

Next Navigation East:

Part 3: The Case for the Restoration of the Chesterfield Canal between Killamarsh & Kiveton Park

Contents:

3	The Case for Restoration	
3.1	Introduction	1
	Summary of Benefits (extended table)	2
(a)	<u>Policy Context</u>	
3.2	National Policy	3
3.3	Regional Policy	6
3.4	Local Policy	11
(b)	<u>Evidence of Benefit</u>	
3.5	Valuing Waterways (Multifunction Green Infrastructure)	15
3.6	Economic Growth & Regeneration	18
3.7	Land & Property	22
3.8	Tourism, Leisure, Recreation and the Waterways Economy	25
3.9	Employment	36
3.10	Learning, Training and Skills	37
3.11	Health and Wellbeing	42
3.12	Sustainable, Cohesive and Engaged Communities	44
3.13	Culture and Heritage	49
3.14	Environment and Biodiversity	51
(d)	<u>Evidence of Capability & Standing</u>	
3.18	Capability of Partnership to Deliver the Project	54
3.19	Independent Assessment and Ranking of Project	57

3 The Case for Restoration

3.1 Introduction

3.1.1 Waterway projects across the UK now have a proven record of delivering economic and social benefits both to the communities through which they run and to the wider surrounding region (see for example Maer & Millar 2004; Jacobs 2009).

3.1.2 The Chesterfield Canal Partnership believes that the full restoration of the Chesterfield Canal can make a significant contribution to the quality of life in Nottinghamshire, Rotherham and Derbyshire through acting as a focus and catalyst for economic, social and environmental regeneration.

3.1.3 This belief is supported by government policy and evidence drawn from national, regional and local studies which show how waterways can produce measurable benefits.

3.1.4 This chapter sets out:

(a) The Policy Context

3.1.5 The current National, Regional and Local Government Policy context for the Killamarsh to Kiveton Park restoration proposals and notes where these proposals support national, regional and local policy strands.

(b) Evidence of Benefits

3.1.6 Evidence from across England and Wales for the economic, social, cultural and environmental benefits of waterway restoration is reviewed and the benefits consequently likely to be delivered in Rotherham and North East Derbyshire are presented.

(c) Evidence of National Standing

3.1.7 An evidenced statement of the national standing and competence of the leading bodies involved in the project together with the results of independent local, regional and national scrutiny which fully supports the claim that this is one of the leading waterways projects in the UK.

3.1.8 Collectively these make a case for the restoration of the Chesterfield Canal from Killamarsh to Kiveton Park.

Summary of Benefits

3.1.9 For ease of use the potential benefits resulting from the restoration of the Chesterfield Canal are summarised in the table overleaf. An explanation of how the values tabled are arrived at is given in section (b) Evidence of Benefits.

Summary of Benefits of Restoring the Chesterfield Canal

Benefit	Value of Benefit	Evidence
Employment Created: Temporary Construction Jobs (person years)	1,485 Person Years	Gibb 2001, Ecotec 2007
Employment Created: Long Term Full-Time Equivalent Jobs	1,163 FTE Jobs	Gibb 2001, Ecotec 2007
Property Price & Land Value Premium Property adjacent to restored / new canal Property within 100 m of restored / new canal Property within 500 m of restored / new canal	15 to 25 % increase 10 to 15 % increase 5 to 10 % increase	Gibb 2001 Gibb 2001 Gibb 2001
Property Development Residential units Commercial / industrial m ² Leisure m ²	2,370 units 111,400 m ² 19,800 m ²	Gibb 2001 Gibb 2001 Gibb 2001
Development Investments (over project life)	£73 million	Gibb 2001
Development Revenues (over project life)	£17 million	Gibb 2001
Telecommunication & Utility Wayleaves	£14,400 per year	Jacobs 2009
Navigation Activity Benefits (boater spend) Visiting Private Boats Local Private Boats Hire Boats Trip Boats Total	£140,000 per year £200,000 per year £500,000 per year £80,000 per year £920,000 per year	All Gibb 2001 revised in light of Jacobs 2009
Marina Income Benefits (boater spend) Rotherham Marinas Chesterfield Marinas Total	£390,000 per year £90,000 per year £480,000 per year	British Waterways 2007
Paddle-sport Benefits (canoeing & rowing spend)	£6920 per year	British Waterways 2008
Angling Activity (spend included in visitor spend) Fishing Peg Rental	£12,000 per year	British Waterways 2008
General Visitor Expenditure in Economy (includes all income from walkers, cyclists, anglers and general visitors excluding boaters)	£2.2 million per year	Gibb 2001, but see Ecotec 2007 for update.
Total Tourism, Leisure & Recreation Expenditure in Economy (i.e. total of above)	£3.62 million per year	<i>as per previous</i>
Health and Well-Being Benefits (expressed as potential cost savings to NHS due to presence of a waterway)	£0.16 to £1.6 million per year	Peacock <i>et al</i> 2005, Jacob 2009

