjacent to the road. Vehicle restraint systems have been installed to prevent vehicles from leaving the carriageway and falling down the hillside. Other vehicle restraint systems have also been installed on the inside of the tighter bends.

The speed limit along the rural sections of the route is 50mph or a design speed of 85kph. Entry and repeater speed limit signs are installed along the route to advise the signed speed limit. The lower speed zones are within the Sheffield and Glossop conurbations which are signed at 30mph or a design speed of 50kph.

There are few major junctions along the route because of the lack of urban conurbations adjacent. Mortimer Road junction leaves the A57 to the west of Sheffield City heading north towards the A616. The A6013 is located at Ladybower Reservoir at the centre of the route and heads south towards the Hope Valley and Hathersage. The A616 junction comprises a standard T type arrangement but the junction with the A6013 is signalised. There are then no major highway junctions off the A57 to the west of Ladybower Reservoir until you reach the outskirts of Glossop.

Location and Nature of the Collisions Casualties along the A57 Snake Pass

Collision casualties are not limited to just the urban areas. Many collisions occur in rural locations as the opportunity to speed and the lack of being observed present little opportunity for enforcement. Consequently, too many people have collisions and become a collision casualty. Even though many traditional measures have been used over the years to warn motorists of approaching hazards they are not proving to be effective at encouraging driers to use the route safely. This is why the Department for Transport has allocated funding through the Safer Roads Fund to enable a holistic view to be taken to reduce collision casualties.

Collision Locations

Baseline Information

Looking at collision and collision casualty records identifies trends in the collisions, their severity and whether they involve lone or multiple vehicles. Several factors may contribute to the collisions like driving when it is dark, poor road markings, wet conditions, obstructions in the road, road surface condition and whether the driver was speeding. This is why the Police record these factors when someone is injured on the highway network so that they can be investigated. Any safety interventions can then be targeted and tailored to suit the nature of the collision contributors.

The Road Safety Foundation has investigated the collisions casualty information along the A57 Snake Pass route between 2018-2022. The collision locations for this period are shown below along with a representation of the severity of the injuries to the people involved. The collision data for this period will be the baseline conditions against which any future collision savings will be judged.

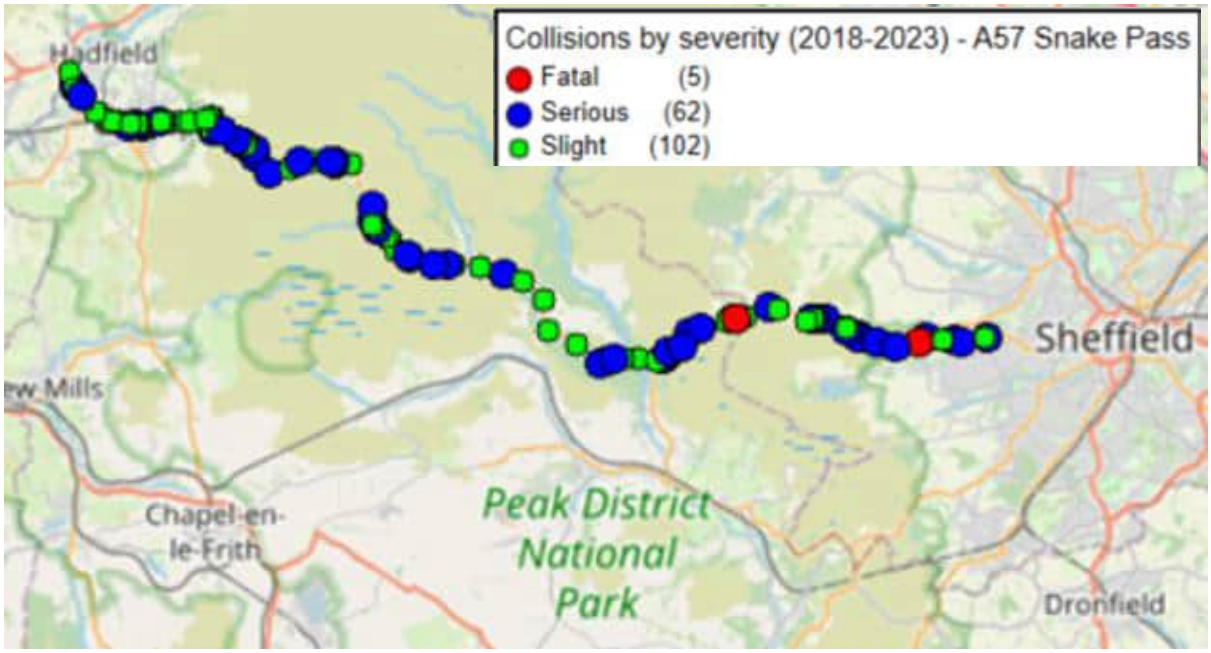


Figure 1 – Layout of collisions by severity – Snake Pass (2018-2023)

Many of the collision locations overlap at the scale of the image above. More detail about the collision locations can be found in Appendix A.

A summary of these collisions along the A57 Snake Pass between 2018 to 2023 is as follows:

- A total of 169 collisions, including 5 fatal, 62 serious, and 102 slight injury collision casualties.
- The percentage of fatal and serious injury collisions is 40%.

The baseline figures developed through the A57 Route Review Tool indicate the following:

Fatal to serious injury ratio used in ViDA	13.97
Fatal and serious injury to slight injury ratio to be used	5.80

Baseline annual fatal and serious injury estimate	13.0448
Baseline annual fatality estimate	0.871396126
Baseline annual serious injury estimate	12.17340387
Baseline annual slight injury estimate	75.7

This represents the number of casualties we would normally expect to see along the route if we did nothing to improve highway safety:

- 1 fatality a year (represented by 0.871 in the table above)
- 13 fatal and serious injury collisions (represented by 13.0448 in the table above by adding the fatal and serious injuries together), and
- 76 slight collision casualties (represented by 75.7 in the table above).

Benefits of Different Safety Interventions

It is important to understand the benefits of the different safety interventions that can be introduced and the impact they have on reducing collision casualties. The data of past safety improvement schemes across the UK and internationally have been applied by the iRAP process to determine the anticipated casualty reductions that could occur on the A57 if they were implemented. The iRAP process has an evidenced based approach to determining an approximate BCR for different types of safety interventions and the overall impact they on FSI casualty reduction.

To emphasise the casualty reductions that can be achieved, we have used the evidenced approach of the iRAP tools to look at the casualty savings that could occur by introducing specific safety interventions as follows:

- By introducing speed management measures alone.
- By introducing more traditional safety (UDIP) measures comprising road markings, signage, high friction surfacing treatments, road restraint systems etc.
- By introducing a blended solution of speed management and traditional safety measures. This is the preferred solution for the route.

Collision Casualty Reductions associated with Speed Management Measures Only

This scenario shows the collision casualty savings that are anticipated to occur along the A57 using speed management measures alone i.e. average speed cameras. No collision casualty savings are attributed to using traditional safety interventions. Hence, the UDIP 20 year fatal and serious injury savings is zero – see 3rd line down.

Speed management scenario annual fatal and serious injury savings estimate	3.4221
Speed management 20 year fatal and serious injury savings	68.442
UDIP 20 year fatal and serious injury savings	0
Combined 20-year fatality savings	4.6
Combined 20-year serious injury savings	63.9
Combined 20-year slight injury savings	397.0
Expected % fatal and serious injury casualty reduction from scheme	26.2%
Net present value of costs	£ 1,940,575
Net present value of benefits	£39,842,167
BCR	20.53

Using speed management alone will save 3.4 fatal/serious collision casualties a year. This gives a 20-year factored saving of 68.4 fatal/serious collision casualties. These represent a 26.2% saving of fatal/serious collision casualties. 397 slight injury savings will be saved over the same 20-year period. These collision savings are based on the evidence of collision savings following the introduction of speed management measures on other routes.

Collision Casualty Reductions associated with UDIP Traditional Safety Measures

This scenario removes the speed management collision savings from the assessment – no figure is showing the right-hand box on the first row, and no casualty savings are attributed. The table assesses collision savings using traditional measures alone.

Speed management scenario annual fatal and serious injury savings estimate	
Speed management 20 year fatal and serious injury savings	0
UDIP 20 year fatal and serious injury savings	24.9
Combined 20-year fatality savings	1.7
Combined 20-year serious injury savings	23.2
Combined 20-year slight injury savings	144.4
Expected % fatal and serious injury casualty reduction from scheme	9.5%
Net present value of costs	£ 6,679,530
Net present value of benefits	£14,495,046
BCR	2.17

This demonstrates that the number of collision savings reduce to 24.9 fatal/serious casualties over a 20-year period. This figure is significantly lower than the 68.4 collision casualty savings using speed

management alone. The expected fatal/serious casualties through using traditional safety interventions alone also reduces to 9.5% compared with 26.2% for speed management alone. Slight injury savings also reduce to 144.4 over 20 years using traditional safety measures alone compared to 397 using speed management measures alone. The BCR score also reduces from 20.53 for speed management measures alone to 2.17 by using traditional measures alone.

These figures based on an evidenced approach demonstrate that a reliance on traditional safety interventions alone will not be as effective at reducing the fatal, serious, and slight injury casualties. Substantially more collision casualties can be saved by using speed management measures.

A Blended Solution of Speed Management and Traditional Safety Measures (the proposed option)

In this scenario, which is that desired by the highway authority for the A57 route, the intention is to have a mix of speed management measures and the more traditional safety interventions. The table below shows the casualty savings that could occur from this blended solution.

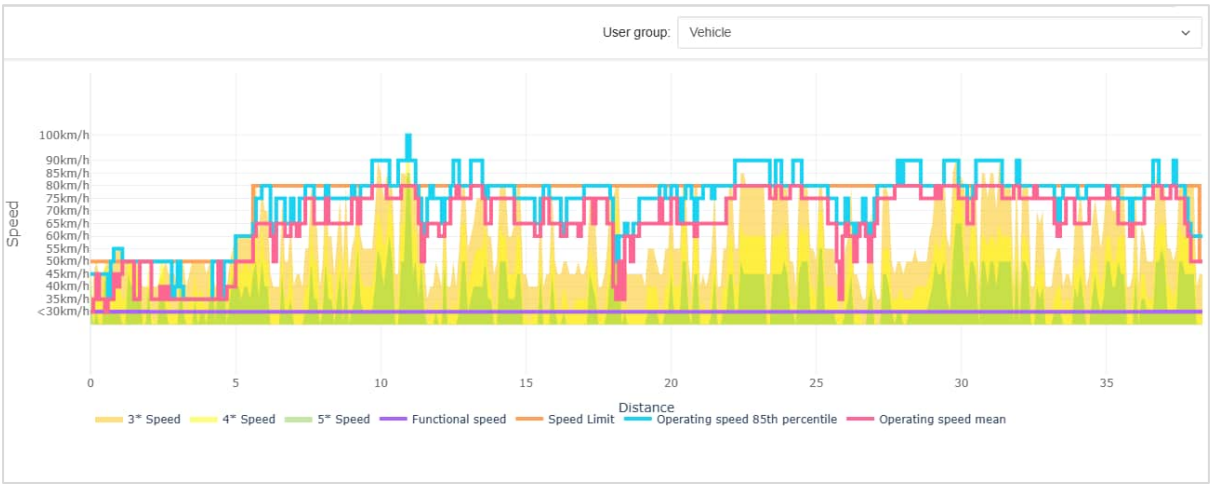
Speed management scenario annual fatal and serious injury savings estimate	3.4221
Speed management 20 year fatal and serious injury savings	68.442
UDIP 20 year fatal and serious injury savings	24.9
Combined 20-year fatality savings	6.2
Combined 20-year serious injury savings	87.1
Combined 20-year slight injury savings	541.4
Expected % fatal and serious injury casualty reduction from scheme	35.8%
Net present value of costs	£ 8,620,106
Net present value of benefits	£54,337,214
BCR	6.30

A total of 93.342 fatal/serious collision casualty savings are achieved over a 20-year period by adding the speed management and traditional safety intervention savings together – rows 2 and 3 above. This means 6.2 fatal, 87.1 serious and 541.4 slight collision casualties will be saved.

Although in BCR terms, the score is not as good as using speed management measures alone, the overall BCR is much better than using traditional safety interventions alone; 6.30 compared to 2.17. Hence, the preference is to adopt a blended approach to the safety interventions.

Excessive or Inappropriate Speed Issues

Excessive speed is a major factor in the severity of some collisions. The Police attending a collision resulting in a casualty interpret what they see and are told to determine if inappropriate or excessive speed is a contributory factor to some collisions. The diagram below shows the baseline speed information along the A57 route.



A running chainage is given in km lengths along the bottom of the diagram. The signed speed limit is depicted by the orange line. It shows the 30mph section within Glossop at a constant 30mph or 50kph. It then rises to 50mph or 80kph at the speed terminal east of Glossop and remains at this speed until it enters the 30mph speed limit within Sheffield City at the eastern end of the route.

In broad terms, the rural sections of the route have speeding issues. The only urban sections of the route are within Glossop and Sheffield. Speeding in the urban areas is not an issue apart from a section along Dinting Vale at Chainage 1.3 where the wider road layout and lack of parked vehicles give the impression of an open road resulting in higher speeds being recorded.

The blue line represents the 85th percentile speeds at the various sections of the route. The 85th percentile speed is the speed at or below which 85 percent of the drivers travel on a particular road segment. The diagram demonstrates that drivers exceed the speed limit at various locations along the rural section of the route. The remaining 15% exceed the 85th percentile speed which means that they are recording speeds higher than indicated by the blue line. Any speed recorded greater than the signed speed limit is a moving traffic offence and would normally be the Police's responsibility to enforce. However, the Police are not resourced to influence driver behaviours along the A57 through targeted speed enforcement. Therefore, speed management measures in the form of average speed cameras are being proposed that would achieve enforcement and make the road safer 24/7.

How Speed Relates to Collisions

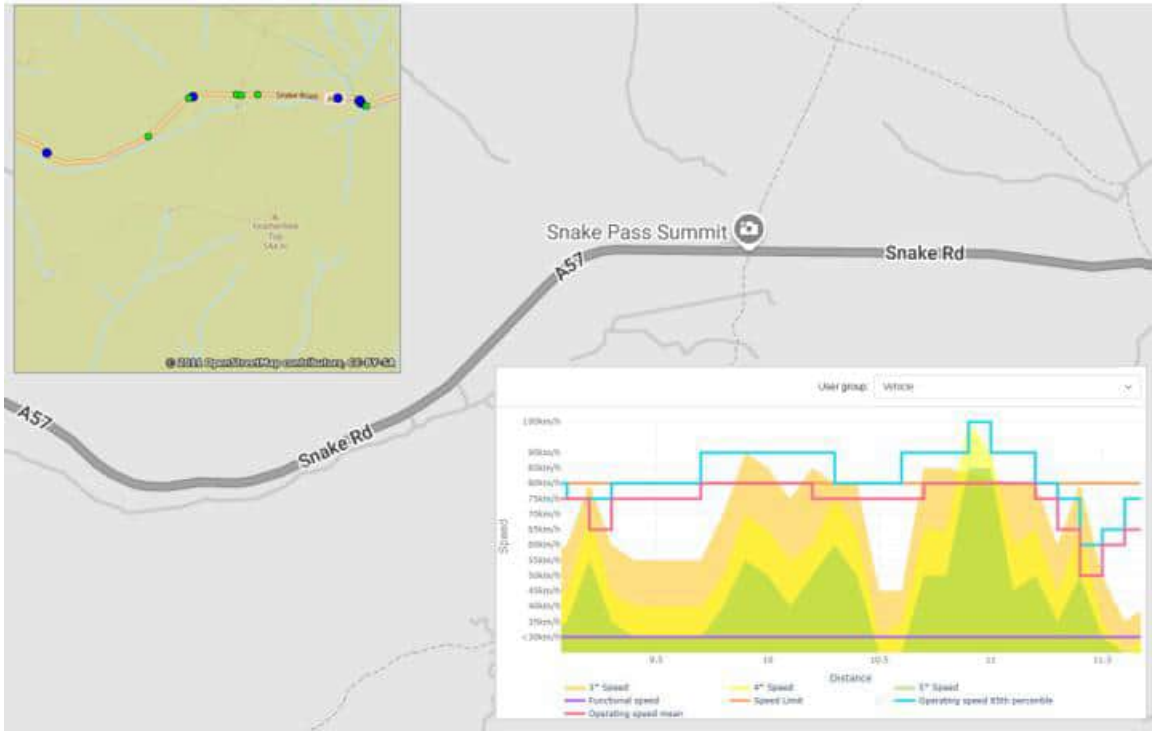
A detailed investigation has been made to determine the correlation between excess speed and collisions at the locations where the blue line is recorded above the signed speed limit. The next series of images show the speed map in greater detail with the base location underneath and an imposed representation of the collisions that have been recorded in the six-year period.

A summary of the collisions where exceeding the 50mph signed speed limit along the A57 Snake Pass was recorded as a contributory factor by the Police comprise:

- A total of 41 (24%) of the total 169 collisions involved either exceeding the speed limit, traveling too fast, or being in a hurry, of which 13 (32% of the 41 total) involved motorcycles.
- Of the 41 speed related collisions, 1 was fatal and 22 were serious collisions (56% of the 41).
- 8 of the 22 (36%) of the seriously injured collisions involved motorcyclists.
- 23 of the 41 collisions (56%) were a result in loss of control.

Chainage 9.7 to 11.3 – Snake Pass Summit

The sections with speed related issues correspond with the eastbound approach to Snake Pass Summit and over the Summit which are characterised by predominately straight sections of road. They are the first sections of the route where it may be possible to overtake a slower moving vehicle having climbed the hill out of Glossop. Driver frustration may be a contributory factor to the collisions that occur at this location and the excess speeds being recorded. Collisions are recorded at the bend west of the Summit and along the straighter sections of the route in its vicinity. There appears to be an equal mix of severe and slight injury collisions along this section.



We are not proposing to install an average speed camera on the summit given its significance. The nearest camera will be located to the west aimed at increasing awareness of speeds being monitored as motorists approach the summit.

