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Part 12: Design Elements III: Towpath & Access

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12 Design Elements III: Towpath & Access

12.1 Introduction: Towpath & Access

- 12.1.1 The canal towpath is critical to the use of the proposed waterway since most visitors are on foot or on cycle. The towpath also provides access for anglers.
- 12.1.2 Between Killamarsh and Kiveton park the route of the canal towpath and the linking path over the top of the Norwood Tunnel forms part of the **Cuckoo Way** trail which runs the entire length of the canal from Chesterfield to West Stockwith.
- 12.1.3 The Cuckoo Way was proposed in 1993 by the then Chesterfield Canal Society in a report entitled **Follow the Cuckoo Way along the Chesterfield Canal**. The adoption and way-marking of the Cuckoo Way was an early initiative of the Canal Partnership (formed in 1995). Since then the members of the Canal Partnership have produced a series of information and walking guides in a uniform style to encourage use and enjoyment of the route. These “walks leaflets” are one of the most popular products of the partnership. The Cuckoo Way title is recognised by the Ordnance Survey and was officially adopted on all new maps from 1999 onwards.
- 12.1.3 The Cuckoo Way is now well used by local walkers and casual visitors. Possibly unsurprisingly the sections adjacent to water have the highest usage. Up to 25,000 visits a year are recorded at Tapton Lock and these numbers continue to grow.

12.2 Access Objectives

- 12.2.1 A central aim of the Chesterfield Canal Partnership is the “improvement and widening of public access to the canal” (2020 Vision: A Strategy for the Restoration and Development of the Chesterfield Canal, Chesterfield Canal Partnership 2005)
- 12.2.2 The canal is a valuable recreational amenity. It is effectively a linear country park stretching from Chesterfield to the Trent with the potential to provide access to the countryside for communities along its length and to link together a much wider network of recreational trails, tourism centres and parklands across three counties. Gentle gradients offer relatively easy walking and cycling routes and make the towpath especially suited to access by those with limited mobility or families with young children. The towpath therefore has a role to play in community health as well as access.
- 12.2.3 The canal towpath is one of the chief assets of the Chesterfield Canal and its further development is of central importance to realising the “co-ordinated and complementary development of visitor facilities and interpretation, including the creation of long-distance / circular recreational routes for walking, cycling, horse riding, etc.” (2020 Vision for the Chesterfield Canal, Chesterfield Canal Partnership 1996).

- 12.2.4 It is commonly agreed (e.g. Countryside Commission 1997) that multi-user, multi-activity routes should ideally:
- Provide a safe environment for walkers, cyclists and horse riders with an adequate network for all users and proper separation of activities where required.
 - Serve both utility and recreation by developing sustainable use by local communities for journeys to work, shops and schools as well as casual leisure.
 - Provide access to the countryside by linking rural and urban areas.
 - Encourage sustainable tourism by providing routes which link key visitor attractions.
 - Promote routes which are well served by the public transport system or where public transport can be developed.
 - Develop long distance connectivity by establishing links to other routes in surrounding areas.
 - Provide “access for all” irrespective of disability.
- 12.2.5 It may not always be possible to deliver all these ideals in one location but our overall long term goal is to develop the Chesterfield Canal, wherever possible and appropriate, to provide “high quality multi-use routes which enable people to access the countryside near to their homes” and wherever possible they “are designed and managed for shared use by people on foot, bicycle and on horseback” (Countryside Commission 1997).
- 12.2.6 As a guiding principle for further development the Partnership adopts the recommendation in “Waterways and Development Plans” (British Waterways 2003) that “the optimum use of the towing path as a shared surface for walking, recreational cycling, angling and mooring should be promoted within the constraints of safety and sustainability”.
- 12.2.7 It is important to note that a great deal of work has already been carried out by British Waterways and the Local Authorities along the canal route – both to manage and make greater use of existing footpaths, tracks and bridleways and also to develop new routes. This work has been undertaken over many years often in the face of severe constraints. The “success which has already been achieved is evidence of the foresight of the relevant local authority committees and the dedication of rights of way, leisure and development, and planning officers” (British Waterways 2004 *Water Ways – Inland Waterways and Sustainable Rural Transport*).

12.3 Towpath Users

Walkers

- 12.3.1 Walking is the single largest towpath based leisure activity and is the way that the vast majority of visitors experience Britain’s canals. The reasons for walking range from the pragmatic to the pleasurable; towpaths being used to both reach workplaces and leisure destinations and also to experience the countryside or study

industrial archaeology – the motivation of walkers will therefore differ at different locations on the canal and thus the degree of demand also varies.

- 12.3.2 All the Local Authorities along the canal have policies in place to improve the Public Footpath and Rights of Way network and are required by 2007 to produce Rights of Way Improvement Plans. These will usually incorporate existing strategic plans, e.g. Derbyshire County Council's *Greenways Strategy for East Derbyshire* (1998).