(a) Policy Context

“The inland waterways of England and Wales are national, regional and local cultural and natural assets. They link rural and urban communities, as well as linking historic buildings and structures with the wider landscape and forming key strategic wildlife corridors”

Town and Country Planning Association Policy Advice Note, 2009, page 1.

3.2 National Policy Context

3.2.1 Government policy with respect to the inland waterways was set out in “Waterways for Tomorrow” published in 2000. This document is currently being refreshed by the Department of Environment, Food and Rural Affairs (DEFRA) but is understood to continue to champion the potential of inland waterways to offer economic, environmental and social benefits.

3.2.2 In Waterways for Tomorrow the Government sets out the broad policy directions required to increase these benefits by:

- encouraging the improvement, development and restoration of waterways, wherever possible in partnership between the public, private and voluntary sectors;
- promoting the waterways as a catalyst for urban and rural regeneration;
- encouraging the use of the waterways for tourism, leisure, recreation and sporting activities;
- supporting the protection, conservation and enhancement of the waterways heritage and their built and natural environment and the use of waterways as a water and educational resource;
- supporting the provision of passenger boat services on inland waterways, wherever practicable and economic;
- encouraging the transfer of freight from roads to waterborne transport where practicable, economic and environmentally desirable; and
- supporting the development, regeneration and improvement of the inland waterways through the planning system.

3.2.3 These broad ambitions obviously cut across policy themes and support a wide range of Government agendas, including:

- sustainable communities
- housing growth and renewal
- urban renaissance
- place making and place shaping
- rural development and diversification

- visitor economy and sustainable tourism
- sustainable transport
- health and well-being
- climate change, carbon reduction and environmental sustainability
- social inclusion and cohesion.

3.2.4 In consequence, reference to the potential value of waterways can be found in a wide range of strategies, policies and planning policies extending across many Government Departments. This is illustrated by the range of planning policies in which waterways appear (see box below). To take one example; the contribution of towpaths to healthy exercise is recognised in NICE “Public Health Guidance 8: Promoting and Creating Built of Natural Environments that Encourage and Support Physical Activity” (2008) and also the Department of Health publication “Be Active, Be Healthy: A Plan for Getting the Nation Moving” (2009).

PPS9: Biodiversity and Geological Conservation

PPS11: Regional Spatial Strategies

PPS25: Development and Flood Risk

PPG13: Transport

PPG15: Planning and the Historic environment (under review, PPS15 in draft)

PPG17: Planning and Open Space, Sport and Recreation

The Good Practice Guide on Planning for Tourism

Current Government Planning Policies with explicit reference to Waterways.

Town and Country Planning Association Policy Advice Note, 2009, page 3.

3.2.5 The cross-governmental strategy, “World Class Places” (May 2009) which treats waterways as a form of Green Infrastructure illustrates the potential of waterways to deliver multiple outcomes and outputs (see figure 3.1 below).