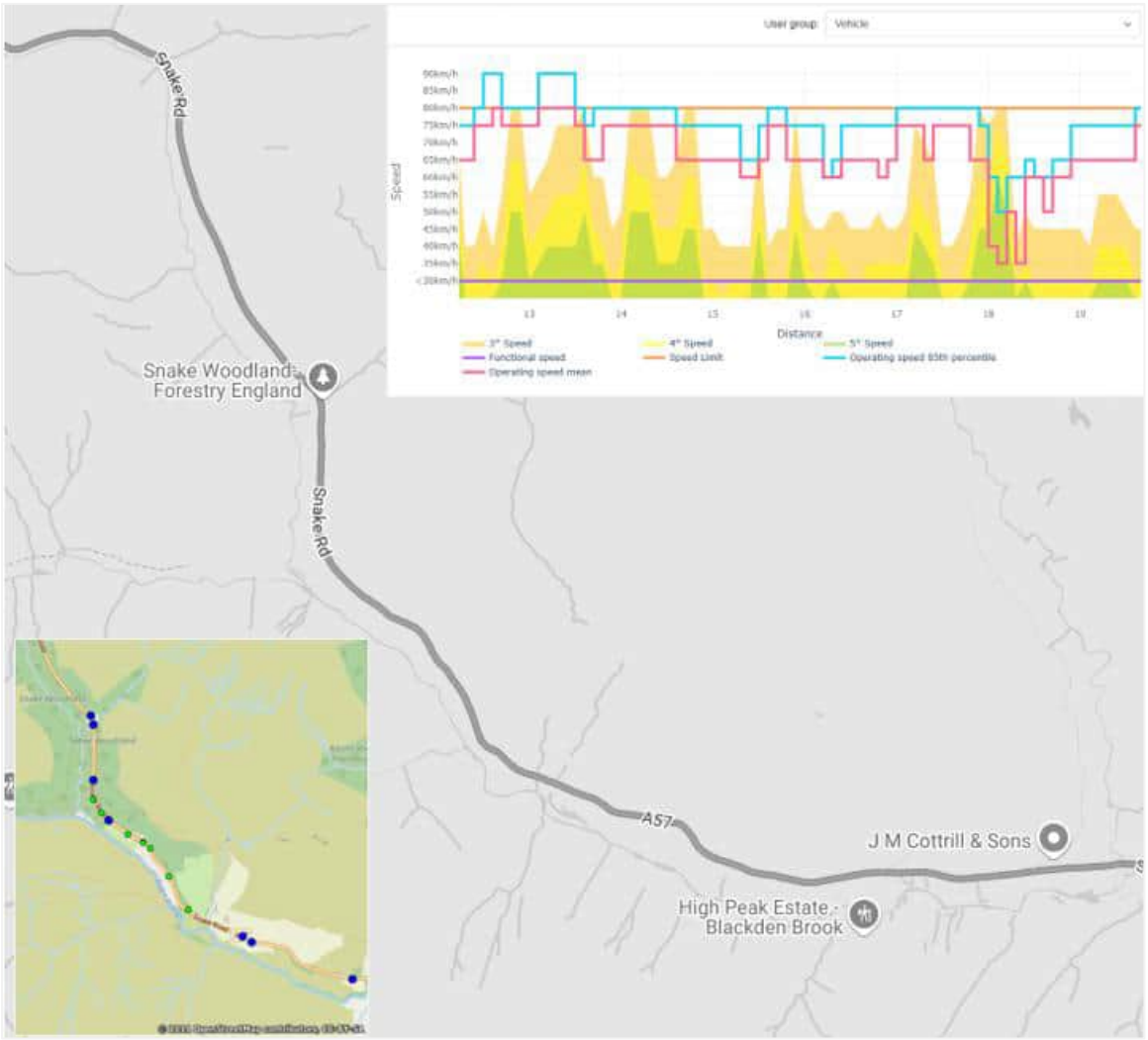
Chainage 12.2 to 19.0 Snake Woodland

The road alignment straightens after the bend at Doctor's Gate and then follows a series of sweeping bends heading east towards Ladybower Reservoir. Speeds more than the signed speed limit are recoded between Doctor's Gate and Snake Woodland. The 85th percentile speeds are also matching the signed speed limit which means that 15% of vehicles are exceeding the signed speed limit.

The supporting collision locations indicate casualties occurring on the bends immediately to the south of Snake Woodland Forestry England point below and continuing at every bend approaching

Ladybower Reservoir. The cause suggests that drivers are travelling too fast and are unable to adjust to the changing road conditions at these locations.

There appears to be an equal mix of severe and slight injury collisions along this section.



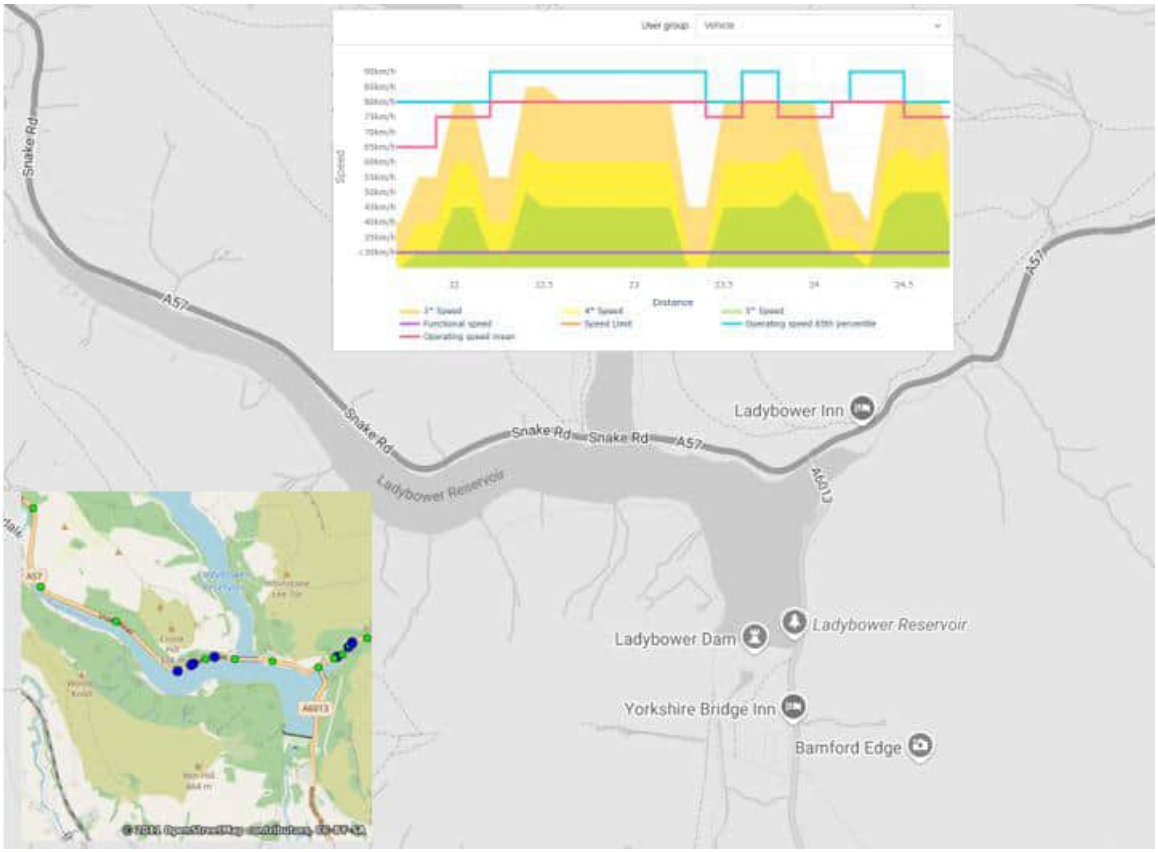
The proposal is top install an average speed camera close to where the Snake Woodland Forestry England text is above in order to influence speeds and reduce collisions that occur along this section of road.

Chainage 22.5 to 24.5 – Ladybower Reservoir

This section of the route is characterised by a straighter section of carriageway with a signal junction with the A6013 at the approximate centre. A signal junction is somewhat out of character in a rural setting, but past safety issues has led to the need to safely control turning movements between the two roads.

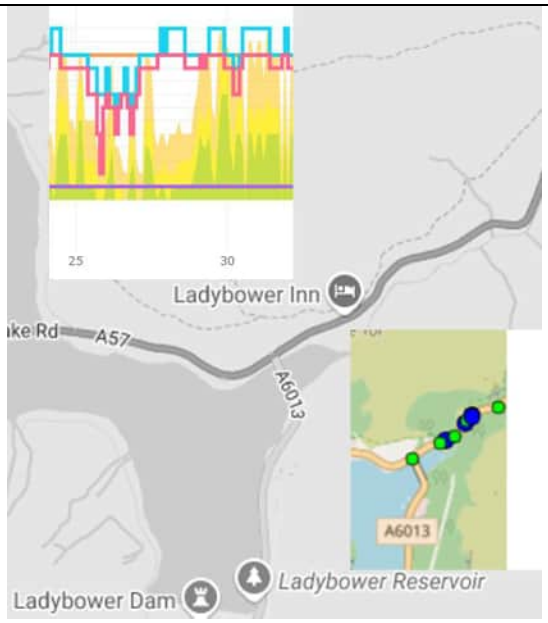
Drivers are recorded as having 85th percentile speeds at or above the signed speed limit along the eastbound approach to the signal junction with the A6013. This is typical of a rural road where straighter sections permit overtaking manoeuvres.

However, it can also be seen that excess speed correlates to the straighter carriageway sections meaning that drivers come into difficulty when they are overtaking or travelling along this section of the route. Although the number of serious and slight collisions are equal, the serious collisions are congregated between two bends south of Crook Hill. It is inferred that drivers are overtaking too early so cannot see a vehicle ahead of them or are unable to reduce their speed as they approach the bend following an overtaking manoeuvre.



3 average speed cameras are proposed along this section of road. A camera is required at the start of the straight leading towards the A6013 junction located at a layby. Its aim is to influence speeds as drivers leave the twisty section of the A57 and enter the straight. A camera is also needed either side of the A6013 as these will detect vehicles entering and leaving the route so that motorists will know that their speeds are being monitored along the A57.

Chainage 26.5 to 27.5 Ladybower Inn

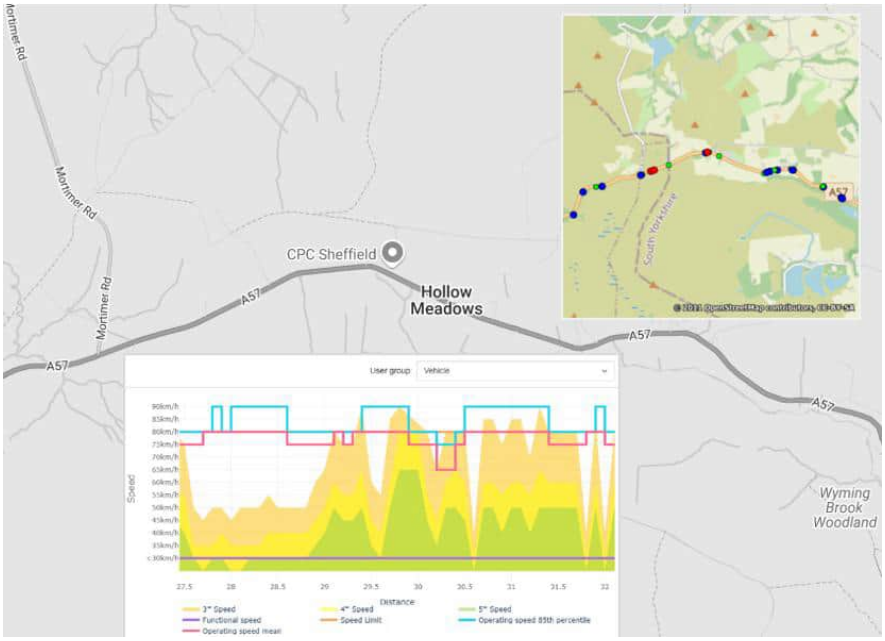


A concentration of collisions occurs in the vicinity of the Ladybower Inn. The route is characterised by a relatively straight section when leaving the Ladybower signal junction and heading east towards Sheffield. The route then changes to a series of sweeping bends with a terminal right angled bend heading north. Speeds exceeding the signed speed limit are recorded at this location presumably as vehicles leave the lower speed area of the signal junction and may be faced with slower moving traffic.

Similarly, exuberant driving indicated by the 85th percentile speeds exceeding the signed speed limit when driving through the series of bends from the east also results in collision casualties. Fast approaching vehicles may also find it difficult to stop as they approach stationary or turning traffic entering the Ladybower Inn car park or to allow pedestrians to cross between the car park and the public house.

A speed camera will be located at the Ladybower Inn to influence speeds as motorists enter this section of the A57 from the A6013. A further camera wil be lcoated at the Cutthroat Bridge layby to influence speeds as motorists enter this section of the route from the Sheffield City direction.

Chainage 27.5 to 32.0 the County Boundary with Sheffield City Region

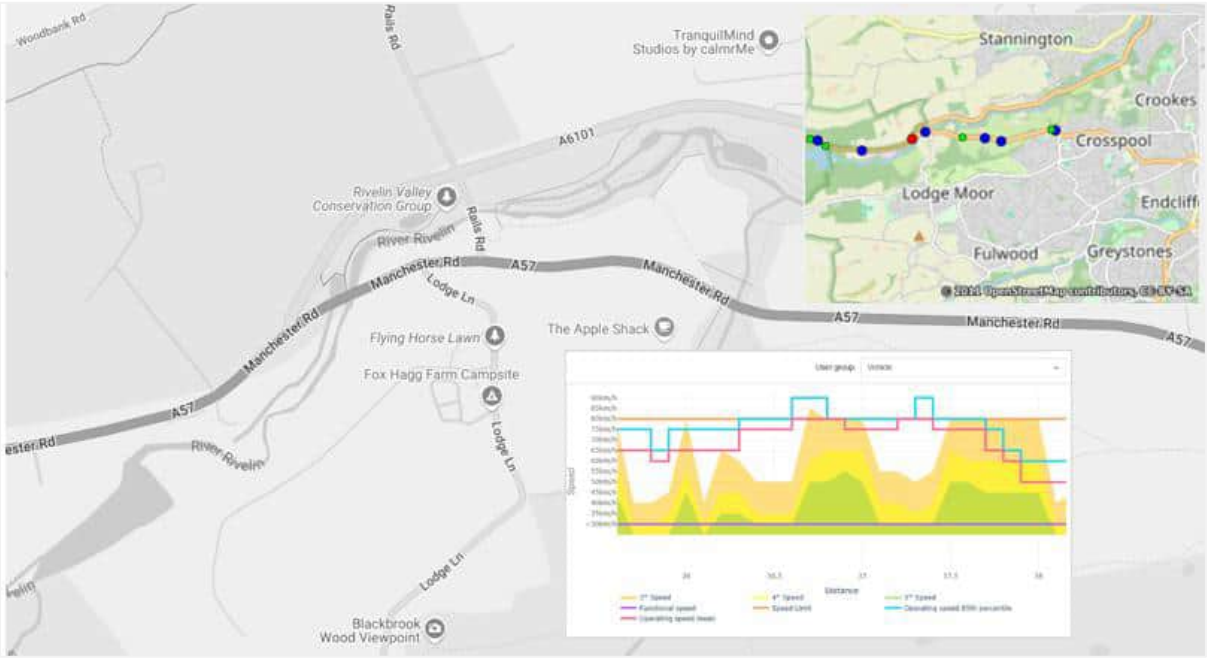


The county boundary with Sheffield City region coincides with chainage 26.6km and Mortimer Road. The A57 east of this location is characterised by straighter sections of road punctuated by bends. These are the first straight sections of road encountered by motorists leaving Sheffield City which allows impatient drivers the opportunity to overtake slower moving vehicles. The recorded speeds indicate that drivers travel more than the signed speed limit which correlates with the collisions recorded at the bends at the end of the straight sections.

The proposal is to install a camera at Hollow Meadows to influence driver speeds over this section of the route.

Chainage 36.0 to 38.0 Rivelin Valley

The section of the A57 through the Rivelin Valley is an especially scenic part of the route. A gentle series of bends occur just after entering the 50mph section with straighter sections either side. There are two sections where drivers are recorded as exceeding the signed speed limit at chainage 36.6 to 36.8 and at chainage 3.7.3. Drivers are recorded as travelling at the 85th percentile speed between and either side of these chainages. The collision statistics show 1 fatal collision close to the A6101 junction and a greater number of serious collisions in the vicinity.



This part of the route is where the speed limit changes from 30mph within Sheffield City to 50mph on the outskirts. The intention is to enforce the full extents of the 50mph section, so an average speed camera is required close to the Valleyside Nursery near the start of the 50mp section. A further camera is proposed at Hollow Meadows to the west to influence speeds along the straights and bend where the serious collisions occur.

Collision Summary

Although not all collisions are caused by excess speed, it is clear from the above that the severity of the collisions increases where people travel at speeds in excess of the signed speed limit. This analysis has contributed to determine the installation locations for the average speed cameras in order to influence motorists' attitudes, so they do not become a collision casualty.

Past Safety Improvement and Maintenance Schemes

Derbyshire County Council only has limited capital funds to address collision causes and implement safety improvements to the highway network in the past. Hence, many improvement schemes were localised to specific collision hot spots. Some routes have been addressed in the past, but the limited funding meant that the safety interventions comprised signage, road markings, and surface treatments which are demonstrated to have a low BCR in terms of reducing collision casualties.

A series of plans have been produced showing where safety improvements and carriageway maintenance schemes have been undertaken in the past along the A57 route – see Appendix B. These are intended to emphasise the limited collision casualty safety savings these measures can accrue but also demonstrate that the County Council has not ignored its statutory responsibilities to create safer highways for its users.

The Safer Roads Funding will allow more of the traditional safety interventions to be installed but the main emphasis to achieving a safer highway is the speed management measures. The Safer Roads Funding will allow a comprehensive approach to be taken to the A57 which has not been possible to the same degree as in previous years.

Safety Benefits from using Average Speed Cameras to Address Collision Casualties

Peak Park asked to see evidence that fewer collisions and a reduction in the FSI rates occurred on those routes where average speed cameras had been installed. No data is yet available from the recently completed A5004 Long Hill & A5012 Via Gellia routes following the recent installation of average speed cameras as these sites are awaiting calibration before they come into service and some still require land transfers to be completed before implementation. They are due to be installed on these routes during 2026.

However, data obtained from Cheshire East Council for the A537 'Cat & Fiddle' route show the benefit in collision casualty savings that can occur by changing driver behaviour through the introduction of speed management measures. The baseline study year for collision and collision casualties was 2007-2009. Average Speed Cameras were installed in 2011/2012. The collision and casualty savings are depicted post installation below.