Mobility and Access

- 12.3.3 The mobility range of “walkers” encompasses every grade from fully active to mobility impaired to wheelchair bound. It is estimated that some 12 million people in Britain have some form of disability and the Chesterfield Canal Partnership is committed to making the canal more accessible for them. In Derbyshire the Bluebank Loop Walk at Whittington has been designed and promoted as accessible to the less mobile. It provides a model of good practice on which to draw.
- 12.3.4 “Designed with a horse rather than a buggy or wheelchair in mind, towpaths are not always the easiest places to reach or travel along. However, towpaths are often wide and not very steep, so can be ideal places for easy contact with the environment” (British Waterways 2002 *Waterways for People*).

Cyclists

- 12.3.5 Cycling is a rapidly growing area of towpath use but one that has the potential to generate conflict.
- 12.3.6 Best practice (DoT Local Transport Note) suggests separation of walking and cycling routes. The majority of towpaths on the Chesterfield Canal are too narrow at present to permit segregation throughout and careful consideration will have to be given to the recommendations of the Joint Mobility Statement *Streets and External Environments* (Guide Dogs for the Blind Association and RNIB, 1997) which notes “cycling on pedestrian areas endangers and can scare pedestrians especially those with visual impairments. The needs and concerns of pedestrians...should be taken into account as part of national and local walking and cycling policies. Shared facilities for pedestrians and cyclists should never be introduced”. While this may be an extreme view there are clearly potential areas of conflict and any introduction of cycling must be done with sensitivity to other users.
- 12.3.7 Notwithstanding these concerns, development of cycling facilities can contribute significantly to the use of the towpath for journeys to work and other utility uses. As such the canal can contribute to sustainable transport initiatives and accommodating cycling should be considered as part of every development. Indeed within Derbyshire the towpath forms part of long distance multi-user trails and greenways and these can demonstrate how cycling and other towpath uses can be successfully integrated through sensitive design. In this regard the Partnership will be guided by the recommendations in “*Waterways and Development Plans*” (British Waterways 2003) and “...consider proposals where the likely level of use will not cause hazards or conflict with other users”.

Horse Riders

- 12.3.8 There is pressure to expand the Bridleway network throughout the region traversed by the canal. This mirrors national pressure to provide a greater degree of connectivity between bridleways and to reduce the need to use lengths of public highway. Increasing traffic on what were once quiet lanes (up c.83% since the 1980's) has resulted in a rise in horse and rider injuries over the last ten years and a campaign to both impose lower speed limits on narrow lanes and to provide additional powered-vehicle free routes (British Horse Society 2006).
- 12.3.9 Although the canal towpath was intended to be used by horses these were not ridden and in consequence the structure of the original canal makes no allowance for a mounted rider. Narrow towpaths and restricted bridge holes mean that it is not always possible to integrate horse riding with other demands on the towpath.
- 12.3.10 The new route provides an opportunity to create new structures designed to facilitate the introduction of horse riding along those new lengths of the towpath.
- 12.3.11 The use of the canal by horse-drawn trip boat is referred to in later sections as an integral part of accessing the canal heritage. The development of suitable lengths of towpath that could accommodate a led working horse will be considered in specific improvement plans.

Fishing

- 12.3.12 Fishing is one of the most important leisure activities undertaken on the canal. Many thousands of people in the East Midlands regard fishing as their primary hobby and many thousands more undertake it on an casual and infrequent basis. In consequence fishing has a very significant economic impact on the local economy and those fishing will often be the single largest group of users on the canal at any given time.
- 12.3.13 Modern coarse fishing requires a large body of equipment and that the majority of those fishing will reach their chosen fishing destination by car. Parking is therefore a particular issue and access to the limited parking that is available is a cause of conflict with other user groups and local residents.
- 12.3.14 The location of fishing pegs as built 'off towpath' structures can reduce conflicts with other towpath users and can also reduce bank erosion and intrusion into canal bank habitats. (see Part 17).

12.4 Historic Appearance & Design

- 12.4.1 As the name implies the towpath was originally intended to be a path used by towing horses. Its function was to provide motive power and it was not originally intended as a walking route. In consequence the tow-path originally had relatively few entrances other than at wharfs. The use of the towpath as a walking route developed gradually and in spite of the best efforts of the canal company who saw such access as trespass.
- 12.4.2 The towpath was generally carried along the top of the earth downslope or outer bank of the canal. This was partially because the earth bank provided a level surface and partly because the downslope bank was the location where leaks were

most likely and the towpath could also therefore provide access for inspection and repair.