3.2.6 **While waterways are multifunctional they are also marked by three particular characteristics which affect how they are treated in planning terms:**

3.2.7 (1) They are “non-footloose assets” the location and alignment of which are fixed by decisions made under different economic and social conditions several hundred years ago. This type of asset poses particular problems with respect to land use, location (they cannot be easily re-located), provision of new facilities and the potential impact on green field and heritage sites. In consequence these needs should be acknowledged and treated positively (and to some extent flexibly) within planning policy.

3.2.8 (2) They are “working heritage” which poses particular problems in reconciling everyday use with the conservation of the historic fabric. The majority of waterways were built 200 to 250 years ago and their structures and fabric have developed by a combination of accretion, modification and reconstruction since then. They are

marked by heterogeneity – within a few hundred yards one may find buildings of wildly different ages and styles – and this is an essential part of their character. Again the balancing of continuing use, preservation and development requires a sensitive use of planning policy.

- 3.2.9 (3) They linear (not point) features and “cross boundaries” locally, regionally and nationally and do not fit neatly within any one particular administrative compartment. In consequence, any given length of waterway may be subject to many different local, regional and national policy requirements.
- 3.2.10 This is reflected in how waterways are treated in national planning policy guidance. For example, in Planning Policy Guidance 13: Transport, still in force at the time of writing, while protecting canal lines from development also sets out clear guidance on the conditions under which canal routes can be protected:
- 3.2.11 “13. In general, proposals for waterside development should seek to enhance the use, enjoyment and setting of the adjacent waterway. Development proposals, local plan policies or new and improved infrastructure, such as road proposals, should not adversely affect inland waterways. Where this may happen, local authorities should consult BW or other navigation authorities, the Environment Agency in its regulatory capacity, the Inland Waterways Association and its local partner organisations. In liaison with these bodies, local authorities should identify and where appropriate protect disused waterways (by allocating the land in development plans and ensuring sites and routes are not severed by new development or transport infrastructure) where there is a reasonable degree of certainty of a restoration project proceeding, in whole or in part, within the development plan period.”
- 3.2.12 Attention is drawn to the relevant section of paragraph 13 – “...*where there is a reasonable degree of certainty of a restoration project proceeding, in whole or in part, within the development plan period*”. In respect of the Chesterfield Canal, the restoration of the nine missing miles between Staveley and Kiveton Park has already commenced with three major bridge being constructed in Staveley and the difficult Foundry Embankment & Bridge section in Renishaw. Both projects are nearing completion and further work at Renishaw is now underway. This underlines that the Chesterfield Canal restoration project is active and proceeding.
- 3.2.13 Waterways are also recognised by Government as a form of strategic open space, performing, as recognised in PPG 17, a variety of open space network functions including;
- strategic links between areas
 - important wildlife corridors
 - a recreation and sport resource
 - accessible amenity in urban areas
 - access to the countryside
 - visual amenity
 - a community resource.