Collision A537	Safer Roads Baseline		Collisions		Collisions	
	2007-2009	% of all collisions	2013-2015	% of all collisions	2017-2019	% of all collisions
All Collisions	61	-	33	-	11	-
FSI	31	-	11	-	2	-
All Casualties	84	-	38	-	11	-
FSI	36	-	11	-	2	-

Collisions in Darkness	6	10%	6	18%	0	0%
Collisions in Wet	24	39%	16	48%	4	36%
Collisions involving Peds	0	0	0	0	0	0
Collisions involving motorcyclists	31	51%	16	48%	2	18%
Collisions involving pedal cyclists	5	8%	3	9%	4	36%
Collisions involving cars/taxis	34	56%	18	55%	8	73%
Collisions involving young drivers	16	16%	4	8%	1	9%
Collisions involving older drivers	9	9%	5	10%	1	9%
Collisions involving HGVs	5	8%	0	0%	1	9%
Speed related collisions	2	3%	2	6%	0	0%

In the baseline year, **the total number of collisions was 61 resulting in 84 casualties of which 31 were classified as FSI by the Police**. The A537 had a significant issue with motorcycle related collision casualties both along the route and at cluster locations. **Motorcyclists featured in 31 out of 61 collisions along the route.**

The introduction of the average speed cameras had the following impacts on collision reduction along the route over the two following periods:

- The number of **collisions almost halved from 61 to 33 in the first period** and further reduced **from 33 to 11 in the second period**. **This represents an 82% overall reduction in collisions by the end of the 2nd period.**

- The number of **people injured** along the route **reduced from 84 to 38 in the first period** and **from 38 to 11 in the second period. This represents an 87% reduction in the collision casualties along the route.**
- The number of **FSI** collision casualties along the route **reduced from 31 to 11 in the first period** and **from 11 to 2 in the second period. This represents a 94% reduction in the FSI collision casualty rate along the route.**
- The number of motorcycle collisions along the route **reduced from 36 to 11 in the first period and from 11 to 2 in the second period. This represents a 94% reduction along the route.**
- **All other classes of collisions have seen similar dramatic reductions following the installation of average speed cameras.**

There is a compelling case for the introduction of speed management measures along the A57 given that collision and collision casualty rates on the A537 have reduced by between 80-94% where average speed cameras have been installed on other routes. Based on evidence form other route there is every expectation that collision and collision casualty savings will occur on the A57 if average speed cameras are installed.

Scope of the Safety Interventions

Speed Management Proposals

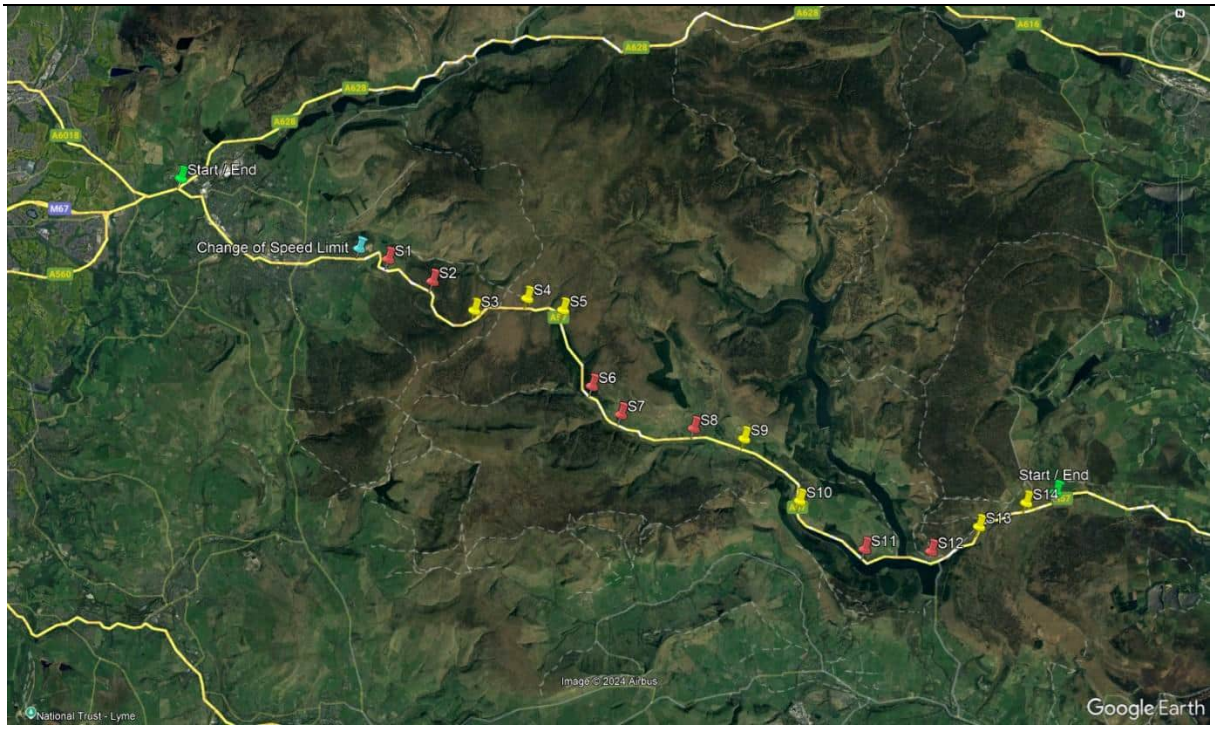
The frequency of average speed cameras in a normal highway setting without any special characteristics that have statutory protection would be a camera every 500m. On the overall route length of 38.26km, this would require a total 77 camera locations. It is recognised that this is more reflective of an urban environment and would not be desirable within the Peak Park so we have looked at ways by which the cameras can still be effective in reducing collision casualties while minimising their visual impacts. This is the journey we have been on to get to the current proposals starting first at determining the number of cameras to install.

Derbyshire County Council first became aware of the potential Safer Roads Funding for the A57 in early 2023, but that funding would not be immediately available. It approached an average speed camera supplier for advice as to the number and location of average speed cameras to ensure that the 50mph speed limit was enforced along the full length of the rural sections of the route. The proposal returned only comprised the Derbyshire section of the A57 as there was no indication that the funding would also be available for Sheffield and Tameside highway regions at that time.

The design needs to meet several requirements to be supported by the Police:

- The full length of the speed zone needs to be enforceable.
- The cameras need to be located at the points where drivers enter and leave the route.
- The spacing of the cameras needs to be close enough together so that a driver is reminded that their speeds are being monitored along the route.

The initial proposal had 14 camera locations, shown by the red and yellow pins, to cover the Derbyshire 50mph speed limit between eastern speed limit gateway at Glossop and the county boundary with Sheffield City. No cameras were proposed within the Sheffield City region at that time as it was not thought that the A57 Safer Roads Fund would extend into their region.



Now that Safer Roads Funding is secured for the A57, the county council has challenged the camera provider about the number of cameras particularly as it became apparent that the bid will also include that part of the A57 within the Sheffield City region. This challenge was in response to feedback received from the Peak Park when the county council was developing similar proposals for the A5004 Long Hill and A5012 Via Gellia routes. This challenge has led to a reduction in the number of cameras from 14 to 10 and the 10 cameras are no also enforcing the 50mph speed limit in the Sheffield City region. The revised average speed camera proposals are marked with red and blue pins below.

An obvious way of mitigating the impact of average speed cameras is by not to have too many so that they do not present a visual intrusion. However, too few cameras lead to enforcement issues as motorists cry foul if they consider they think the cameras are positioned too far apart to remind them that they are being observed and their speed being monitored along the route. There needs to be sufficient cameras to manage speed and collisions along the route. Positioning the cameras therefore

needs to be carefully considered to ensure that successful enforcement can be achieved, and collision casualties saved. This was explained and emphasised in the preceding sections of this report.

The camera design has also changed since the early infrastructure was installed on UK roads. There is no longer a need for a bracket arm extending over the carriageway to mount a camera over the traffic lane, although this may still be necessary in locations where vegetation obstruct line of sight for enforcement action. Modern speed cameras can now be located at the side of the road much like a streetlight or other item of street furniture.

Another aspect is the ability to enforce the speed limit. A minimum of 2 camera sites is required to enforce each speed zone. As these routes are quite long, motorists may argue that they forgot that they are being observed while they are driving. As can be seen from the speed readings, there are areas where drivers travel faster than the signed speed limit and this correlates to the collisions and the collision injuries that occur. Hence, it is appropriate to have additional cameras on longer routes to remind motorists that they are being observed where the speed limit is frequently being broken and casualties are recorded. This approach has been used to great effect on the 'Cat & Fiddle' route demonstrated by the reduction in the FSI collisions along it. This is the same strategy proposed for the dealing with the collision casualties along the A57.

The proposed cameras monitor average speeds, not speeds as a traditional static camera at a specific location. The camera heads are rear facing so the number plates of all types of vehicles will be recorded.

Finally, the speed cameras need to be visible to the passing motorist to comply with speed enforcement legislation. Hence, the camera itself is painted in a more visible colour than the background surroundings to make them conspicuous. The cameras, are about the size of a shoe box, see below. The column and other street furniture does not need to be as conspicuous so these can be galvanised or painted a different colour to enable them to blend into the background. Some examples below installed on the A5004 Long Hill route where it was agreed through discussion with the Peak Park that the post would be painted grey.



Locating Average Speed Cameras to cause the least Visual Impact

Careful consideration has been given to masking the cameras from views within the Peak Park. A meeting with Peak Park officers on 29th April 2025 looked at the various locations being proposed to refine the camera positions. The agreed locations are shown in Appendix C. A summary of the locations is tabulated below along with sighting comments.

Camera Site Number	Sighting Comment
1	Located in the footway shielded by trees and bushes. A copse of trees opposite also help to mask the camera post from the skyline.
2	Located in a highway verge behind other highway infrastructure – the adjacent road restraint system. Minimal shielding from natural vegetation is possible. An off-grid power supply is also necessary and is located nearby.
3	Located just south of Doctor's Gate car park. The location is shielded from views within the Peak Park by tall conifers both sides of the road.
4	Located in a farm access and shielded from views from the north by a steep hillside and masked from views to the south by vegetation on the south side of the A57.
5	Located adjacent to a car park. Post position is masked by vegetation both sides of the road. An off-grid power supply is also required due to the lack of mains power and will be located at the back of the highway verge.
6	Located in a shared footpath on the south side of the A57 and masked from views to the south by adjacent tall vegetation. Views from the north are masked by the steep hillside and vegetation on the northern side.
7	Located at the Ladybower Inn adjacent to a bus stop. Masked from views on both sides by mature trees.
8	Located at Cutthroat Bridge layby close to a tree lined verge to mask it from views across the Peak Park. An off-grid power supply is also required due to the lack of mains power which will be located close to the camera post.
9	Located in front of a copse of trees to mask it from views from the Peak Park and PROW opposite.
10	The setting is more urban with residential properties both sides. The post position is set at the back of a footway close to a street light.

Details of the specific locations are shown in Appendix C.

Lighting for Enforcement Purposes

Motorcyclists are one of the main collision casualty groups based on the collision records and Peak Park expressed concerned that average speed camera will not record their details in situations where only a rear number plate is fitted. **Please be assured that each camera site will have rear mounted cameras to record those breaking the speed limit in whichever direction they are travelling, including motorcyclists.**

Passing vehicles will be illuminated, not by using visible light, but infrared light which is not visible to the human eye. Therefore, no light intrusion will occur within the Peak Park associated with the camera installations. This type of lighting is essential for enforcement in the rural sections where there is no street lighting available. **The successful enforcement of speeding motorcyclists in the dark is therefore reliant upon the infrared lighting which is 'built-in' to the proposed camera system.**

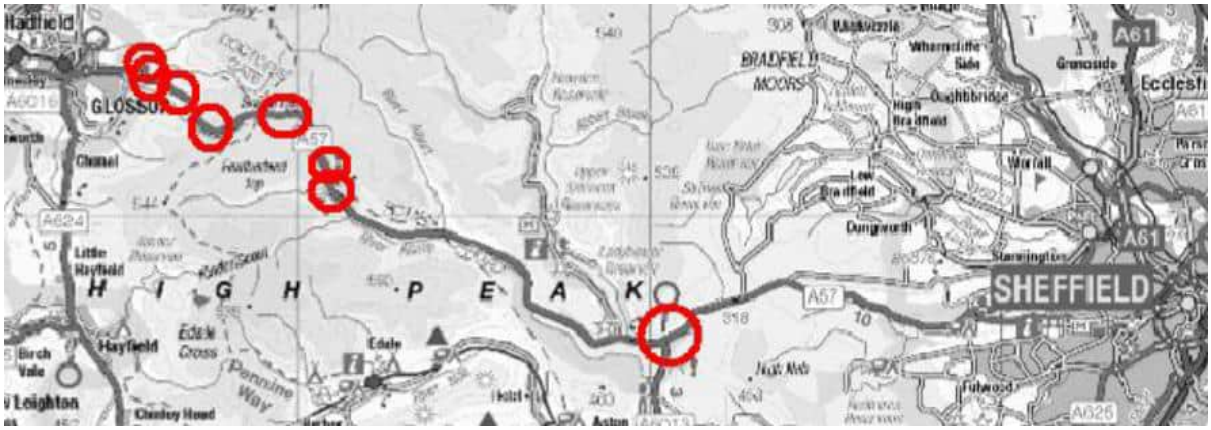
Other Proposed Collision Countermeasures

Road Markings

A review of the road markings will be undertaken along the route. Road markings form a vital part of defining the road edge and centre line in the unlit areas. More durable and reflective road marking materials will be used at those locations which we consider benefit highway safety.

In addition, road markings specifically designed for motorcyclists, like the PRIME system, will be used to improve rider safety and encourage better riding habits on bends. These markings, combined with informational signage, help riders adjust their speed and positioning as they approach a curve. The goal is to "prime" riders to adapt their riding behaviour, leading to reduced speeds, improved positioning, and better braking resulting in fewer collision casualties.

The initiative is led by the Department for Transport who aim to improve motorcyclist safety along several key route. Special dispensation was granted in April 2026 to allow the signs and road markings to be installed. The 'possible' site for PRIME markings and signs to be installed are circled red below. Detailed locations are shown in Appendix D. Further work is necessary with the Department for Transport to confirm these sites and agree the locations of both signs and markings.



Reflective Road Studs

Much of the A57 is unlit so presents obvious issues for road safety when driving in the hours of darkness. Reflective road studs have been used for many years to help inform the motorist of approaching hazards, junctions and also help to guide them along the road on bendy sections. The County Council would like to trial solar powered road studs on the bends with the worst collision recorded to see if they significantly benefit highway safety along the route. This is how the system may appear once installed.

Research by the Transport Research Laboratory (TRL) shows that both intelligent and active road studs have a significant positive effect on driver confidence where installed. This increase in confidence appears to be mainly due to an improved preview time of the road ahead, combined with assisting mitigation of the detrimental effects of glare from oncoming vehicles. Some believe that with confidence comes higher speeds, however the TRL research has also shown this not to be the case, the road studs themselves give a feeling of travelling faster when this is not actually the case.

Recent studies, such as Active Road Studs as an Alternative to Lighting on Rural Roads by Edinburgh Napier University, highlight the significant benefits of active road studs in boosting driver confidence, especially at night. While street lighting demand persists, these studs offer a practical solution for rural areas where power challenges and environmental concerns are key.

The lighting is directional with a 15-degree spread measured form the road surface. You can see a slight glow on top, but the main beam would be directed towards approaching motorists. This will be advantageous within the Peak Park as it will comply with their dark skies policy.

The intention is to use these types of road studs at the bends where the PRIME markings have been proposed to access their relative success in reducing collision casualties.

Traffic Signs

The speed limit entry and repeater signs will need to be modified to meet enforcement standard following the introduction of the average speed cameras. The gateways to the A57 will need to be signed to indicate average speed enforcement is operating along the route. Signs will be installed at every major road entry point onto the A57. There is also a requirement for speed limit repeater signs to display the speed camera logo in addition to the speed limit roundel. These two signs will be combined and mounted on a grey backing board and be one-step below standard to reduce the visual impact on the Park's special characteristics.

A review of the other signage along the A57 route has been undertaken with a view to rationalising the number of signs by removing those signs that are no longer relevant or by installing more appropriate signage. The full signage proposals are shown on drawings A57 SRF PC-E-24-0041-200-01

to 025 for Site Clearance and A57 SRF PC-E-24-0041-1200-01 to 025 for Traffic Signs but the metrics around the number of signs removed, installed, making use of existing sign post etc are below.

Traffic Sign Type	No. of existing signs	Updated No. of Signs	Comments	Existing Individual Sign Installations	Proposed Individual Sign Installations	Example Sign
Bend Ahead Warning Signing	26	25	A small reduction in bend warning signing.	Not applicable	Not applicable	
Speed Limit Repeater and Average Speed Camera Signing	85	128	There are large sections of the A57 with little to no existing speed limit repeater signage. The introduction of average speed cameras requires speed limit repeaters within 100m both sides of an average speed camera and spaced regularly along the route for enforcement reasons. The number of signs will therefore increase. However, much of the proposed signage will be combined with other signs and installed (back-to-back) on one post reducing the visual clutter of individual sign installations across the A57. The net increase in individual speed limit repeater signs is 43 but in terms of individual sign installations an increase of only 16 along the 30km length of the route within the Derbyshire section.	49no	65no	
All Warning Signing			A significant reduction (9) of individual warning sign installations will occur along the route by combining multiple hazard signa into a single warning sign where possible/appropriate along the route, see Rowlee Farm below.	44no	35no	

Additionally:

- There is no proposed increase on chevron signing at significant bends. Chevron signage will be renewed as the yellow border to these signs has faded over time due to the weather conditions experienced on the A57.
- Warning signs (crossroads and cyclists ahead) approaching the Rowlee Farm crossing have been combined into a single hazard warning sign both sides reducing the number of sign installations.
- the number of uneven road surface warning signs has been reduced and incorporated onto a grey backing board with the expectation they may be removed following proposed remedial works for the Tour de France 2027 and other safer Roads Fund surfacing interventions. Note that the PRIME signage is excluded from the above assessment as the proposals for their provision and locations are still to be developed in consultation with the Department for Transport.

Road Restraint Systems

Many of the more severe bends already have road restraint systems installed. A review of the route has been undertaken nether the less to determine if improvements are necessary. This identified the following works:

1. The replacement of P1 (raked) terminals with P4 (energy absorbent) terminals.
2. The retrofit of bike guard to existing sections of road restraint system without.
3. Minor civil work repairs to ensure the terminals are secure when installed.
4. One new section of road restraint system at Mossy Lea Farm, east of Glossop.

The county council has determined that the road safety benefits to motorists and motorcyclists arising from the installation of new terminals and bike guard in existing road restraint system location can proceed using its delegated powers under the Town and Country Planning Act because the installation of the road restraint system is already established within the Peak Park. As the precedent has already been set for road restraint systems at these locations, the council is proceeding to install the new terminals and bike guard to the existing systems along the route.

The exception is the proposed new section of road restraint system at Mossy Lea Farm, the first bend as you enter the 50mph section leaving Glossop. This location has records of vehicles leaving the carriageway and becoming stranded on top of the ground floor extension to the adjacent residential property. Although road restraint systems are not used to protect property, the other hazards of the BT pole, trees/vegetation and the dry-stone wall elevate the risk to an unacceptable level. Hence, we seek the Peak Park's views as to whether this section of road restraint system should be included.

Carriageway Surfacing Improvements

The funding is ring fenced to the A57 route and the provision of safety interventions. It is not generally applied to carriageway maintenance. However, there are safety concerns around the road surface condition as undulations associated with landslips can cause motorcyclists and cyclists to become unseated. The section of the A57 most affected is just west of the Snake Pass Inn to Gillot Hey.