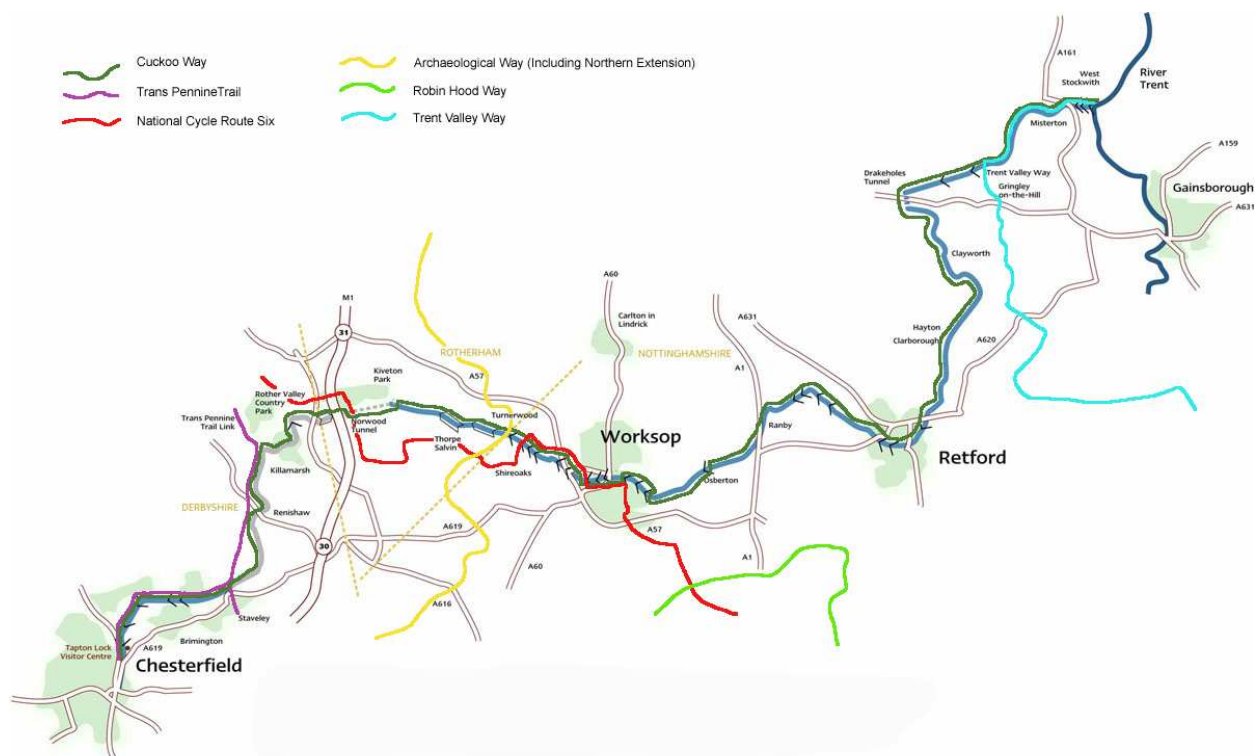
- 12.4.3 As originally built the towpath appears to have been between 6 and 9 ft (1.8 to 2.7 m) wide (sufficient for two led horses to pass without difficulty) and was not surfaced. Over time some heavily trafficked sections of the towpath were surfaced with gravel or more commonly cinders. Only at the wharfs and some bridge holes were cobbles or brick sets used to form a walking surface.
- 12.4.4 Photographs taken in the 1890's show that the towpath surface in many areas was well maintained at that time. Through Killamarsh the path is set back from the waters edge with a distinct short grass verge on both the water and fence line sides. The path surface is very light coloured suggesting an ash, gravel or limestone surfacing. In other more rural areas, the towpath is seen as a mown or sheep grazed grass strip and was probably never surfaced.
- 12.4.5 When built the canal track in open country was fenced on both banks with a continuous post and rail fence supplemented by a laid hawthorn hedge. The hedge seems to have been intended to replace the post and rail fencing over time. There were exceptions on the off-bank where landowners stipulated livestock access to the waters edge. In towns the boundary treatment showed more variation and depended more upon local building styles, adjacent landowner attitudes and the nature of canal side activity. A good example of urban canal side walling can be seen at Worksop at the Canal Wharf adjacent to Victoria Square.

12.5 Current Condition

- 12.5.1 The current condition of the towpath was reviewed in detail in the **Chesterfield Canal Access Strategy** (CCP 2006) which undertook a full access audit of the entire canal using the BT/Fieldfare Trust Access for All methodology. A copy of the Access Strategy is included in the supporting documentation CD ROM.
- 12.5.2 In summary the condition of both the towpath surface and the accessibility of the entry and exit points across the entire route was graded as poor and extremely poor.
- 12.5.4 In 2007-2008 the Canal Partnership promoted a project to improve the condition of the towpath within Killamarsh to "access for all" standards. This created a fully surfaced foot and cycle path or urban "Greenway" through the village along the canal line linking housing, the village core facilities and schools. The route is now well used (user number survey awaited) and is extremely popular.
- 12.5.5 The remainder of the Cuckoo Way from Killamarsh to Kiveton Park remains, however, in a relatively poor condition. The condition of the route is recognised as an issue in both RMBC and DCC Rights of Way Improvement plans.
- 12.5.6 One of the key aims of the restoration project is to upgrade this path and make it fully accessible.