Economic growth

Waterways support the visitor economy and act as a focus

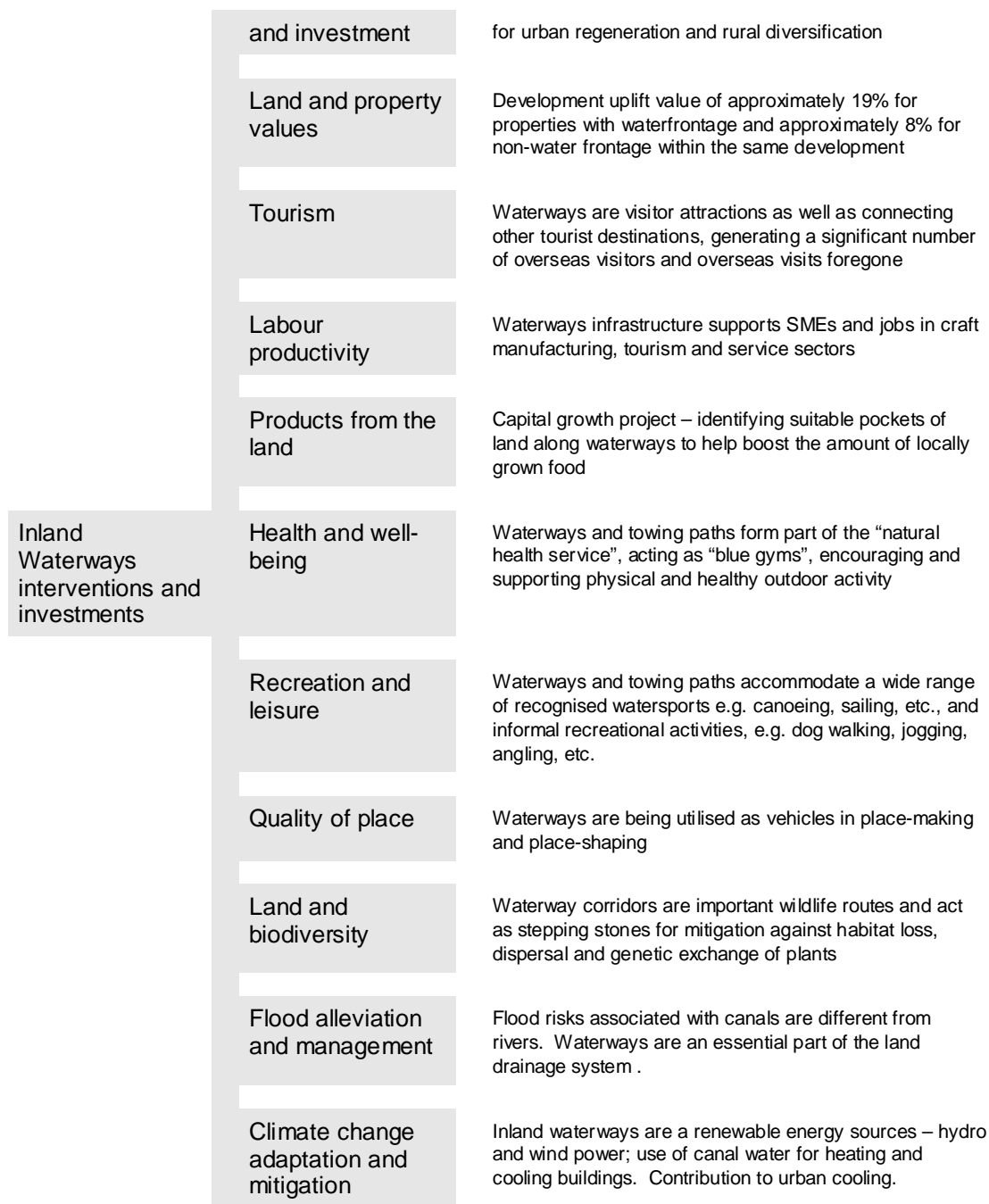


Figure 3.1 Waterways as a form of multi-function green infrastructure

(Source Town and Country Planning Association Policy Advice Note, 2009, Fig 7.)

3.2.14 As green infrastructure, canals also function as links between larger adjacent nature reserves which increases the overall functional size of the reserve network and thus its resilience to climate change and extreme climate events. Canal corridors also

provide important migration routes for plants and animals in the face of climate change.

- 3.2.15 As open space which links urban and rural areas, waterways are also a very valuable learning environment. Educational experiences outside the classroom are recognised to be an essential adjunct to schools-based learning by the Government and is now supported through the **Council for Learning Outside the Classroom** (<http://www.lotc.org.uk/>).