Funding has been sought from EMCCA to address the Doctor's gate landslip. The A57 Safer Roads Fund will also be contributing to the work to address this landslip.

However, the significant slips at Alport and Gillot Hey are in excess of the budgets available at this time. These will therefore need to be addressed when more substantial funding becomes available.

Only the minor undulations will be addressed using the Safer Roads Funding with the aim of reprofiling the road surface to overcome localised issues.

In addition, existing high fiction surfacing has also become worn either side of the Rowley Farm access increasing the risk of skid type collisions. The approaches to the Hagg Farm access offers a similar hazard to motorists and those crossing the road to access bridleways and footpath routes. The intention is to resurface and use a better performing material to improve braking resistance.

Major Landslip Stabilisation

Peak Park has raised concern about the possible closure of the A57 due to the number and severity of the landslips along it. The County Council remains committed to maintaining the A57, but it needs substantial funding to address the landslips and is actively seeking access to funds through appropriate agencies and government.

The A57 Safer Roads Fund project will support this work by allocating funding to the Doctor's Gate landslip and other minor undulating interventions planned along the A57 in the coming years. Further funding is expected in successive financial years from East Midlands Combined County Authority.

Furthering the Aims and Ambitions of the Peak Park

It is recognised that there has been a change in emphasis in relation to the Section 62 Duty to have regard to National Park purposes; Section 245 of the Levelling Up and Regeneration Act (2023) amended this to a requirement to further National Park purposes; rather than have regard to them.

The safety interventions need to meet highway design standards as far as reasonably practical given the geographical constraints, but care will be taken in their design to not detract from the National Park's Special Qualities which are: -

1) Beautiful views created by contrasting landscapes and dramatic geology.
2) Internationally important and locally distinctive wildlife and habitats.
3) Undeveloped places of tranquillity and dark night skies within reach of millions.
4) Landscapes that tell a story of thousands of years of people, farming, and industry.
5) Characteristic settlements with strong communities and traditions.
6) An inspiring space for escape, adventure, exploring, and quiet reflection.
7) Vital benefits for millions of people that flow beyond the landscape boundary.

We do to intend to remove the highway from within the Peak Park as it provides an essential transport link between Sheffield and Manchester and connects communities immediately adjacent to the wider highway network. The A57 also enables access to the Peak Park for thousands of visitors every year. However, we can offer to include measures that will make the A57 safer for pedestrians and further the enjoyment of the Peak Park and enhance the special characteristics identified above using the Safer Roads Funding.

Other measures to help promote the Peak Park Ambitions

With the above in mind, we have discussed 3 interventions within the Peak Park to further its characteristics and enjoyment by visitors. These comprise the following link footway provisions working eastwards from Glossop towards Sheffield:

The Snake Pass Inn

The existing PROW are shown in purple in the plan below. The Peak Park has received requests for a connection to be made between the two PROW presumably alongside the A57. The aspiration is to enable a connection between Hope Woodlands HP17/1/1 that runs along Ashop Clough with Hope Woodlands HP17/28/1 to the southeast. Both are marked purple on the plan below.

Two options present themselves to enable this connection. One is by providing a route alongside the carriageway be creating a footpath link. It would be sensible to provide the link along the southern highway verge, but this is problematic due to its narrow width and highway drainage features that

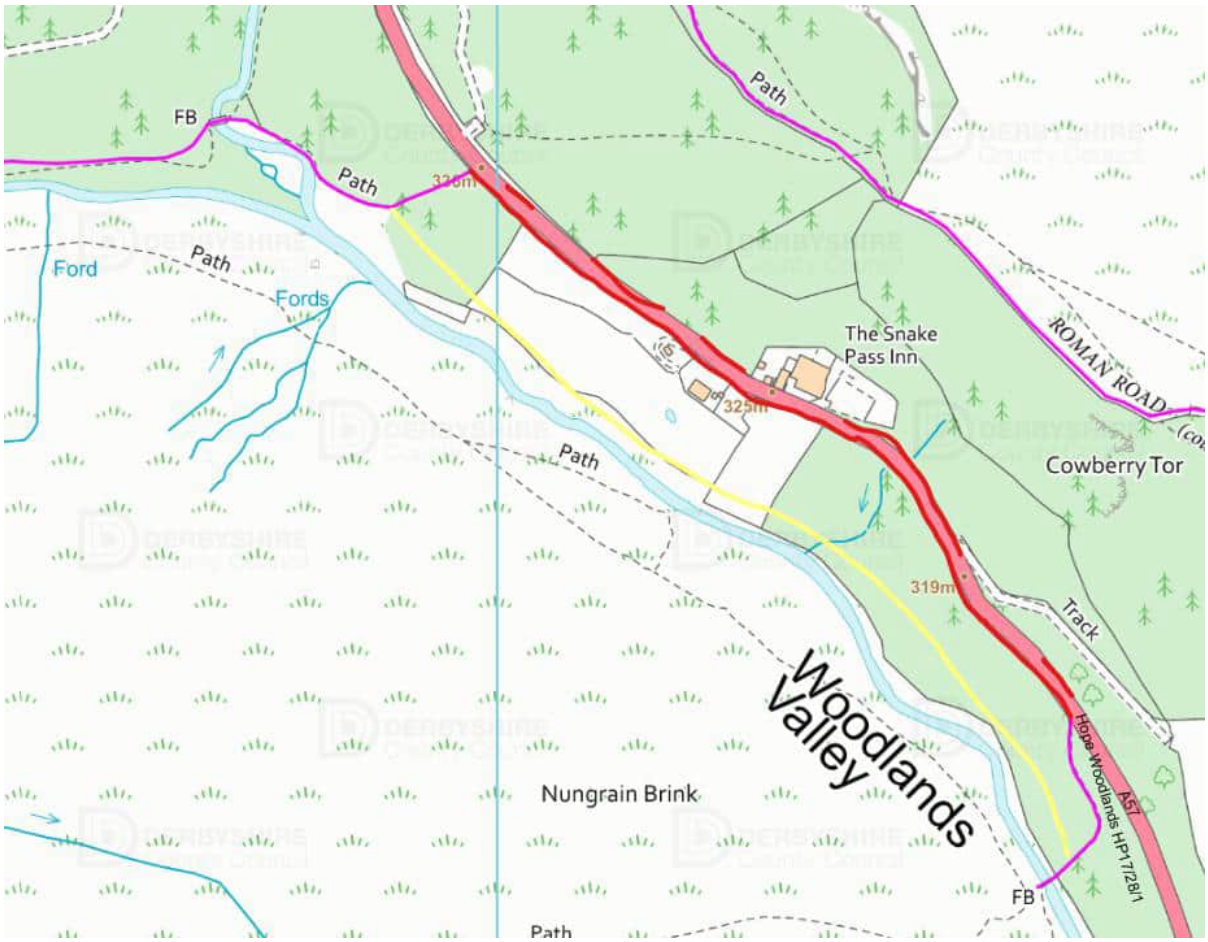
comprise openings in the adjacent dry-stone walls. Ideally, the footway width would have to be increased which would involve work on adjacent landownerships and the creation of a retaining wall due to level differences. This would have obvious cost impacts to provide. The indicative routes are marked in red below.

It is not preferable to use the northern verge either for similar reasons, narrow width, a vehicle parking strips etc. There would not be any verge width to convert immediately outside the former public house (Snake Pass Inn) which would increase the number of occasions a pedestrian would have to cross the road, which has vehicles travelling at high speeds, and lead to a haphazard route.

An added impact associated with any verge hardening may inadvertently attract more visitor parking either wholly or partly off the traffic line. This could therefore be contrary to the road safety issues that this provision is trying to address.

The land to the south of the A57 is partly in private ownership and partly open access land. While it may not be possible to gain rights over private land, it could be possible to sign a route across the open access land alongside the river that would not require any work on the A57. The indicative route is marked in yellow on the plan below.

Given the difficulties with and cost of establishing safe routes along the A57, it is the county council's preference to consult with the owner of the land to the south of the A57 to provide a signed route across the open access land to connect the two PROW. Through discussion with officers from the Peak Park Authority, this has been picked up by them to progress.



However, the county council will seek to improve the highway route between the two PROW by removing vegetation and overburden from the footway/highway verge and topping up stone to provide a more commodious surface for walkers.

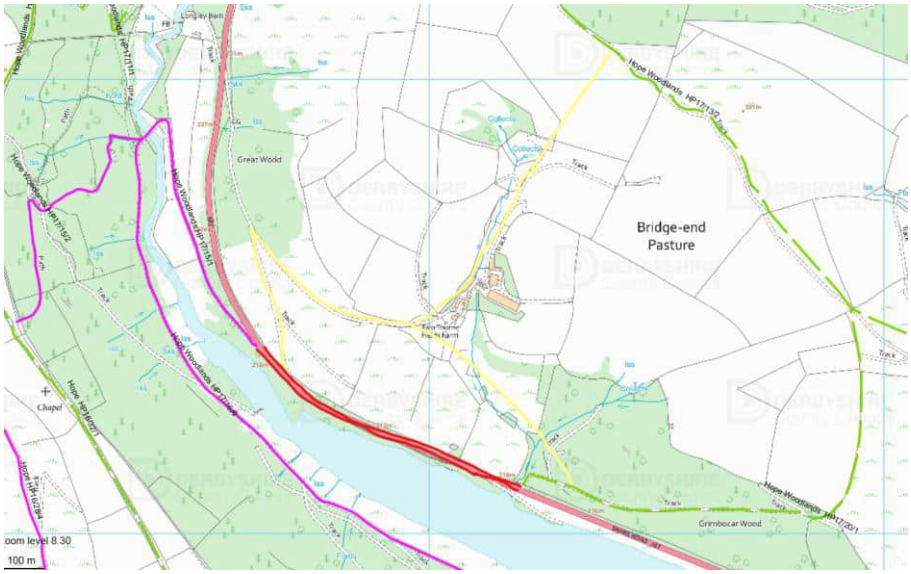
Hope Cross to Bridge-End Pasture

This proposed link lies at the western end of Ladybower Reservoir. Hope Woodlands HP17/15/1 (marked by the purple line) leaves Hope Cross and joins the A57 via a track to the west of Two Thorne Fields Farm. Ramblers reportedly use the A57 to travel approximately 600-700m east to connect to Hope Woodlands HP17/20/1 (marked by the green dashed line) at Bridge-End pasture to the east of Two Thorne Fields Farm.

There are no kerbs or highway drainage systems along the A57 between these locations. Installation of kerbs would be needed to provide separation between a pedestrian footway and the carriageway. This would potentially hamper highway drainage and could lead to localised flooding of the carriageway given that there are no designed levels for long falls; carriageway drainage currently leaves the road and crosses into the highway verge. The verge width both sides are nominal, and the south side has steep drop behind. The south side is also planted up to the fence line so any pedestrian facility could soon be obscured by vegetation unless it was regularly trimmed back by the landowner to the boundary line.

The northern side has limited kerbing installed with limited highway drainage at low spots. Much of the northern verge is banked from the kerb line which prevents a level footpath being easily installed without the need for retaining structures of some description. Both footway routes are indicated by red lines on the plan below.

There is no the option to sign a route across open access land at this location as no such permission exists. It would be our preference though to try and establish rights across the land to the north for a pedestrian route to connect between the A57 and Hope Woodlands HP17/13/2 to the north of Hope Woodlands HP17/20/1 to the east using farm tracks that pass close to Two Thorne Fields Farm as indicated by the yellow lines below. Such connections would require consent from the adjacent landowners. For reasons of safety etc., the county council will not be promoting a highway connection between these two locations.



Cutthroat Bridge

The Peak Park proposed a connection between the layby which is used by visitors to park and then take access to the PROW at Cutthroat Bridge to the west. The preferred pedestrian route is to use an unofficial path running from the back of the layby and discharges onto a small parking area opposite the PROW accesses opposite Cutthroat Bridge. The connection lead northwards via a bridleway, Derwent HP10/5/5, with connections to other nearby bridleways to the west and north shown by green dashed lines on the plan below or pedestrian routes to the east via Derwent HP10/12/1 & HP10/10/2 shown by purple lines on the plan below.

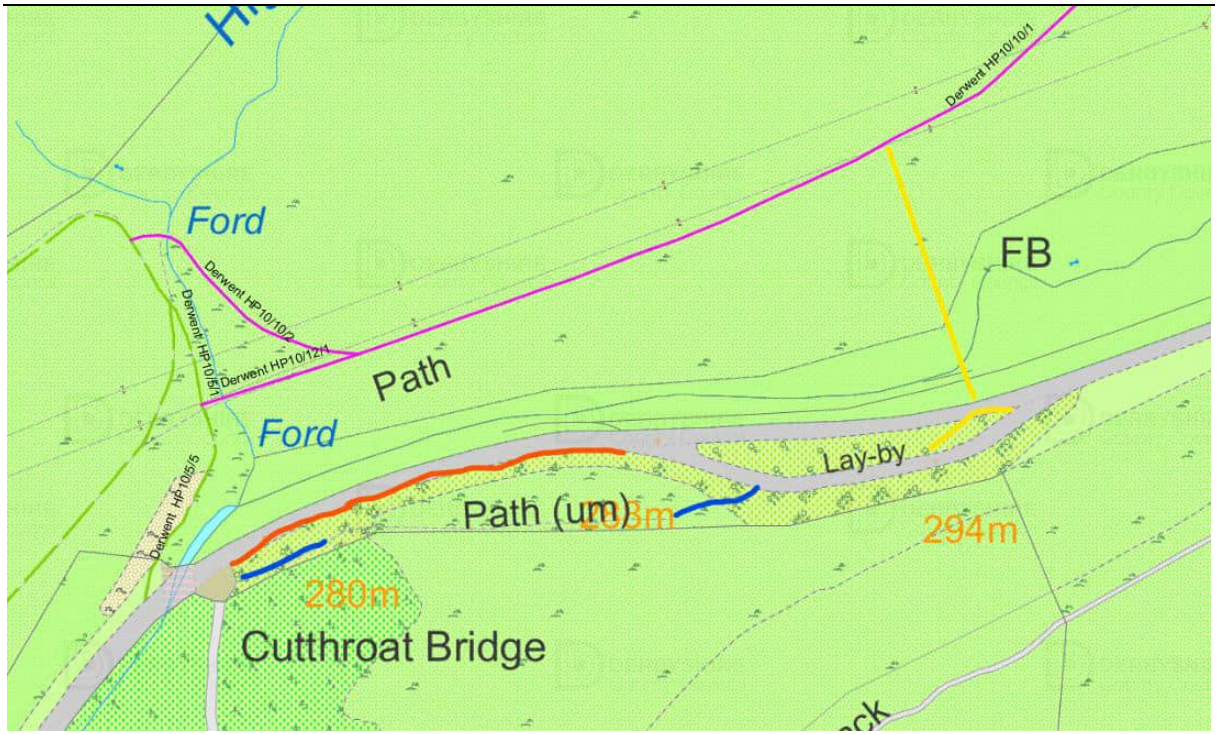
The land over which the current path follows between the layby to the PROW is unregistered and is marked by a blue line on the plan below. This means that the land ownership is currently unknown. The county council could go through a process of asking adjacent landowners to advise if they own the land and erecting notices at this location seeking an owner to come forward. If someone claims the land and can prove title, then the county council would need to negotiate access rights across it. If no landowner comes forward, then we are at impasse.

The current route is not a definitive right of way, and the county council would not support the creation of a PROW across this land due to access and maintenance issues associated. However, there are three other options available to overcome the immediate issue.

One is to establish a route alongside the road, which is less desirable for pedestrians given the proximity of high-speed traffic. Pedestrians would need to be content that a footway alongside the carriageway is more commodious than the existing unofficial connection. Kerbing and the establishment of a footpath also create other issues potentially which would need to be explored. The route is marked as a red line on the plan below. This is not desirable from a highway perspective as it encourages pedestrian to walk next to a high speed road on a narrow footway strip.

The second is to create a new PROW between the layby and Derwent HP10/10/1 to the north. The proposed location would be via the eastbound bus stop located on the A57 at the eastern end of the layby. The bus stop location appears to have been chosen as a ‘safe’ place for pedestrians to cross the road with better intervisibility between pedestrians and approaching traffic. Such a route would require landowner consent as no open access land arrangements exist at this location. However, it does offer an advantage to the current crossing point at Cutthroat Bridge which is on the inside of a bend with limited intervisibility between pedestrians crossing and approaching vehicles. Preliminary discussions with the ROW team indicate that they would not be supportive of the proposal. This route is marked by a yellow line on the plan below.

The third option is to help walkers when negotiating the steep slopes of the existing information path by installing a handrail. This would at least offer some support for ramblers that may find it difficult to negotiate the hillside. This is the county council’s preferred option. The handrails would be approximately over the lengths marked by the blue line below.



Conclusion

The Safer Roads Fund is an initiative being promoted by the Department for Transport to improve highway safety on high risk roads across the country based on collision casualty information recorded and prepared by the Road Safety Foundation and RAC Foundation. The Derbyshire region has 3 routes classed as **medium-high risk** and one route at **high risk**. The County Council's role, collaborating with its partners, is to determine the most appropriate safety interventions to reduce the KSI collisions on these routes using the funding available from the Department for Transport.

It has been demonstrated that the collision history for A57 Snake Pass is higher than for similar rural roads across the UK. Excessive speed is a significant factor in not only the KSI collision rates but also for many more slight injury collision rates.

The information shared by Cheshire East Council demonstrates the effectiveness of average speed cameras along the A537 'Cat and Fiddle' route. All classes of collisions and collision rates have seen dramatic reductions following the installation of average speed cameras. The case for installing average speed cameras is very compelling and as demonstrated by the Benefit to Cost ratio, achieves a high rate of collision savings. There is no reason to suggest that a similar reduction in collision casualties would not be achieved along the A57 Snake Pass route by the provision of average speed cameras.

The camera system enforces the average speed for all highway user groups, including motorcyclists, as the cameras are rear facing.

Concern from the Peak Park about the overuse of traditional hazard warning signs and requests to scale back the visual instruction within the National Park may have inadvertently contributed to a higher-than-average collision record for the route continuing but not a step-change reduction being

achieved. The number of collisions continue to remain above the threshold for intervention by the County Council under its statutory duty to minimise road traffic collisions and casualties.

The use of average speed cameras is seen as an effective method of achieving the step-change accident reduction sought by the Secretary of State for Transport. It is largely self-policing encouraging adherence to the signed speed limit 24/7 and offers the least visual intrusion into the national park compared with more traditional safety interventions i.e., a higher number of signs and road markings.

The site walkover of the various camera sites with Peak Park officers has led to the cameras being located where they present the least visual intrusion for the National Park by being shielded from views by wooded areas. The number of cameras is below what would normally be installed aided by the lack of leaving and joining points to the route. The number of cameras proposed is considered the minimum needed to achieve a step-change in motorist behaviour leading to fewer collisions and reduced collision severity along the routes. They are also the minimum number of cameras considered necessary to enable successful enforcement and minimise challenges from those being prosecuted for speeding offenses.