12.6 Links with Local and Regional Foot- & Cycle-way Network

Design Elements



12.6.1 The Cuckoo Way from Killamarsh to Kiveton Park is part of a wider network of paths, trails and cycleways as shown above. The orientation of the canal is important – It will be seen that the Cuckoo Way forms a vital element in the regional footpath network; the canal cuts across the “grain” of the country in an east-west direction and intersects several north-south routes. These include:

The Trans Pennine Trail

12.6.2 The “Main Line” of the Trans Pennine Trail (TPT) runs from Southport to Liverpool and then via Warrington, Manchester and Stockport to Penistone and Barnsley. From Barnsley a northern branch reaches up to Wakefield and Leeds. South from Penistone and Barnsley a series of loops bring the trail to Sheffield, Rotherham and, via the southern extension, to Chesterfield. To the east of Barnsley the Trail passes through Doncaster to Selby where a branch to York commences. Beyond Selby the main line runs to Hull and finally reaches the North Sea at Hornsea.

12.6.3 The TPT is a significant investment and was the country’s first national multi-user route for walkers and cyclists, with many sections available for horse riders. Much of the TPT is traffic free. Easy gradients and surfaced paths make the TPT suitable for people using wheelchairs and pushchairs.

12.6.4 The TPT has been designated as the English Section of European Long Distance Footpath Number 8 (E8). This is a walking route from the west of Ireland to Istanbul. The TPT also forms part of the National Cycle Network – the section from Chesterfield to Staveley is route no.67

The Archaeological Way (Proposed Northern Extension)

- 12.6.5 At Turnerwood the Canal Towpath intersects public footpaths which are proposed for incorporation into the Northern Extension of the Archaeological Way.
- 12.6.6 The Archaeological Way commences at a junction with the Meden trail near Pleasley and runs northwards through Langwith and Clowne to Whitwell. The proposed northern extension runs from Whitwell to Turnerwood, where it crosses the canal, to Lindrick Dale and thence to Anston Stones and eventually to Roche Abbey. From Roche Abbey a further extension/link has been proposed to Bawtry – It is understood that proposals for this link are under development by RMBC.

National Cycle Route 6

- 12.6.7 National Cycle Route 6 runs from Sheffield and Rotherham to Nottingham and Derby via Sherwood Forest. At Worksop the section of Chesterfield Canal towpath from Shireoaks to Manton forms part of the route. From Manton to Clumber Park the route offers a signposted on-road link between the Canal and the Robin Hood Way.