3.3 Regional Policy Context

- 3.3.1 The Chesterfield Canal runs along the boundary between the East Midlands and South Yorkshire. Those sections in Derbyshire and Nottinghamshire lie in the East Midlands, that in Rotherham lies in South Yorkshire. The Chesterfield Canal, therefore, falls into the areas of both the East Midlands Development Agency (EMDA) and Yorkshire Forward (YF).
- 3.3.2 The Regional Economic Strategy for the East Midlands 2006-20 retains the values of the earlier versions of the RES, which set out the ambition for the East Midlands to become a leading region in Europe by 2010. The latest edition, however, sets out a longer term vision for the next decade or so up to 2020. In order to increase productivity and meet and then exceed UK targets, the strategy identifies four key economic drivers that actions need to be focused around:
- 3.3.3 **Skills:** addressing the relatively high proportion of people with no qualifications and enabling more people who are in work to develop higher-level skills.
- 3.3.4 **Innovation:** helping to increase investment in research and development by businesses, particularly small and medium-sized enterprises, and ensuring far more good ideas are translated into new or improved products or services.
- 3.3.5 **Enterprise:** improving rates of company formation and survival and creating a culture of enterprise which begins at school.
- 3.3.6 **Investment:** improving levels of investment in the service sector so the region is equipped to maximise the opportunities from this fast-growing part of the economy.
- 3.3.7 In a geographical sense, the economic core of the East Midlands economy can be found in the 3 Cities sub-area which consists of Nottingham, Leicester and Derby and their surrounding areas. The strategy also recognises the relative rurality of some of the East Midlands region and acknowledges that this presents challenges, particularly around low economic productivity levels.
- 3.3.8 The overall vision of the strategy is:
- '...that by 2020, the East Midlands will be a flourishing region - with growing and innovative businesses, skilled people in good quality jobs, participating in healthy, inclusive communities and living in thriving and attractive places'*
- 3.3.9 The vision is underpinned by three broad objectives which are:-
- 3.3.10 **Raising productivity:** enabling people and businesses to become more competitive and innovative.

- 3.3.11 **Ensuring sustainability:** investing in and protecting natural resources, the environment and other assets such as infrastructure.
- 3.3.12 **Achieving equality:** helping all people to realise their full potential and work effectively together to enrich our lives and our communities.
- 3.3.13 There is no explicit focus on waterways in the latest edition of the Regional Economic Strategy (RES). They do, however, form part of the “environmental protection” aim to enhance the environment through sustainable economic growth. In these aims the region's waterways are identified as integral to the development of the green infrastructure.
- 3.3.14 Subsidiary strategies, such as the East Midlands Tourism Strategy, follow this up with a strands such as “Wonderful Waterways” designed to promote the development and further expansion of waterways tourism and activity.
- 3.3.15 The Regional Economic Strategy for Yorkshire explores similar themes and promotes similar aspirations, objectives and drivers to that of the East Midlands. It does so in less detail and does not make as many specific recommendations as the EMDA document.
- 3.3.16 In consequence, the RES from Yorkshire Forward does not specifically task waterways with regeneration but does note the potential for tourism and leisure-related activities to stimulate regeneration.

Regional Environmental and Biodiversity Policies

- 3.3.17 The East Midlands Biodiversity Forum was created by the East Midlands Regional Assembly and is chaired by English Nature. It brings together Governmental, Statutory and Non-Governmental Organisations to formulate and promote environmental policy in the East Midlands. This led to the adoption of a **Regional Biodiversity Strategy** which is summarised in **Putting Wildlife Back on the Map – A Biodiversity Strategy for the East Midlands** (EMBF 2006).
- 3.3.18 The vision of the forum is “...for a region – its landscapes and water bodies, coasts and seas, towns and cities – where wild spaces and habitats are part of healthy, functioning ecosystems; where we nurture, treasure and enhance biodiversity and where biodiversity is a natural consideration of policies and decisions in society as a whole)” (EMBF 2006, 8).
- 3.3.19 The restoration of the Chesterfield Canal would contribute to meeting the following key objectives (the most relevant sub-clauses are noted):-
- Objective 1: To manage effectively the remaining wildlife habitats and reduce fragmentation by extensive habitat creation.
 - Objective 3: To promote the management, restoration and creation of wetlands:-
 - 3a. Promote environmentally sympathetic management of watercourses.
 - 3c. Promote restoration of degraded wetlands through the use of agri-environment schemes, peatland restoration and river corridor

management projects and other mechanisms to link rivers and floodplains.