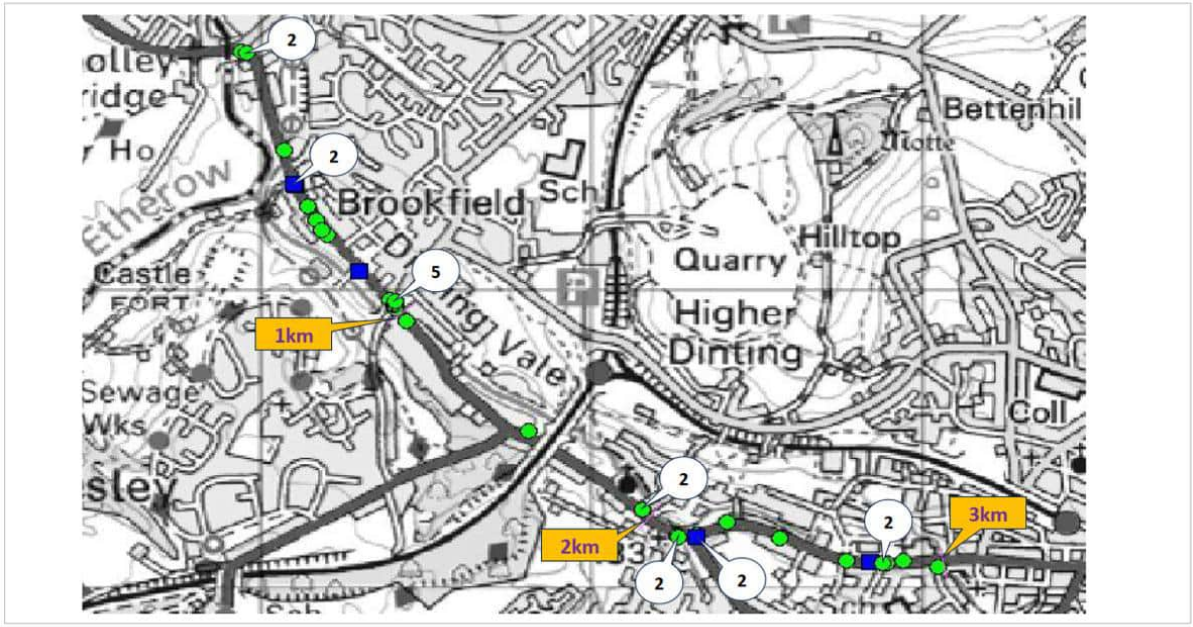
The average speed camera unit is the only item of equipment required to be 'highly visible' to motorists. The post and other street furniture can be painted a suitable colour to blend into the surrounding background. The Peak Park has previously accepted a grey column colour.

The use of average speed cameras requires upgrades to the gateway and repeater signs along the route. This is unavoidable if the system is to achieve enforcement standards and save collision casualties. However, the existing signage has been reviewed and rationalised in conjunction with the new average speed camera signage along the route in order to minimise the visual impacts of the traffic signs.

The county council therefore considers that these works if implemented as proposed will protect the special characteristics of the Peak Park and make the park safer for those accessing it either for travel or for recreational purposes.

Appendix A – A57 Detailed Collision Plans

For the 2018-2023 period working west to east:



Year	Collisions	
2018	6	
2019	3	
2020	3	
2021	9	
2022	4	Total
2023	6	31

Collisions on Wet Road Surface		DCC Average
No	%	%
4	13%	24%

Time of Day	Number	Time of Day	Number
12 midnight - 6am	2	12 noon-4pm	9
6am-9am	4	4pm-7pm	8
9am-12 noon	4	7pm-12 midnight	4

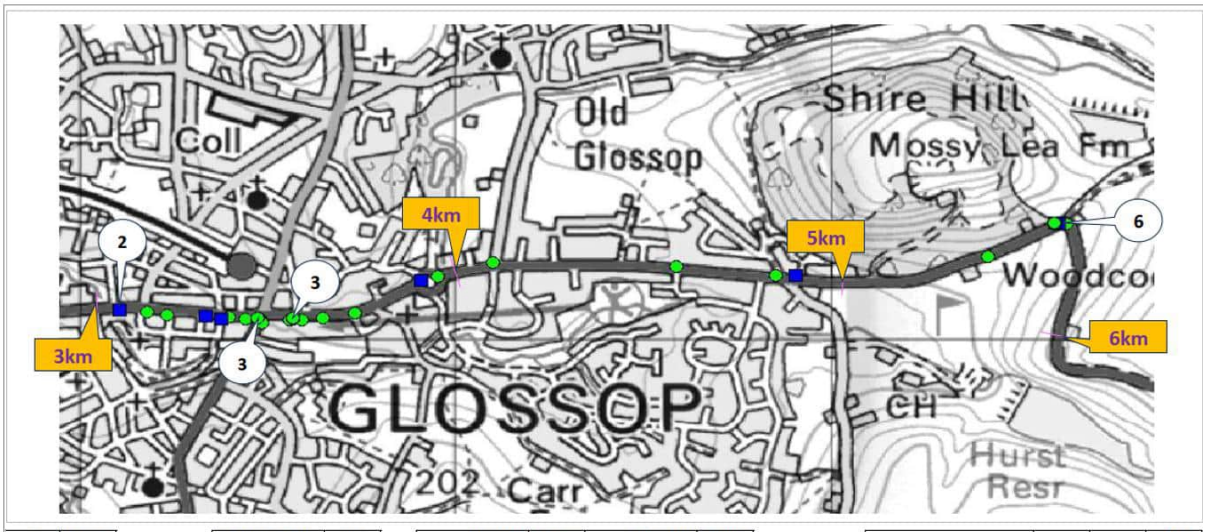
Collisions involving	Number	%	DCC Average %
Pedestrians	6	19%	16%
Motorcyclists	8	26%	16%
Pedal Cyclists	2	6%	12%
Car/Taxi users	28	90%	87%
Young Car Drivers 17-25 years	3	10%	21%
Older Car Drivers over 60	7	23%	19%
Goods Vehicle users	2	6%	17%

Severity	Collisions
Fatal	0
Serious	5
Slight	26

Collisions in darkness		DCC Average
No	%	%
10	32%	27%

Day of week						
Sat	Sun	Mon	Tue	Wed	Thu	Fri
2	3	3	8	6	5	4

Month											
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1	3	5	4	1	3	1	3	3	1	3	3



Year	Collisions	
2018	3	
2019	5	
2020	4	
2021	7	
2022	6	Total
2023	5	30

Collisions on Wet Road Surface		DCC Average
No	%	%
3	10%	24%

Time of Day	Number	Time of Day	Number
12 midnight - 6am	2	12 noon-4pm	12
6am-9am	2	4pm-7pm	4
9am-12 noon	4	7pm-12 midnight	6

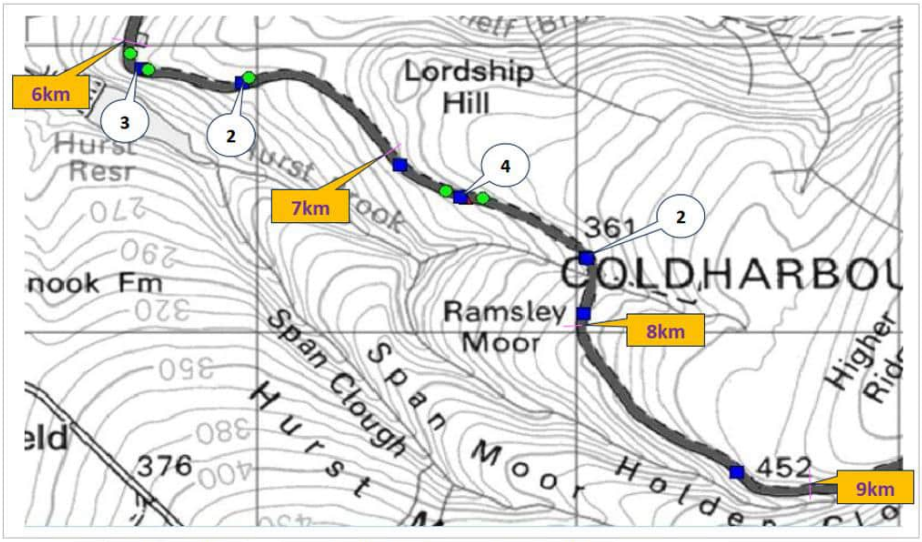
Collisions involving	Number	%	DCC Average %
Pedestrians	7	23%	16%
Motorcyclists	8	27%	16%
Pedal Cyclists	3	10%	12%
Car/Taxi users	28	93%	87%
Young Car Drivers 17-25 years	4	13%	21%
Older Car Drivers over 60	2	7%	19%
Goods Vehicle users	1	3%	17%

Severity	Collisions
Fatal	0
Serious	7
Slight	23

Collisions in darkness		DCC Average
No	%	%
9	30%	27%

Day of week						
Sat	Sun	Mon	Tue	Wed	Thu	Fri
3	3	5	7	3	4	5

Month											
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
4	3	4	1	1	1	4	5	4	0	1	2



Year	Collisions	
2018	3	
2019	0	
2020	2	
2021	5	
2022	2	Total
2023	2	14

Severity	Collisions
Fatal	1
Serious	8
Slight	5

Collisions on Wet Road Surface		DCC Average
No	%	%
3	21%	24%

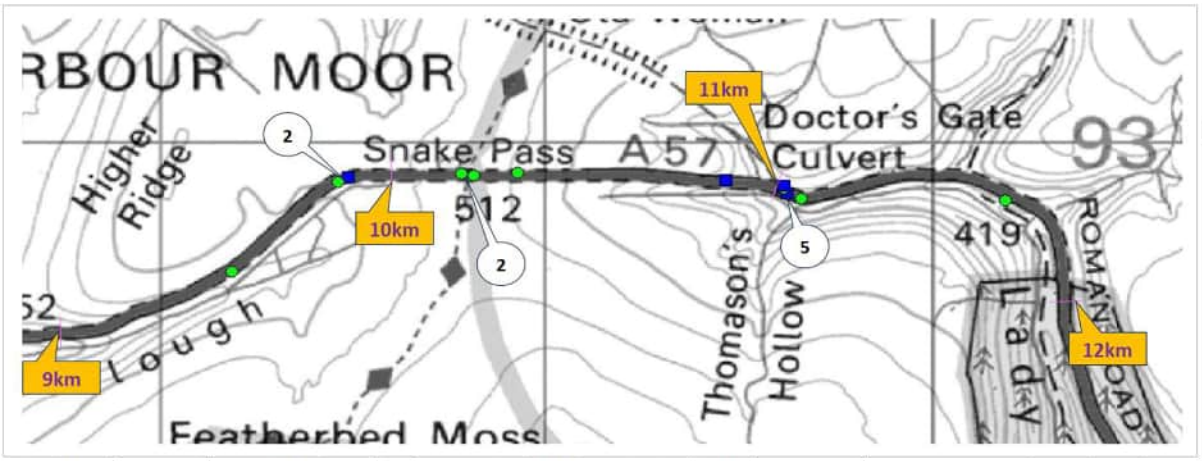
Collisions in darkness		DCC Average
No	%	%
1	7%	27%

Time of Day	Number	Time of Day	Number
12 midnight - 6am	1	12 noon-4pm	9
6am-9am	1	4pm-7pm	1
9am-12 noon	2	7pm-12 midnight	0

Day of week						
Sat	Sun	Mon	Tue	Wed	Thu	Fri
3	5	3	0	0	2	1

Month											
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
0	0	2	0	0	2	1	3	5	0	1	0

Collisions involving	Number	%	DCC Average %
Pedestrians	0	0%	16%
Motorcyclists	10	71%	16%
Pedal Cyclists	0	0%	12%
Car/Taxi users	8	57%	87%
Young Car Drivers 17-25 years	2	14%	21%
Older Car Drivers over 60	1	7%	19%
Goods Vehicle users	2	14%	17%



Year	Collisions	
2018	3	
2019	2	
2020	0	
2021	5	
2022	0	Total
2023	3	13

Severity	Collisions
Fatal	0
Serious	5
Slight	8

Collisions on Wet Road Surface		DCC Average %
No	%	
3	23%	24%

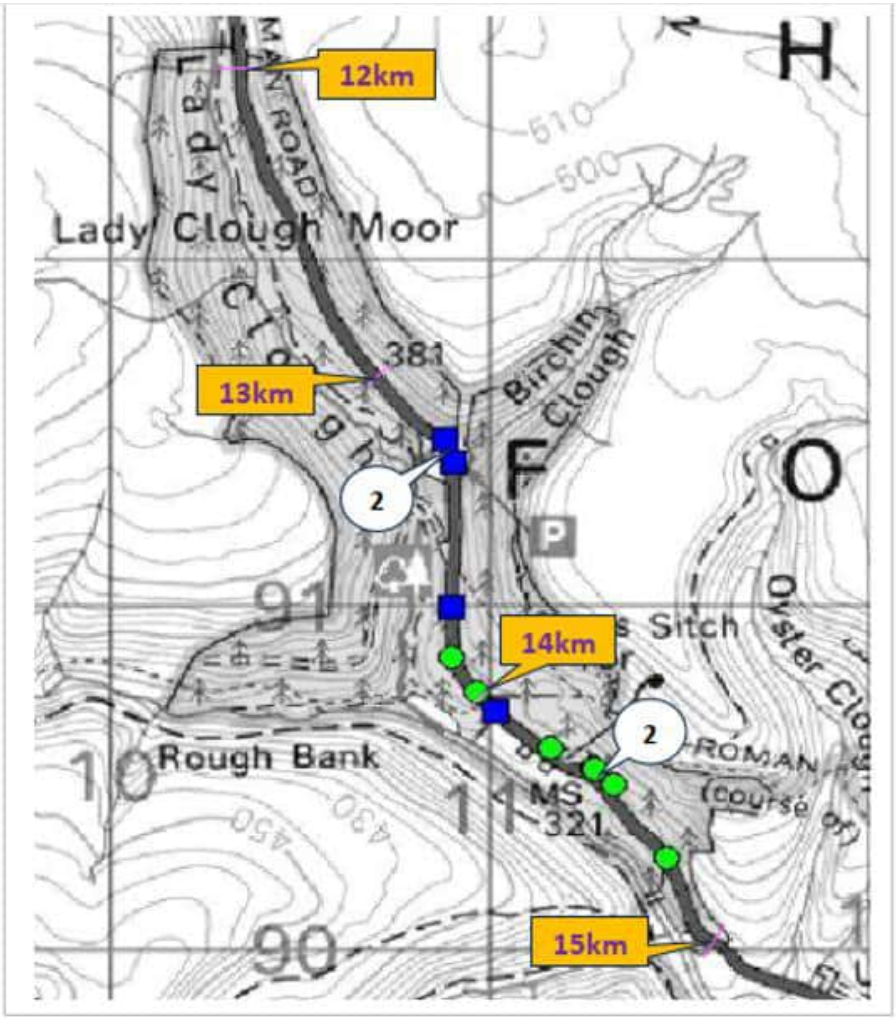
Collisions in darkness		DCC Average %
No	%	
3	23%	27%

Time of Day	Number	Time of Day	Number
12 midnight - 6am	2	12 noon-4pm	2
6am-9am	0	4pm-7pm	2
9am-12 noon	6	7pm-12 midnight	1

Day of week						
Sat	Sun	Mon	Tue	Wed	Thu	Fri
5	2	1	2	0	1	2

Month											
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
0	0	0	3	5	0	0	1	2	1	1	0

Collisions involving	Number	%	DCC Average %
Pedestrians	0	0%	16%
Motorcyclists	7	54%	16%
Pedal Cyclists	0	0%	12%
Car/Taxi users	8	62%	87%
Young Car Drivers 17-25 years	2	15%	21%
Older Car Drivers over 60	0	0%	19%
Goods Vehicle users	1	8%	17%



Year	Collisions	
2018	2	
2019	2	
2020	0	
2021	4	
2022	1	Total
2023	2	11

Severity	Collisions
Fatal	0
Serious	4
Slight	7

Time of Day	Number	Time of Day	Number
12 midnight - 6am	0	12 noon-4pm	10
6am-9am	0	4pm-7pm	0
9am-12 noon	0	7pm-12 midnight	1

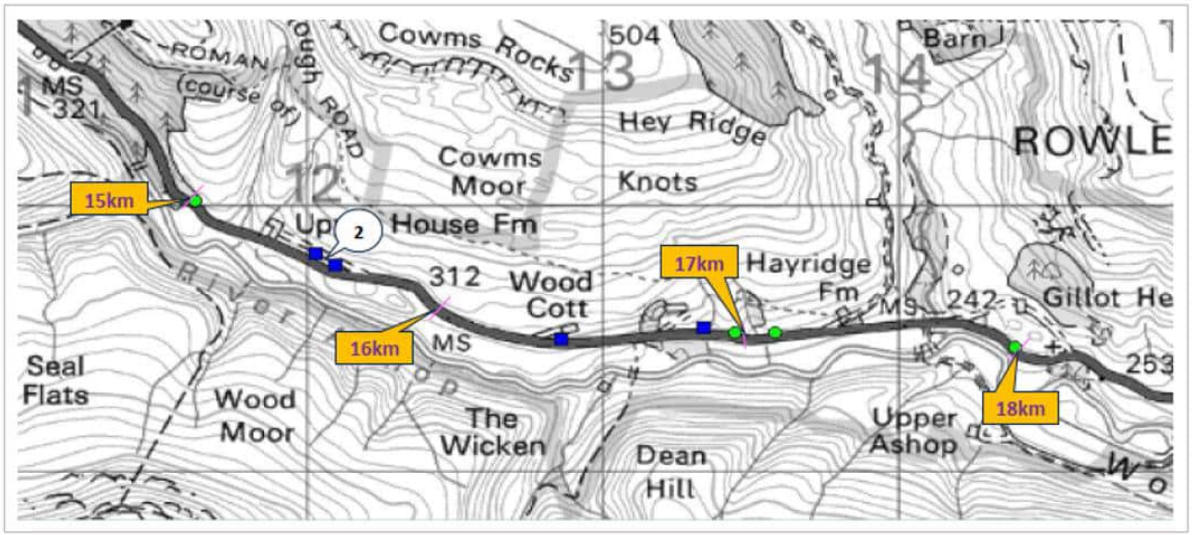
Collisions in darkness		DCC Average
No	%	%
1	9%	27%

Collisions on Wet Road Surface		DCC Average
No	%	%
1	9%	24%

Collisions involving	Number	%	DCC Average %
Pedestrians	0	0%	16%
Motorcyclists	5	45%	16%
Pedal Cyclists	0	0%	12%
Car/Taxi users	8	73%	87%
Young Car Drivers 17-25 years	2	18%	21%
Older Car Drivers over 60	3	27%	19%
Goods Vehicle users	1	9%	17%