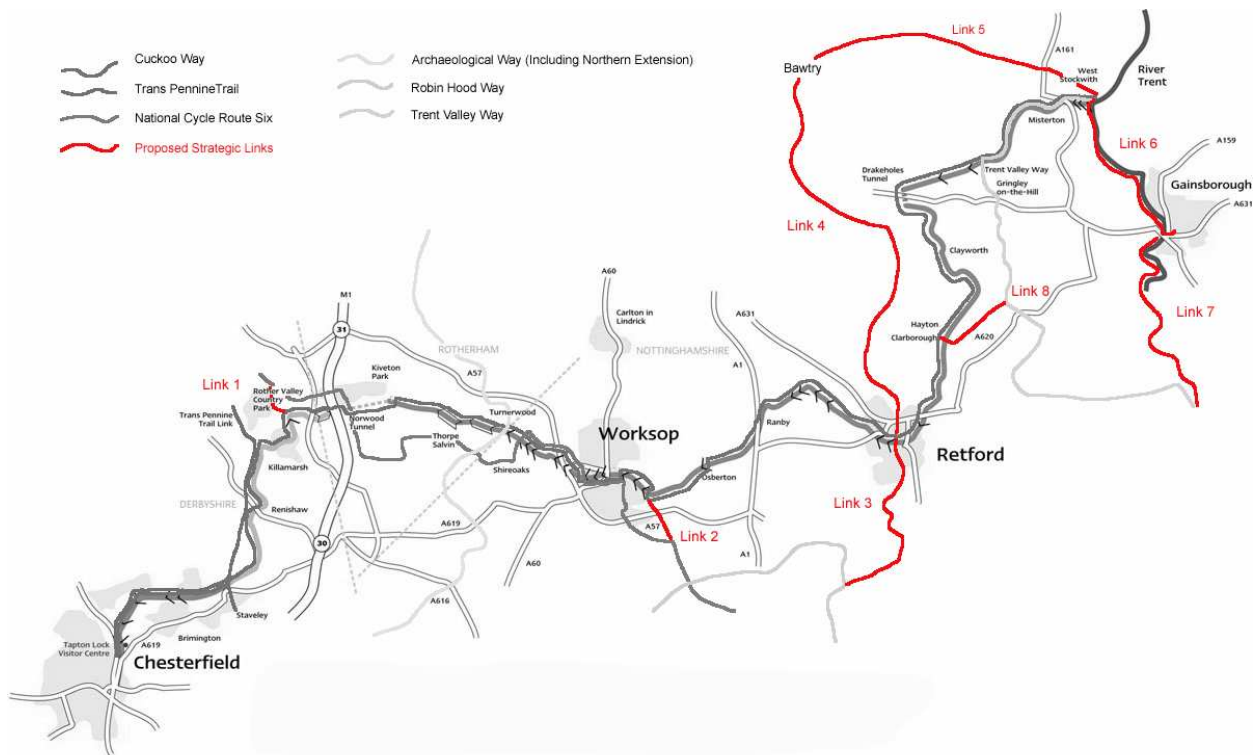
The Robin Hood Way

- 12.6.8 The Robin Hood Way takes a circuitous 105 mile route through Sherwood Forest and the Dukeries to Nottingham. Its route passes through Clumber Park (one of the most visited National Trust properties in England) where it comes close to the canal although it does not actually intersect with it.

The Trent Valley Way

- 12.6.9 The Trent Valley Way commences south of Nottingham at the village of Thrumpton. The Way follows the course of the Trent through Nottingham, Newark and Torksey until at Littleborough, south of Gainsborough, it heads north-west away from the Trent to climb the low ridge of hills that lie between the Trent and its tributary valley, the Idle. Running along the ridge the Way passes through South and North Wheatley and Gringley on the Hill before dropping back down into the Idle valley. It then joins the Chesterfield Canal at Gringley Wharf (Shaws Bridge) where the Trent Way and Cuckoo Way unite and jointly follow the Chesterfield Canal as far as West Stockwith where both end.
- 12.6.10 From West Stockwith there is a public right of way south towards Gainsborough along the West (Nottinghamshire) bank of the Trent. This path gives access to Gainsborough and its associated public transport hub.

12.7 Proposed Improvements to Connectivity



12.7.1 The development of sustainable tourism in North Derbyshire, South Rotherham and North Nottinghamshire requires increased countryside access and better physical links between existing visitor attractions. To that end a number of additional links are proposed in the **Chesterfield Canal Access Strategy** to improve the regional connectivity of the canal towpath. This includes both the upgrading of existing footpaths and the creation of new strategic links between established long distance routes. The figure above shows proposals for eight new or upgraded routes directly linked to the canal. The canal restoration from Killamarsh to Kiveton Park will help to deliver:

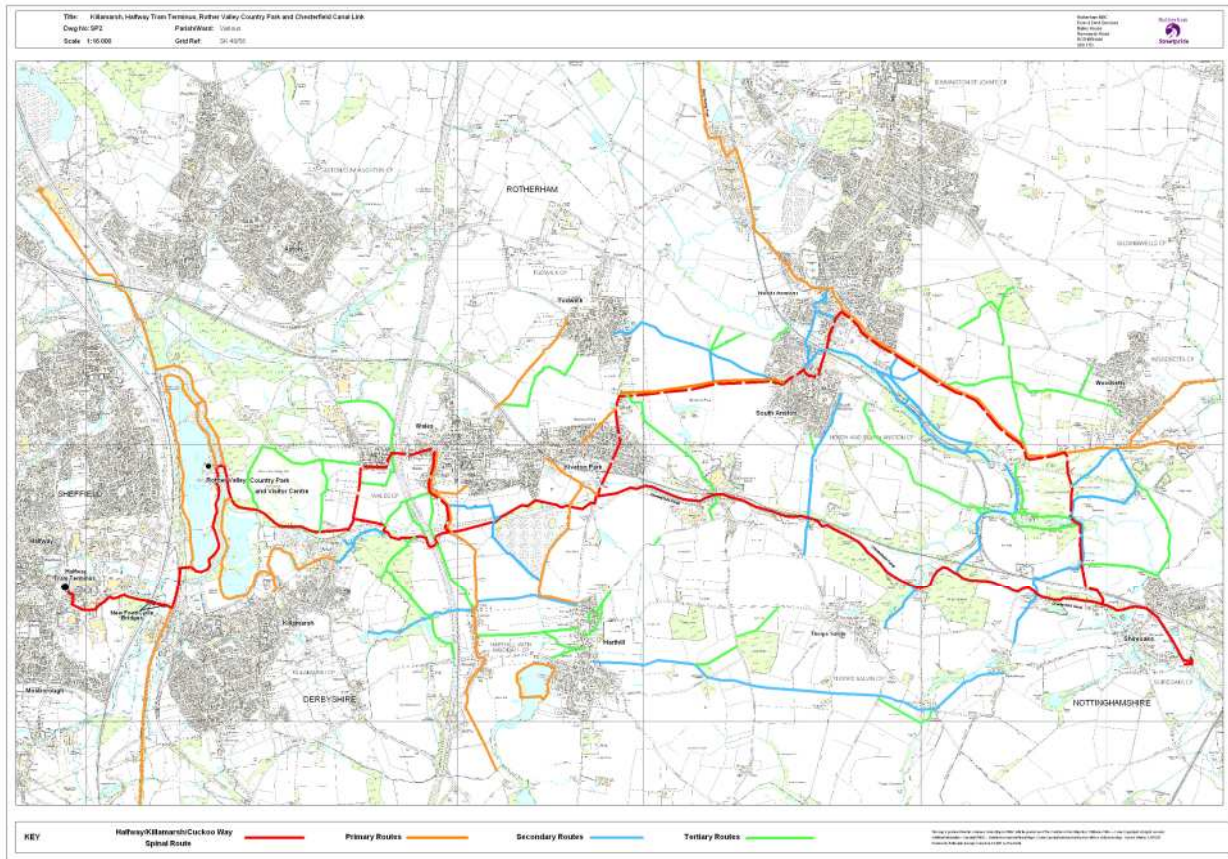
Link 1 “Rother Valley – Norwood Link”