Day of week						
Sat	Sun	Mon	Tue	Wed	Thu	Fri
5	4	0	0	0	1	1

Month											
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
0	0	0	3	2	2	1	2	1	0	0	0



Year	Collisions
2018	3
2019	0
2020	2
2021	0
2022	1
2023	2
Total	8

Severity	Collisions
Fatal	0
Serious	4
Slight	4

Collisions on Wet Road Surface		DCC Average
No	%	%
3	38%	24%

1 in Snow extra

Collisions in darkness		DCC Average
No	%	%
2	25%	27%

Time of Day	Number	Time of Day	Number
12 midnight - 6am	0	12 noon-4pm	3
6am-9am	0	4pm-7pm	2
9am-12 noon	2	7pm-12 midnight	1

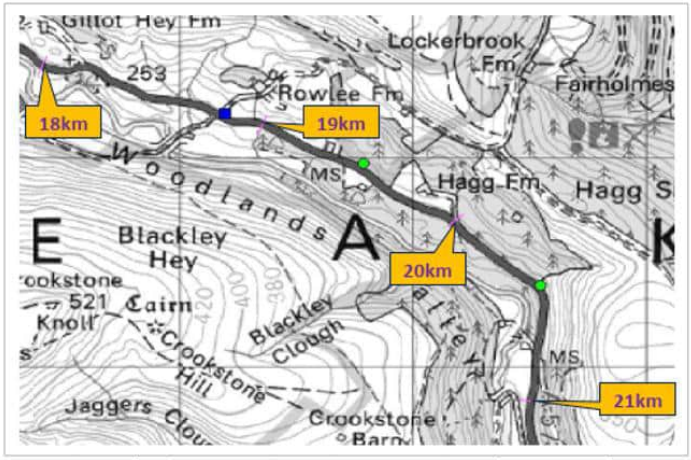
8

Day of week						
Sat	Sun	Mon	Tue	Wed	Thu	Fri
3	3	1	0	0	0	1

8

Month											
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2	0	2	0	0	0	0	0	2	0	0	2

Collisions involving	Number	%	DCC Average %
Pedestrians	0	0%	16%
Motorcyclists	3	38%	16%
Pedal Cyclists	0	0%	12%
Car/Taxi users	5	63%	87%
Young Car Drivers 17-25 years	2	25%	21%
Older Car Drivers over 60	2	25%	19%
Goods Vehicle users	0	0%	17%



Year	Collisions
2018	1
2019	1
2020	1
2021	0
2022	0
2023	0
Total	3

Severity	Collisions
Fatal	0
Serious	1
Slight	2

Collisions on Wet Road Surface		DCC Average %
No	%	
2	67%	24%

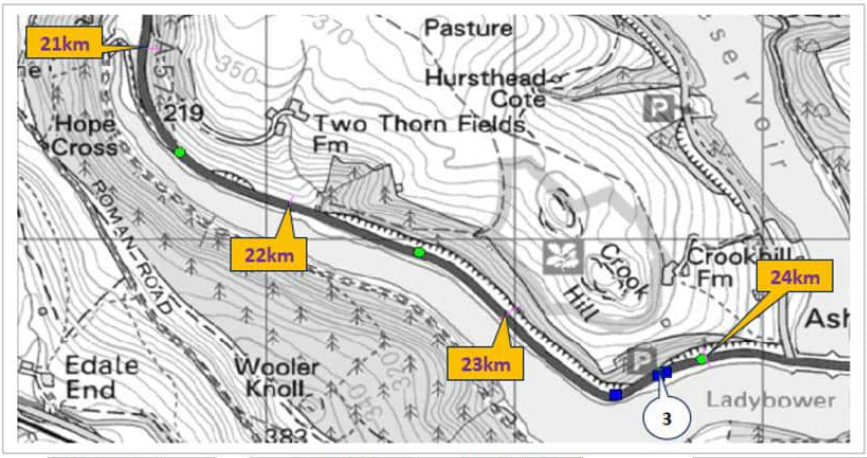
Collisions in darkness		DCC Average %
No	%	
2	67%	27%

Time of Day	Number	Time of Day	Number
12 midnight - 6am	0	12 noon-4pm	0
6am-9am	0	4pm-7pm	0
9am-12 noon	1	7pm-12 midnight	2

Day of week						
Sat	Sun	Mon	Tue	Wed	Thu	Fri
1	1	0	0	1	0	0

Month											
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
0	0	0	0	0	1	0	0	0	1	1	0

Collisions involving	Number	%	DCC Average %
Pedestrians	0	0%	16%
Motorcyclists	1	33%	16%
Pedal Cyclists	0	0%	12%
Car/Taxi users	3	100%	87%
Young Car Drivers 17-25 years	0	0%	21%
Older Car Drivers over 60	1	33%	19%
Goods Vehicle users	0	0%	17%



Year	Collisions	
2018	1	
2019	0	
2020	2	
2021	0	
2022	3	Total
2023	1	7

Severity	Collisions
Fatal	0
Serious	3
Slight	4

Collisions on Wet Road Surface		DCC Average %
No	%	
0	0%	24%

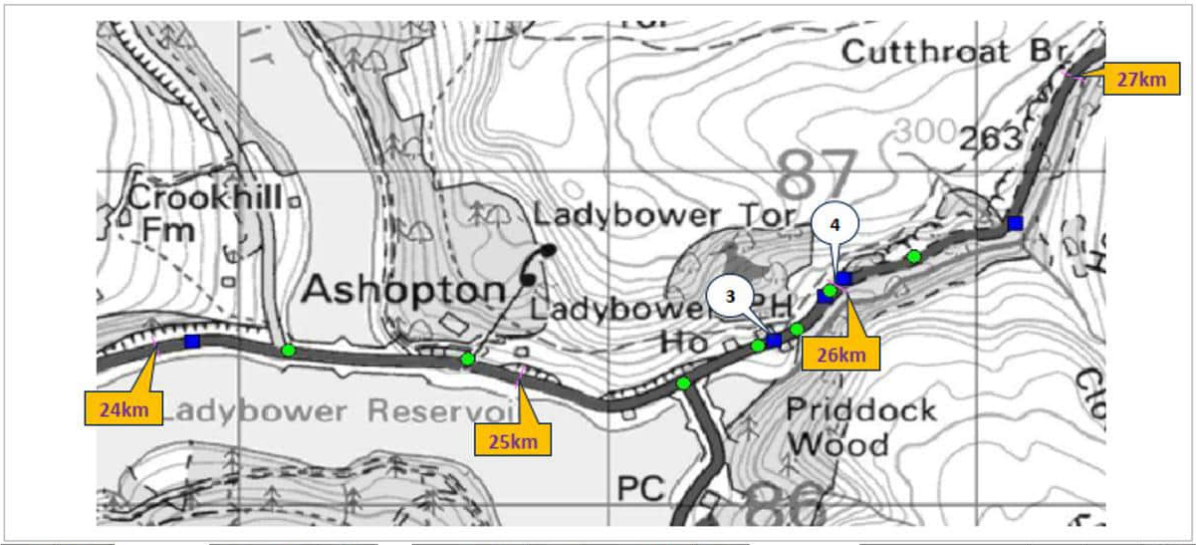
Collisions in darkness		DCC Average %
No	%	
0	0%	27%

Time of Day	Number	Time of Day	Number
12 midnight - 6am	0	12 noon-4pm	1
6am-9am	0	4pm-7pm	3
9am-12 noon	1	7pm-12 midnight	2

Day of week						
Sat	Sun	Mon	Tue	Wed	Thu	Fri
2	0	1	1	0	3	0

Month											
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
0	0	0	0	1	2	1	2	0	1	0	0

Collisions involving	Number	%	DCC Average %
Pedestrians	0	0%	16%
Motorcyclists	5	71%	16%
Pedal Cyclists	0	0%	12%
Car/Taxi users	5	71%	87%
Young Car Drivers 17-25 years	0	0%	21%
Older Car Drivers over 60	1	14%	19%
Goods Vehicle users	0	0%	17%



Year	Collisions	
2018	2	
2019	1	
2020	3	
2021	2	
2022	0	Total
2023	5	13

Severity	Collisions
Fatal	0
Serious	6
Slight	7

Collisions on Wet Road Surface		DCC Average
No	%	%
2	15%	24%

1 Frost/ice

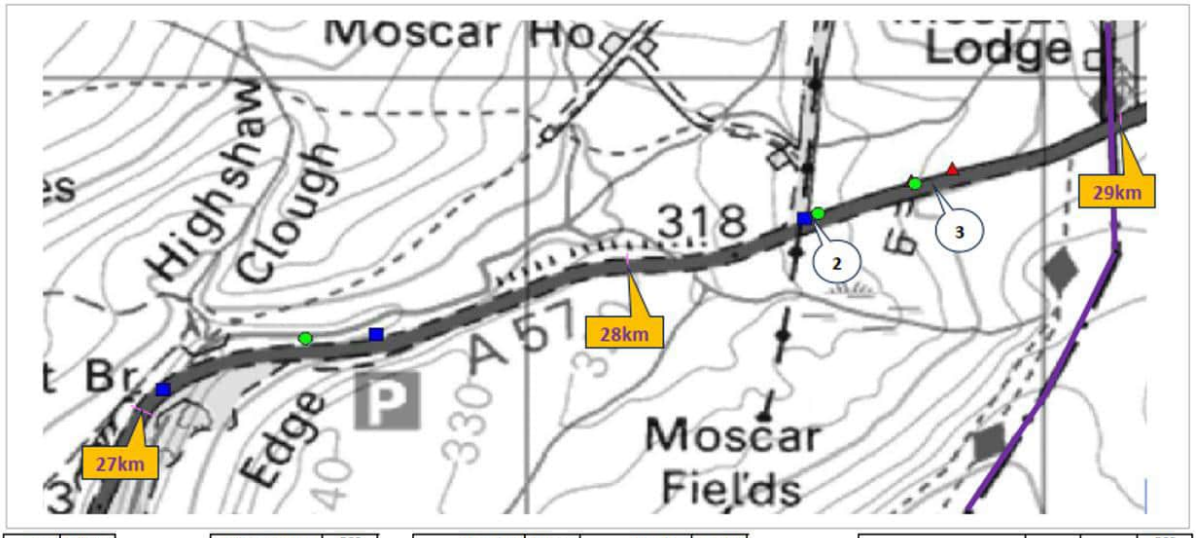
Collisions in darkness		DCC Average
No	%	%
2	15%	27%

Time of Day	Number	Time of Day	Number
12 midnight - 6am	0	12 noon-4pm	7
6am-9am	1	4pm-7pm	2
9am-12 noon	1	7pm-12 midnight	2

Day of week						
Sat	Sun	Mon	Tue	Wed	Thu	Fri
2	4	1	1	2	1	2

Month											
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1	0	2	2	2	2	2	1	0	0	1	0

Collisions involving	Number	%	DCC Average %
Pedestrians	0	0%	16%
Motorcyclists	6	46%	16%
Pedal Cyclists	0	0%	12%
Car/Taxi users	9	69%	87%
Young Car Drivers 17-25 years	3	23%	21%
Older Car Drivers over 60	2	15%	19%
Goods Vehicle users	1	8%	17%



Year	Collisions	
2018	3	
2019	1	
2020	1	
2021	1	
2022	2	Total
2023	0	8

Severity	Collisions
Fatal	2
Serious	3
Slight	3

Collisions on Wet Road Surface		DCC Average
No	%	%
2	25%	24%

Collisions in darkness		DCC Average
No	%	%
1	13%	27%

Time of Day	Number	Time of Day	Number
12 midnight - 6am	1	12 noon-4pm	4
6am-9am	2	4pm-7pm	0
9am-12 noon	1	7pm-12 midnight	0

Day of week						
Sat	Sun	Mon	Tue	Wed	Thu	Fri
1	0	1	0	4	1	1

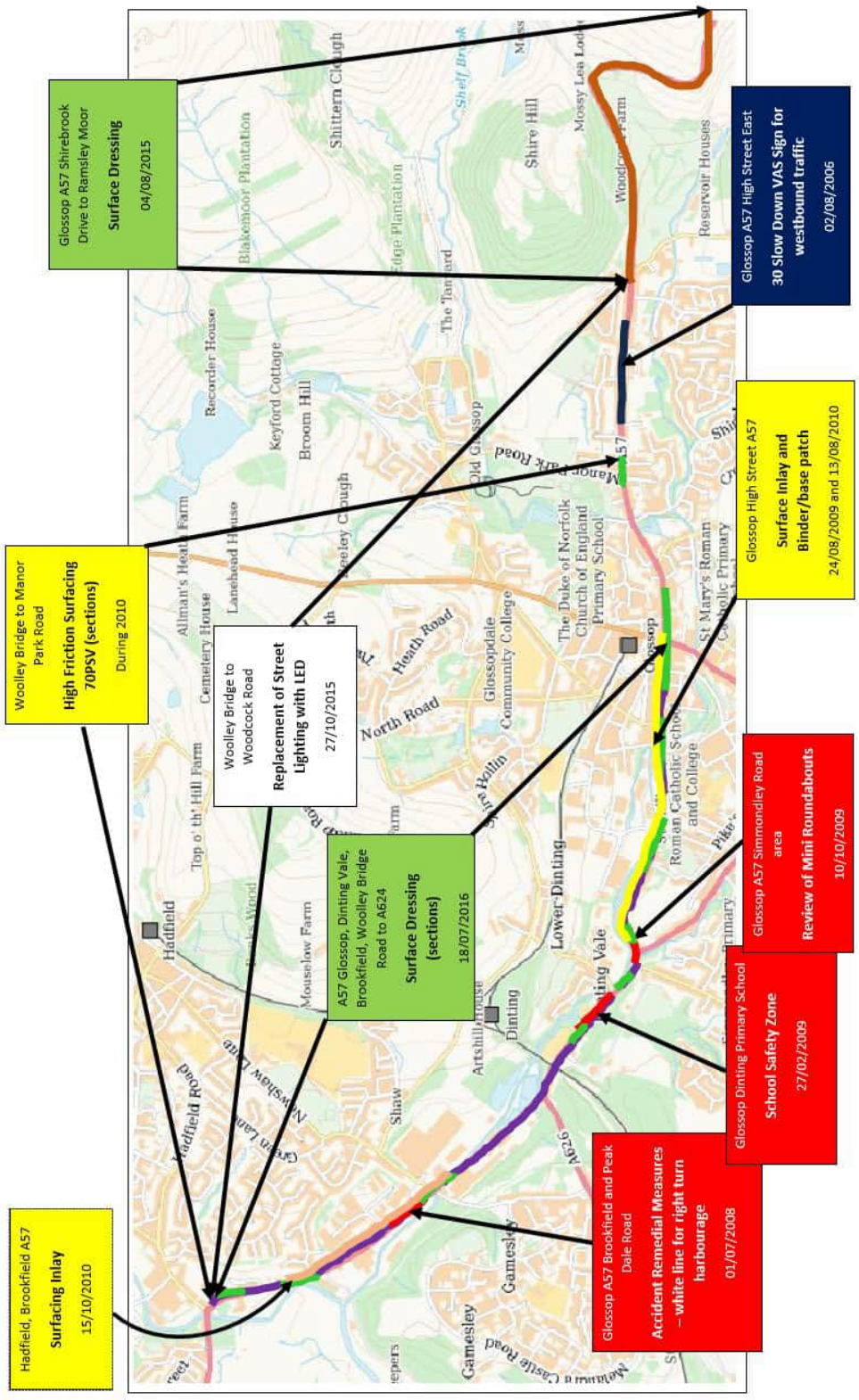
Month											
Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
1	0	1	0	1	1	2	0	0	1	1	0

Collisions involving	Number	%	DCC Average %
Pedestrians	0	0%	16%
Motorcyclists	1	13%	16%
Pedal Cyclists	1	13%	12%
Car/Taxi users	7	88%	87%
Young Car Drivers 17-25 years	2	25%	21%
Older Car Drivers over 60	2	25%	19%
Goods Vehicle users	1	13%	17%

Note that those collisions within the Sheffield City Region occur outside of the PDNPA area so have not been included.

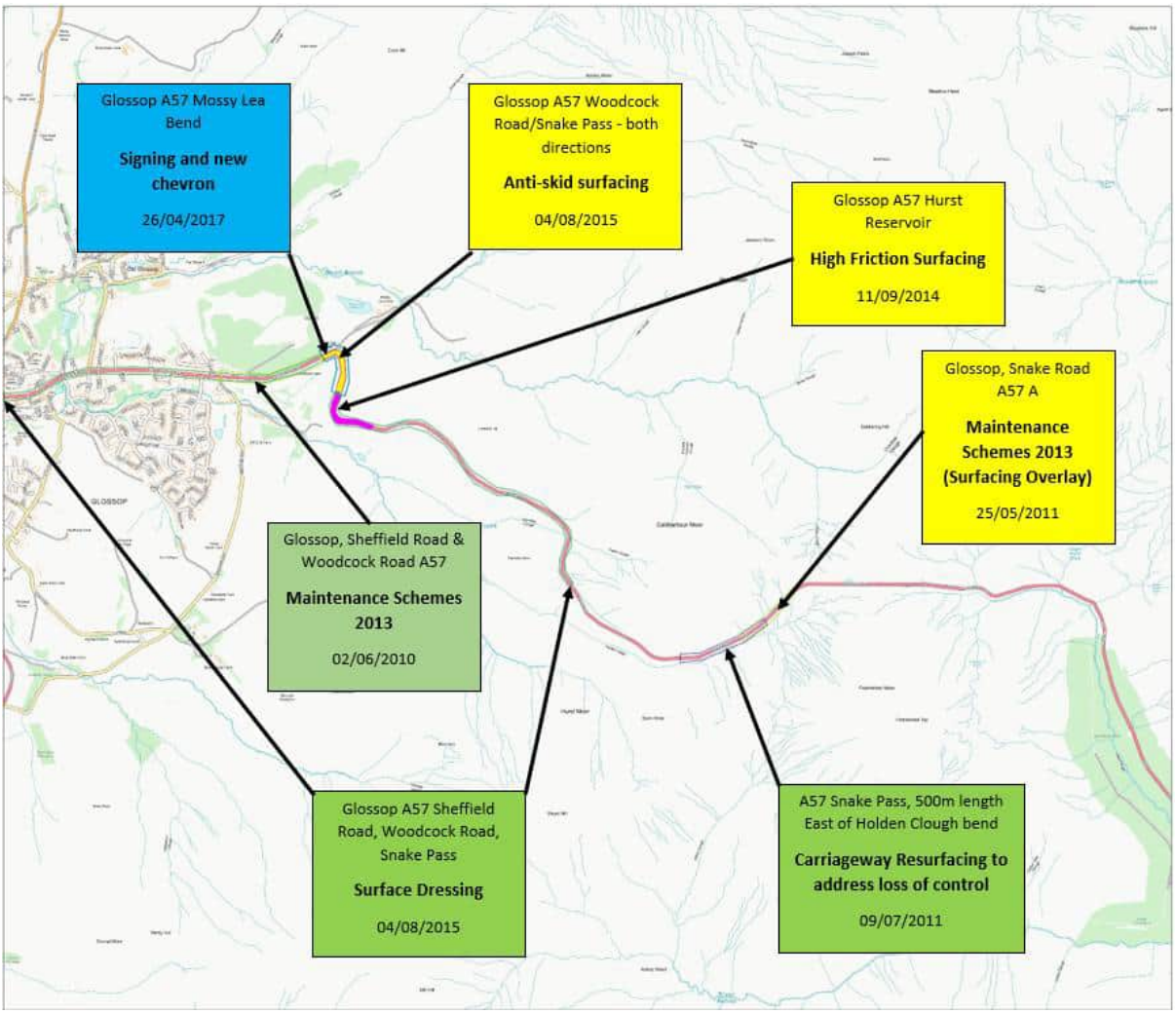
Appendix B – Past Safety Improvement and Maintenance Schemes

A57 – Glossop (from Woolley Bridge eastwards via Town Centre to Hurst Road)



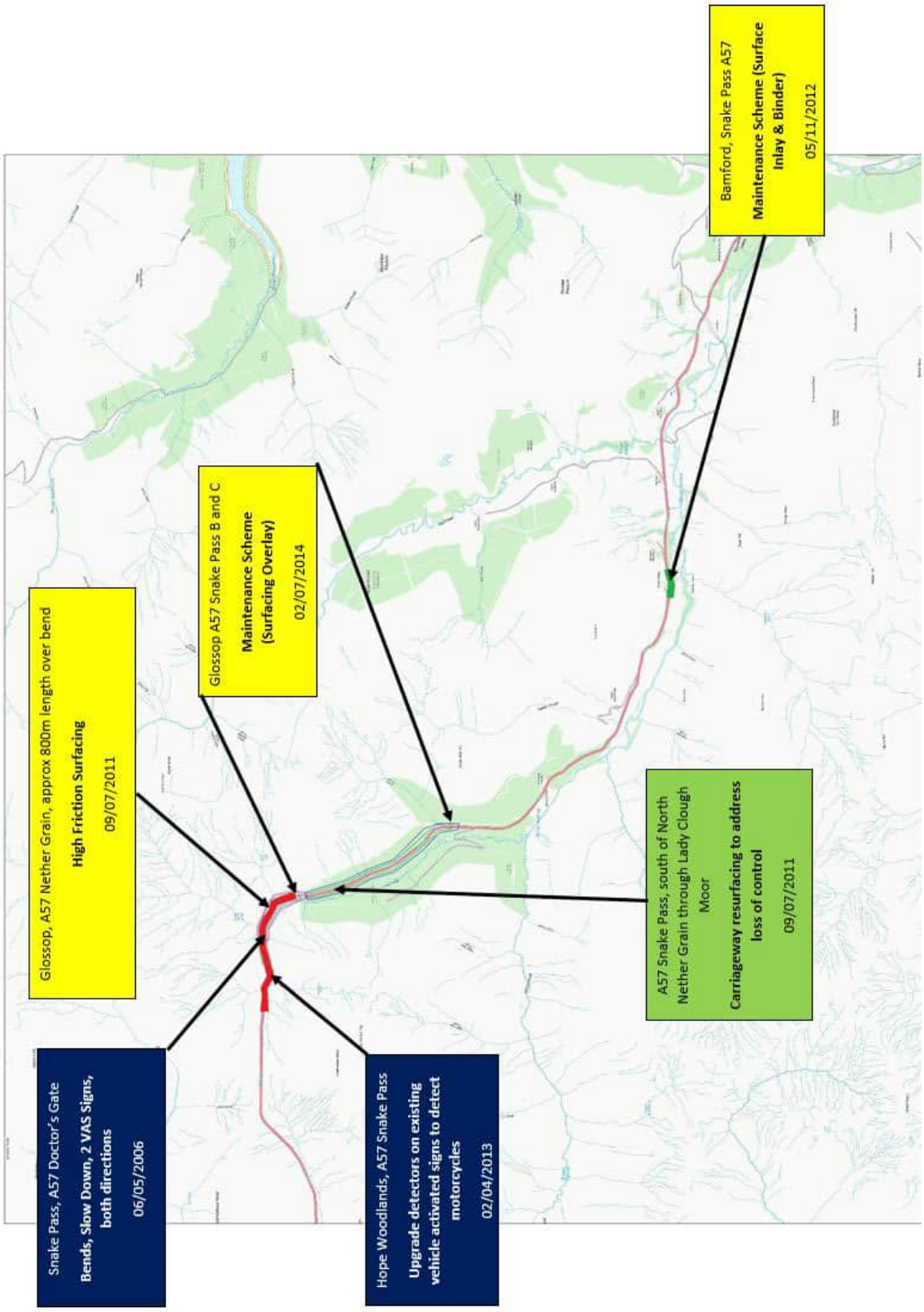
A57 – Hurst Road to Ladybower Reservoir – Speed Limit Review - Edge of Glossop to Derwent Lane (Ladybower) 01/02/2007 &

A57 east of Hurst Road to Ladybower - High Visibility Lining to address night accidents 16/07/2009



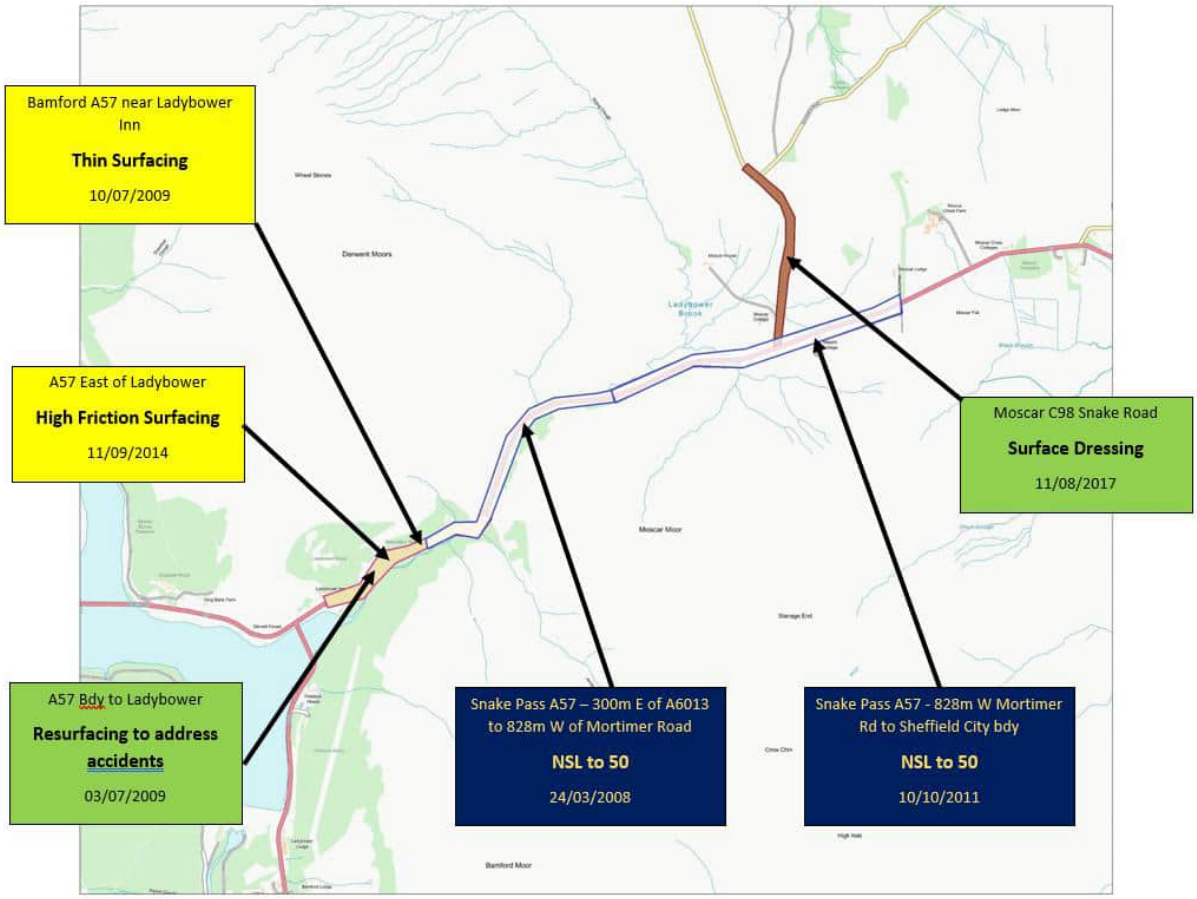
A57 Hurst Road to Ladybower Reservoir – Speed Limit Review - Edge of Glossop to Derwent Lane (Ladybower) 01/02/2007 &

A57 east of Hurst Road to Ladybower - High Visibility Lining to address night accidents 16/07/2009



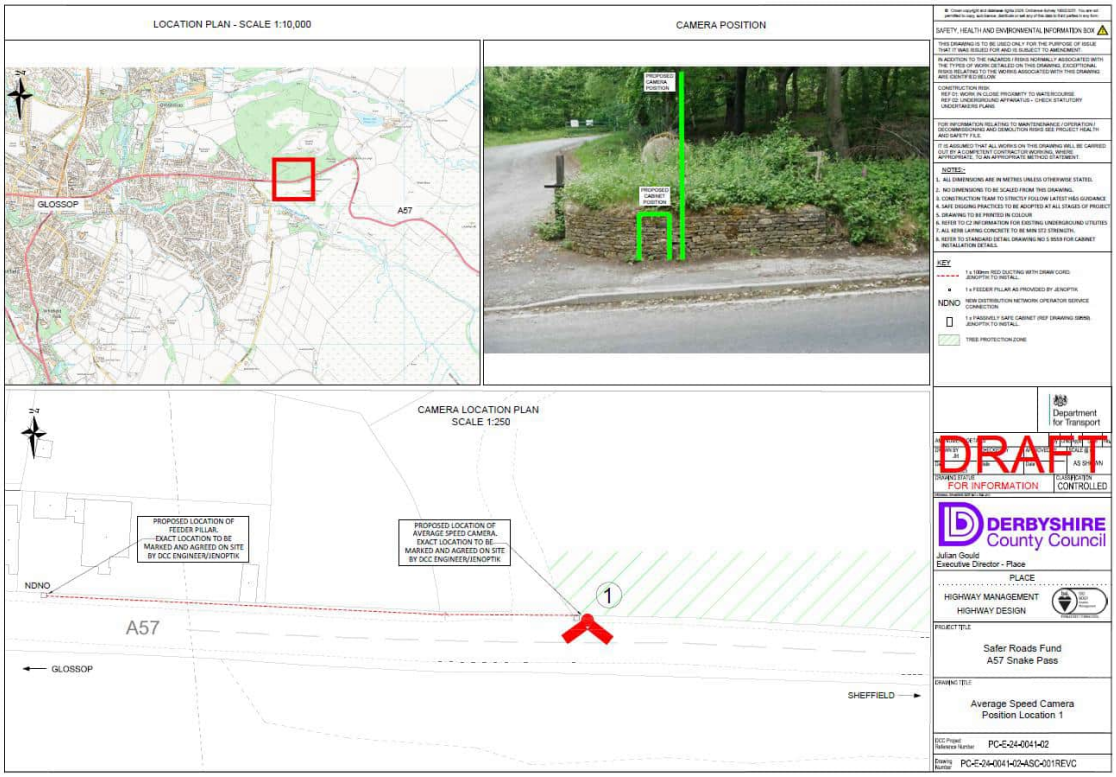
A57 east of Hurst Road to Ladybower - High Visibility Lining to address night accidents 16/07/2009 & A57 Hurst Road to Ladybower Reservoir – Speed Limit Review - Edge of Glossop to Derwent Lane (Ladybower) 01/02/2007