12.7.2 Improved multi-user access from the towpath at Ellison’s Cottages (Norwood Industrial Estate) to the east side of Rother Valley Country Park. Requirement for this route is indicated by several divergent desire lines on the ground and an existing but un-waymarked right of way.

12.7.3 To deliver this connection it is proposed to divert the multiple desire lines onto the surfaced towpath beside the Moorhouse Flight from Barbers Bridge up to Moorhouse Junction. This will provide a visually interesting, well surfaced, route with multiple resting points which will link the canal line to Rother Valley Country Park via Barbers Lane.

12.7.4 Rotherham Metropolitan Borough Council have prepared a Rights of Way Improvement Plan (ROWIP) for the Chesterfield Canal Corridor and surrounding area. This project will adopt all the proposals of that document and seek to deliver outcomes which support the plan.

12.7.5 The pattern of links proposed by the RMBC Chesterfield Canal ROWIP is illustrated in the map below. It will be noted that there is some scope for better integration between Derbyshire plans and those of RMBC.



12.8 Proposed Structure – Access for All Requirements

- 12.8.1 The towpath is an integral part of the canal track and is usually located on the crest of the towpath bank. The bank is located on the down-slope side of the canal and usually takes the form of an earth embankment supporting a puddle liner on the channel side and with a well defined level area forming the tow-path on the top. The outer slope of the bank usually has a relatively low rest angle.
- 12.8.2 The towpath is differentiated from other walking and cycling routes by virtue of its original function as a horse towing path – it should be continuous, uninterrupted, with no barriers (such as lamp-posts) between it and the water – it will have a character which is clearly distinct from the other paths.
- 12.8.3 The towpath and any public activity areas adjacent to the canal will meet recognised Fieldfare/BT “Access for All” Standards. To that end the towpath will be:
- Level and without significant cross slopes.
 - Where changes in level occur they will be achieved by ramps not steps alone.

- Semi-hard surfaced with an all weather bonded surfacing material appropriate to a semi-rural high traffic setting.
- At least 2 metres wide to permit walkers and cyclists to pass. (This is a minimum and the path will preferably be 3 m or more wide).
- Provided with additional surfaced “lay-bys” with bench seating provided at regular intervals (50 to 100 m).
- Without pinch points; it is accepted that this may be dictated by features of historic or ecological importance, however, they will be avoided if at all possible.
- Designed with clear sight lines along the towpath and into the surrounding areas to improve users feelings of safety and reduce the potential for anti-social behaviour.
- Preserve a clear headroom to overhanging structures of at least 2.5 m to permit cyclists to pass without the need to dismount.

12.8.4 Where there are changes in level the use of steps alone will be avoided. Ramps (either alone or in combination with steps) to or from the towpath will be to BT/Fieldfare Access for All standards (normally less than 1:15, no more than 10 m horizontally at 1:12). Level resting areas are required on extended ramps or on slopes. Handrails will be provided on ramps and all structures such as footbridges.