A57 SNAKE PASS – Ladybower to Boundary with Sheffield City Region

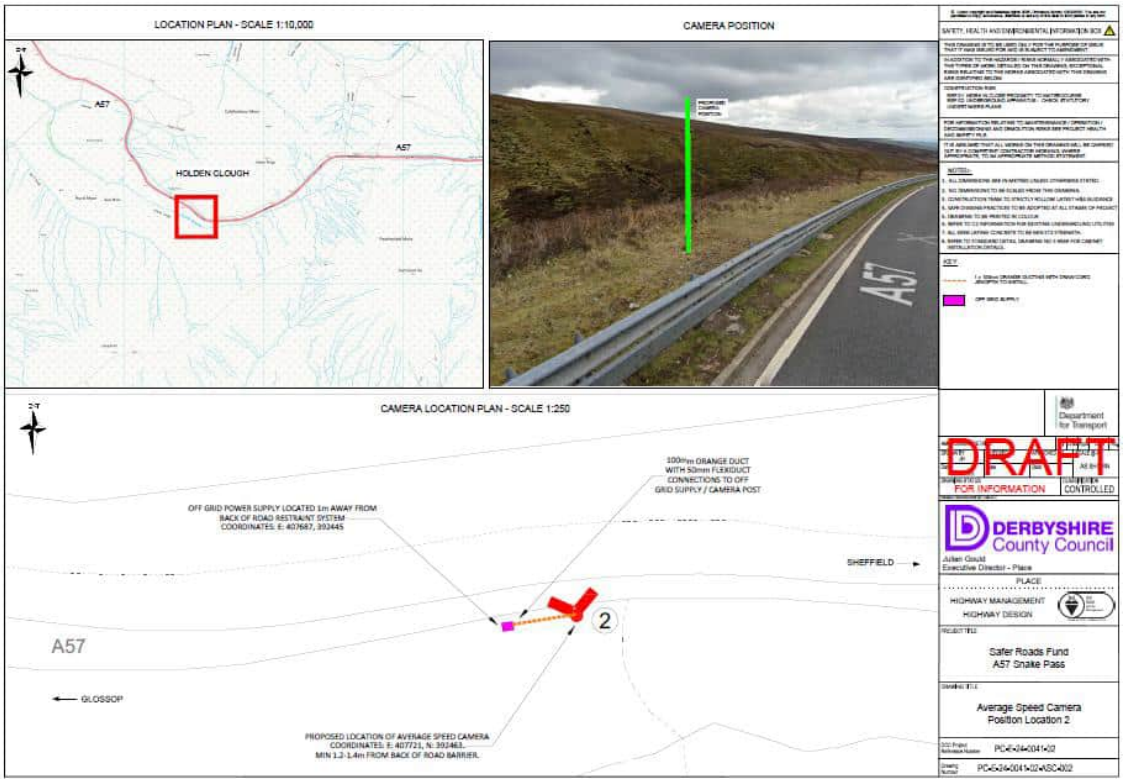


Appendix C – Proposed Average Speed Camera Locations

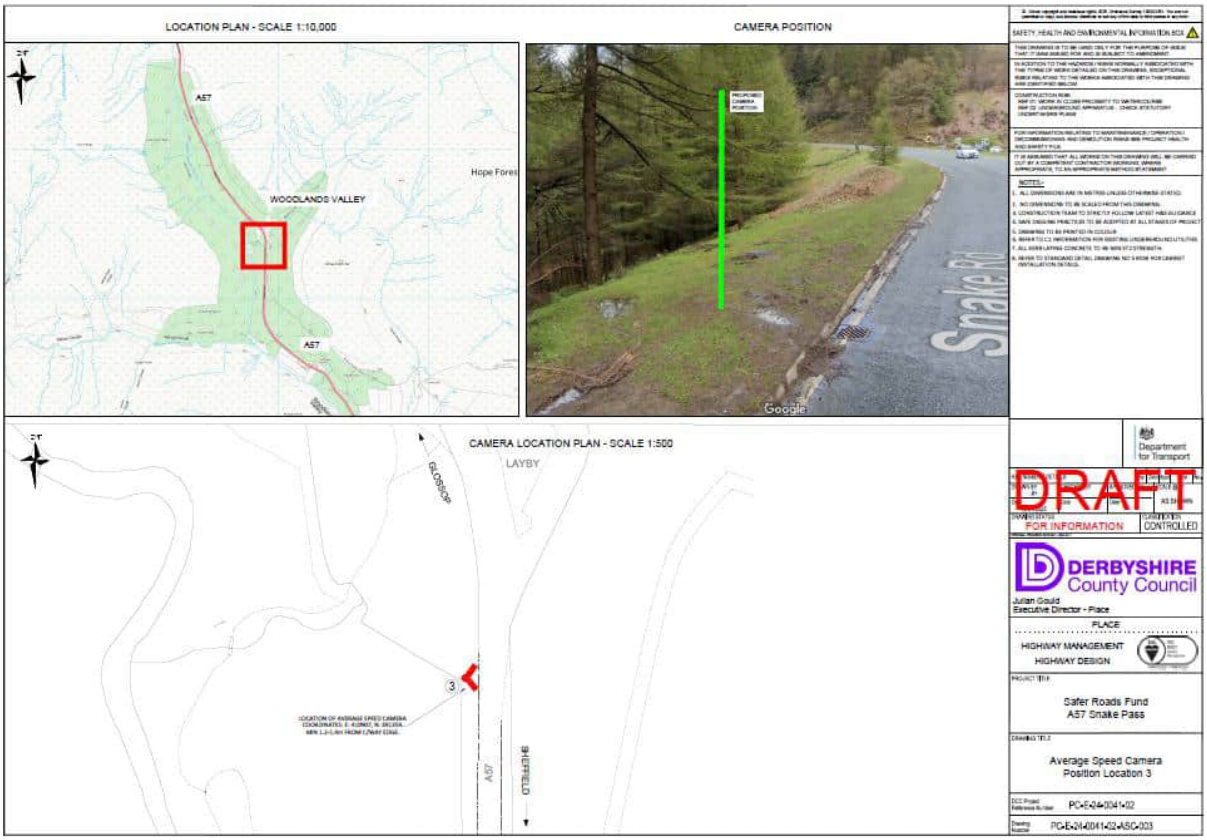
Site 1 – Glossop



Site 2 – Holden Clough

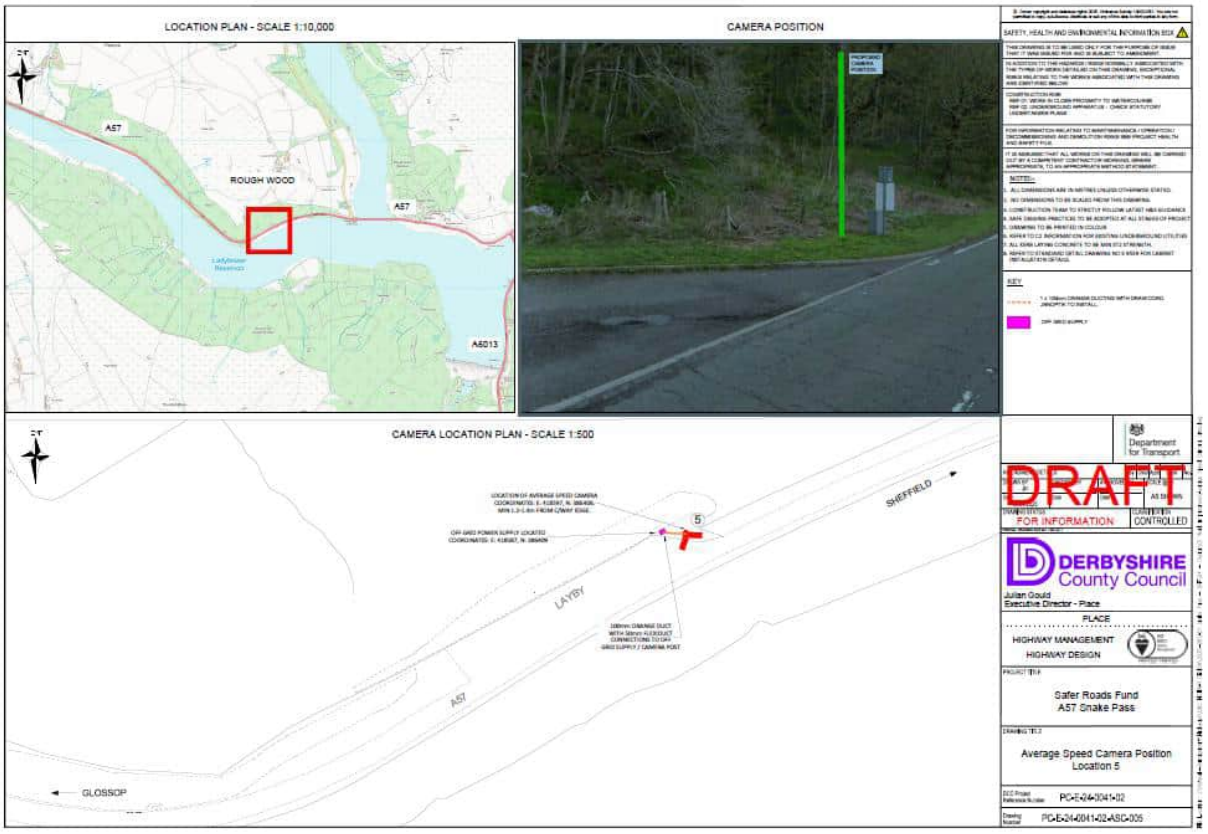


Site 3 – Woodlands Valley

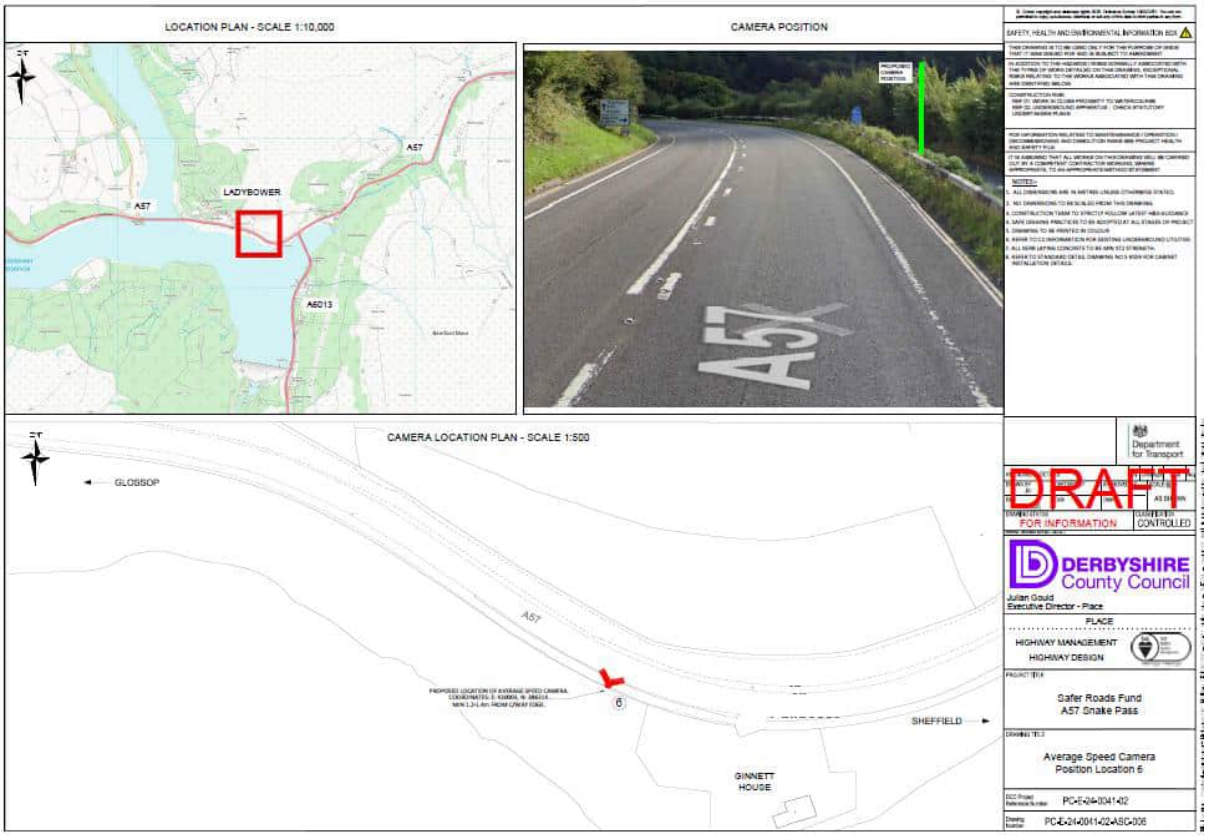


Site 4 – Gillot Hey Farm

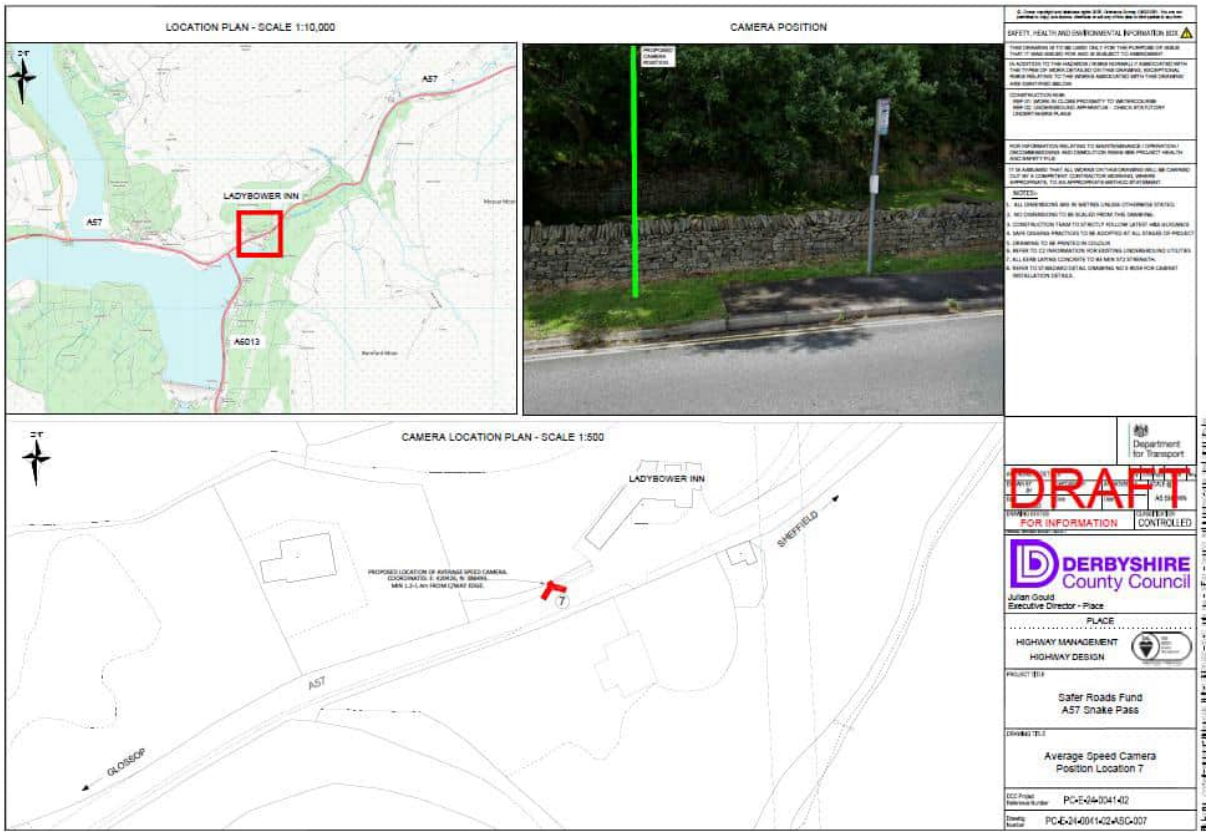
Site 5 – Rough Wood



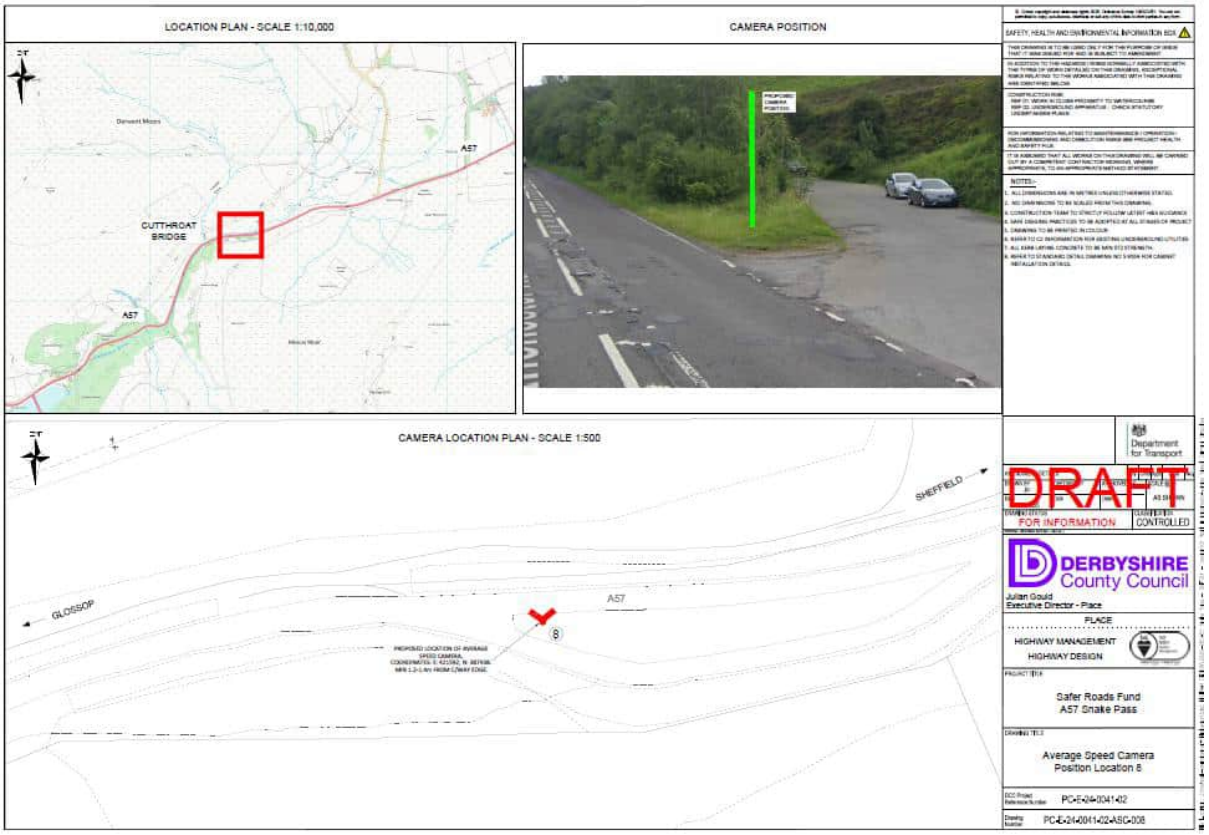
Site 6 – Ladybower



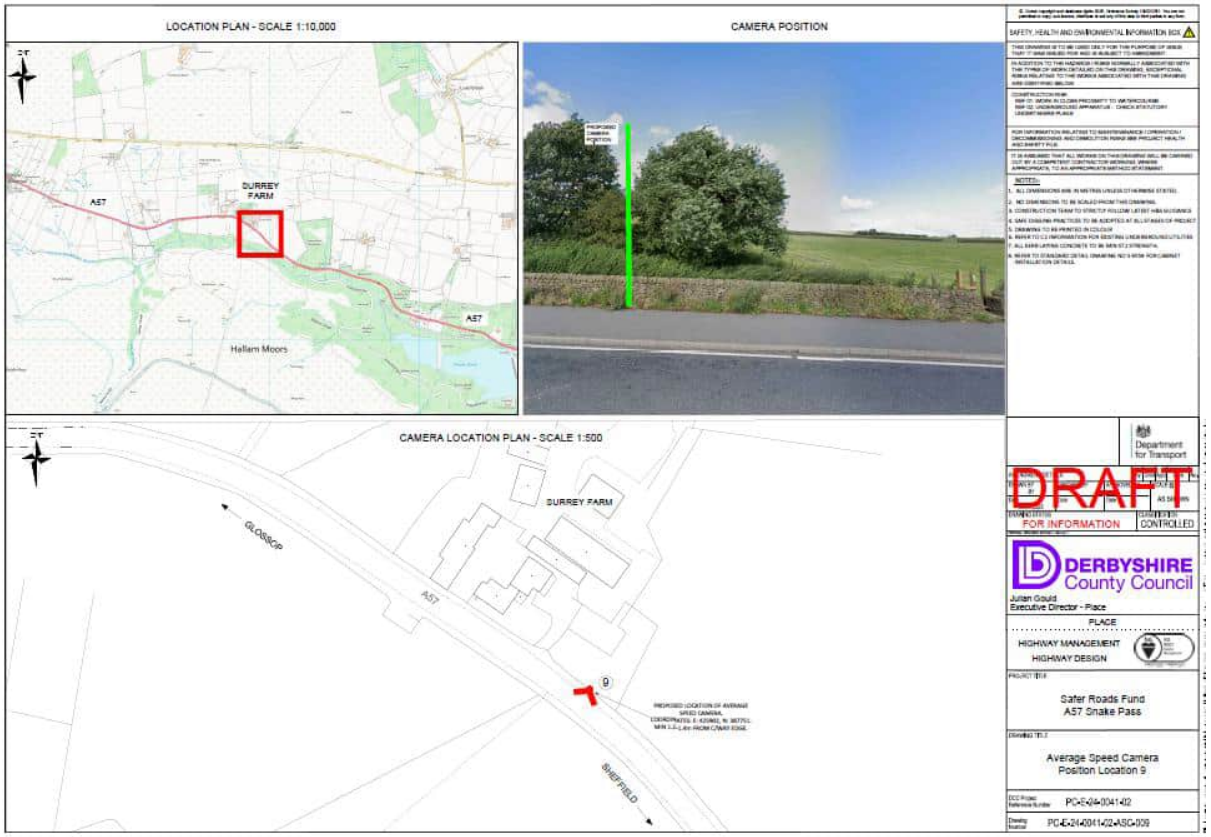
Site 7 – Ladybwoer Inn



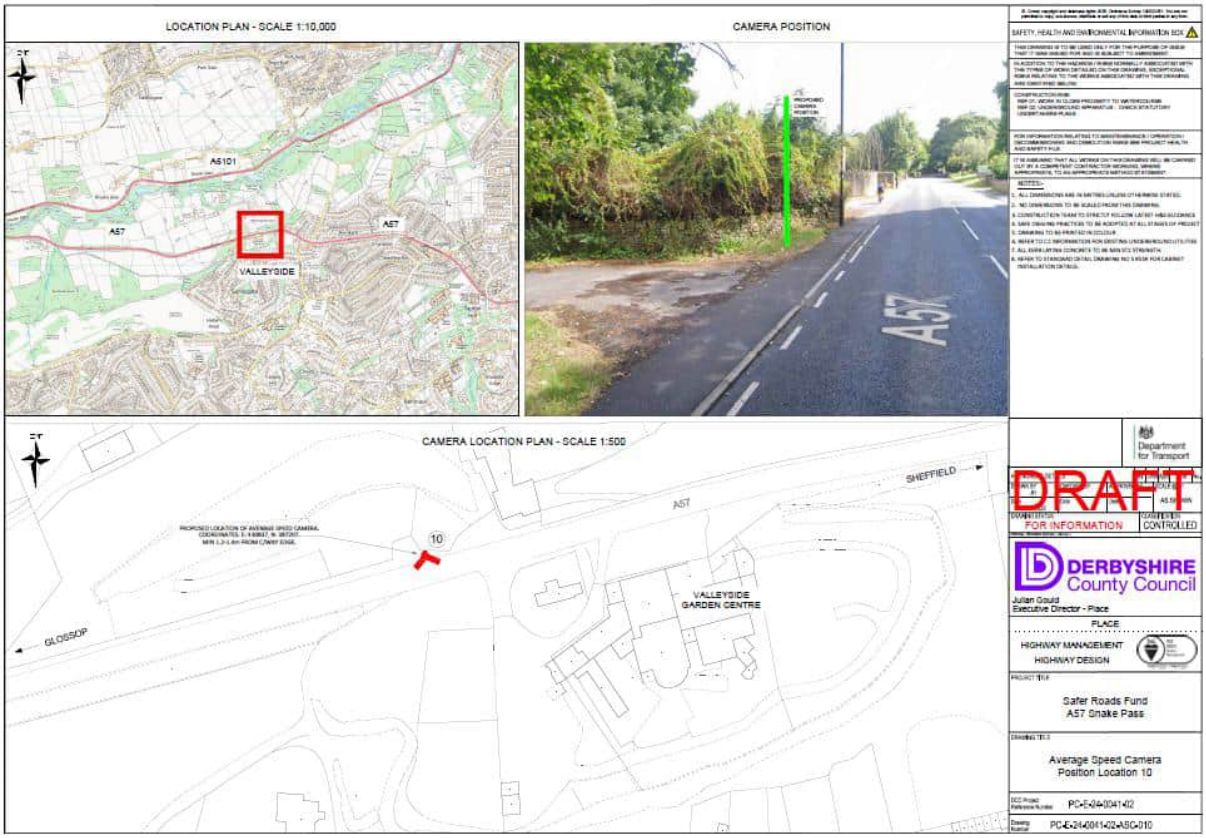
Site 8 - Cutthroat Bridge



Site 9 – Surrey Farm



Site 10 – Valleyside



Appendix D – PRIME Marking Locations

The Ladybower in location is not shown on the plans below but comprises part of the PRIME marking scope.