12.8.5 Barriers to movement on the towpath and on other path lines will be avoided wherever possible. See below 10.11.

12.8.6 The structural dimensions specified for the towpath are given below (Appendix D, Table D4).

12.9 Surfacing

12.9.1 The canal towpath was originally surfaced with grass or in areas of high traffic with ash and cinders. The present surface of the towpath between Killamarsh and Kiveton Park varies between grass, mud, cinders and dolomitic limestone gravel. The intention is to create a fully accessible towpath surface using a semi-bonded recycled gravel substitute. The surface will be at least two metres wide to permit both cycling and walking and will meet the Fieldfare Trust “Access for All” standards (see Chesterfield Canal Partnership *Access Strategy*, 2006).

Towpath Verges

12.9.2 The towpath verges provide additional dryland habitats which if properly managed in conjunction with the fence and hedge lines can further increase biodiversity.

12.9.3 On the towpath bank, wherever possible, the canal towpath will be sited back from the canal channel edge and a 1 to 2 m wide strip of grass and herbs will be developed. This will follow BW practice and be mowed on a two yearly cycle with separate 50 to 100 m lengths being “out of step” so as to provide permanent reserve cover. On other canals this has proved successful in encouraging the development a herb rich grassland and in protecting the towpath bank of the

channel from footpath erosion. It also provides a site for anglers and their equipment which is largely clear of the towpath.

- 12.9.4 On the off bank the strip between the waters edge and the off side boundary line also offers opportunities for habitat development within the canal track. This strip will vary in width according to the local topography and adjacent land use. Wherever possible it will be in excess of 2 m. The off bank is difficult to reach and mooring on the off bank will generally be prohibited. The intention is to provide an area for the development of tall herb and scrub woodland communities. This will be managed to maximise benefits to wildlife and will be cut / cropped on a rotation basis similar to that described for the towpath bank but on a much longer, five to ten year cycle.

12.10 Fencing, Access Structures & “Furniture”

Towpath Bank Fence Line

- 12.10.1 The minutes books of the Chesterfield Canal Company show that a great deal of timber was ordered for the purposes of building post and rail fencing (Richardson 1996) and it is likely that much of the canal was fenced (at least on the towpath bank) in this way. This cannot of been the only style of fencing in use as there are also smaller orders for “quick setts” of hawthorn (Richardson 1996) indicating that some lengths were hedged from the outset. By the later nineteenth century the photographic evidence shows a canal largely bordered by Hawthorn hedging and it may be assumed that Hawthorn hedges gradually replaced timber post and rail fences during the fist hundred years or so the of the canals life.
- 12.10.2 Hawthorn hedges are shown on the Fowler survey of 1890 throughout the length in question. Since the effective abandonment of this section of the canal in 1907/08, these hedges have grown out into scrub or more commonly have been removed and replaced with post and wire fencing which has itself now decayed. In many cases the original hedge-lines have been entirely obliterated.
- 12.10.3 The railway diversions of the 1890’s were fenced from the outset with wooden post and rail fences which were later replaced by concrete post and wire fencing.
- 12.10.4 The reinstatement programme will use post and rail fences where there is no fence line at present and plant hawthorn with a view to gradually reintroducing hawthorn hedging to all the surviving 1777 sections of the canal and also all new build sections in open country. Along the new urban sections fencing appropriate to the built character of the setting will be used.
- 12.10.5 The recreation of the hawthorn hedge-line will involve a combination of temporary fencing, re-laying of hawthorn scrub and planting of new hawthorn. Where the existing hawthorn scrub is beyond recovery a stepwise programme of replanting will be followed maintaining some fragments of original hawthorn scrub in each length.
- 12.10.6 Where there are isolated trees or small linear stands of trees within the original hedge line these will be preserved wherever possible as they are integral to the character of the canal track. Removal will be countenanced where the tree is diseased or where the presence of the tree may pose a threat to users of the canal

– in such cases the rule will be to replant with either the same species or a native broadleaf species or to replant in a nearby but safe location.

- 12.10.7 The foot of the hedge will be sited back from the surfaced towpath leaving small strip for the growth of annual hedgerow species. Where space permits this strip will be widened and the opportunity taken to encourage growth of annual species through mowing. Mowing will be on a two year cycle with alternative lengths being mowed in alternate years.
- 12.10.8 Careful management of the replanted lengths will eventually re-create several kilometres of hedgerow habitat in an area which has progressively lost such habitats over the last twenty years.
- 12.10.9 Wherever space permits grass verges will be provided adjacent to the towpath and other public paved areas. To be an effective habitat the width of the verge should be not less than the width of the adjacent path and usually greater. Wherever possible the verges will be expanded and will form links to existing areas of grassland, scrub or woodland.

Off Bank Fence Line

- 12.10.10 Traditionally the off bank has always been less well fenced than the towpath bank; indeed some landowners stipulated access for stock to the water. This practice is now seen as damaging to the bank and the puddle. The intention in rural lengths will be to either (a) lay a hawthorn hedge similar to that proposed for the towpath bank or (b) develop a managed woodland boundary. Which will depend upon location and setting and adjacent land uses. In urban settings the off bank will be completely fenced in a manner which accords with the built surroundings.

Access to the Towpath

- 12.10.11 The towpath is envisaged as an access for all route and therefore where there are changes in level the use of steps alone will be avoided. Ramps (either alone or in combination with steps) to or from the towpath will be to BT/Fieldfare Access for All urban standards (normally less than 1:15, no more than 10m horizontally at 1:12). Level resting areas are required on extended ramps or on slopes. Handrails to be provided on ramps and all structures such as footbridges.

Access Control Structures (Gates, “K” Barriers, Styles, etc)

- 12.10.12 Barriers to movement on the towpath and on other path lines connecting to the towpath will be avoided wherever possible. Where they cannot be avoided kissing gates (with a wide swing suitable for pushchairs and wheelchairs) or K barriers will be employed. The latter are an effective means of deterring illegal motorcycle access.

12.11 Lighting

- 12.11.1 The Cuckoo Way which follows the towpath and tunnel top path is not illuminated. At present there are no reasons for seeking to install lighting on the canal towpath on any rural section.
- 12.11.2 Where lighting is required, for example in marinas or at wharfs, it will be in keeping with the setting. Standard utilitarian high level “street lighting” should be avoided and mid-height light standards or low level bollard lighting of appropriate design used.
- 12.11.3 Bespoke lighting furniture designed by artists as part of an integrated “street furniture set” is being used in the Chesterfield Waterside development to help generate a unique site character and establish a coherent sense of place. Some of the cost of this is being met from the developments “percent for art” contributions.
- 12.11.4 Should similar forms of urban and semi-urban waterside development take place at any location along the Killamarsh to Kiveton Park section then the Canal Partnership would urge that lighting is considered as part of the street furniture suite of the development and be covered by the planning agreement relating to the site as a whole.

Figure 12.4



Access and Signage

Cuckoo Way Signage, horse hop and “K” barrier at Staveley

12.12 Directional & Information Signage

- 12.12.1 Signposting will ensure visitors are aware of both their location and direction of travel and directions to nearby facilities and amenities.
- 12.12.2 Signage is of particular importance in establishing linkages between different foot and cycle-path networks. In setting out key links attention will be paid to the Rotherham Metropolitan Borough Councils Rights of Way Access Improvement Plan for the Chesterfield Canal (RMBC 2006).

- 12.12.3. Signposting will ensure that opportunities for communities to gain economically are realised with adequate directions to shops, cafes and public houses being included in the sign set.
- 12.12.4 The existing design of Cuckoo Way markers and signposts will continue to be used throughout the Killamarsh to Kiveton Park Section (Chesterfield Canal Partnership, 2000). Additional Braille markers and tactile markers will be used at all access nodes and other key locations (interpretation points for historic features, etc.).

12.13 Interpretation and Interpretation Signage

- 12.13.1 Interpretation of the history and ecology of the Chesterfield Canal between Killamarsh and Kiveton Park will be provided in accordance with the themes set out in the Chesterfield Canal Access Strategy. The key themes here will be how the canal shaped the landscape and the former industries of the area and subsequently by its long decline, the ecology of the area as well.
- 12.13.2 These themes will be developed when the project interpretation and learning plan is produced.
- 12.13.3 Interpretation boards will be located at key points along the route. The exact locations will be decided when the detailed interpretation plan is produced, however, likely locations and the key themes at each site include:
- The site of Leah's Bridge and the now demolished Nethermoor Hall, Killamarsh. History of the hall, changing landscape of western Killamarsh
 - The site of Mallinders Bridge, Killamarsh. History of Killamarsh – Church and Bridge Street.
 - Nethermoor Lake, Rother Valley Country Park. Natural history of the lake and its origins as a coal mine.
 - The foot of the Moorhouse Flight (Pumphouse wall) – Engineering and operation of the Flight.
 - The summit of the Moorhouse Flight – view point across the Rother Valley – key theme the changing Rother Valley.
 - The foot of the Norwood Flight – history and importance of the site – tales of the Sun Inn.
 - The head of the Norwood Flight – history and importance of the site with emphasis on the Norwood sawmill and dry dock complex.
 - The Western Portal of the Norwood Tunnel – the history of the tunnel and the struggles which accompanied its construction. The Varley House and boat horse stables
 - The Coalpit Lane Locks – the medieval coal industry – site of early coal mines and potted history of the village of Wales.
 - Wales Locks – links to Harthill – the reservoirs and the village – navvies and locals.
 - Kiveton Waters – the story of Kiveton Colliery and the reclamation of the site.

- Pennyholme Marsh – the importance of the wetlands
- The Eastern Portal of the Norwood Tunnel – the history of the tunnel, the construction mounds, horse gin engine remains and the Pennyholme Farm.