3d. Encourage and support the creation of new wetlands through mechanisms such as planning gain, mineral restoration, sustainable urban drainage (SUDS), flood mitigation measures and new floodplain woodlands.

- Objective 4: To manage water resources sustainably.
- Objective 5: To improve water quality.
- Objective 12: To protect and conserve urban and post-industrial habitats of significant biodiversity value.
- Objective 13: To manage urban and post-industrial habitats to enhance their biodiversity value.
- Objective 14: To involve local communities in urban green space conservation.

- 3.3.20 The ways in which the restoration will create new dryland and wetland habitats are noted in detail in the design statements.
- 3.3.21 The East Midlands Assembly has also been active in undertaking a Green Infrastructure mapping project which “provides the region with an overall picture of the “hot spots” around the region in terms of the multiple public benefits that can be accrued from investments in Green Infrastructure (GI) delivery” (EMBF 2007). The results are reported in **Green Infrastructure in the East Midlands - A Public Benefit Mapping Project** (EMBF 2007). This shows that the greatest depth of public benefit will generally be derived where greatest need and opportunity coincide and where multiple objectives can be delivered in parallel.
- 3.3.22 The restored Chesterfield Canal will contribute significant enhancement to the region’s green infrastructure and is identified in the mapping project as a corridor where there is “potential for achieving additional functions through physical interventions” (EMBF 2007, Map MF(b)4). The EMBF Green Infrastructure analysis suggests that the provision or enhancement of GI can contribute significantly to the achievement of the economic, social and environmental themes in the **Integrated Regional Strategy**.
- 3.3.23 The regional strategy is supported by the local **Biodiversity Action Plans** for Derbyshire which recommend specific actions to be undertaken. These include a priority for wetland habitat creation and the management of existing wetlands.
- 3.3.24 In Yorkshire (Rotherham), the “Yorkshire and Humber Biodiversity Forum” (YHBF) produced a new Regional Biodiversity Strategy in January 2009 (YHBF 2009). Interestingly this document adopts an ecosystems service approach which is mirrored by the Jacobs report and, thus, there is some similarity in the measures of benefit employed.
- 3.3.25 In common with the East Midlands Regional Biodiversity Strategy (RBS), the strategy has a number of overarching themes within which are specific recommendations. The main themes are
- Theme A: Protecting the best sites for wildlife in the region

- Theme B: Focusing conservation action on the region's Priority Habitats and Species
- Theme C: Improving functional habitat networks and enhancing the wider environment
- Theme D: Developing a robust evidence base for the region
- Theme E: Engaging people with the region's biodiversity
- Theme F: Helping the regions' biodiversity adapt to climate change (restoration of the canal will recreate a fully joined-up green corridor that will act as a migration route and link between static wildlife sites).

3.3.26 On the Chesterfield Canal the reinstatement of lost wetland habitats and the creation of a robust network of wildlife sites linked by the canal corridor will promote themes B, C and F, while the project's engagement with volunteers and young people will promote theme E.

3.3.27 The Regional Biodiversity Strategy also identifies key sectors (such as tourism and water) and within each identifies key actions for their promotion. The Chesterfield Canal restoration will contribute to many of these actions but has particular relevance to:

- Economy: "promote recognition that the region's rich biodiversity is a key factor in helping to secure inward investment into the region".
- Education: "meet the Natural England recommended standards for **Access to Natural Greenspace (ANGSe)** – that everyone should live not further than 300m from an accessible natural greenspace of at least 2 Ha."
- Education: "support the **Learning Outside the Classroom Manifesto** that every young person should experience the world beyond the class room as an essential part of learning and personal development, whatever their age, ability or circumstances".
- Health: "Maintain the existing green infrastructure and, through targeted outreach, connect the general public to it".

3.3.28 The RBS also identifies water as a key regional sector – This covers issues relating to water quality, water protection, pollution control, water provision, drainage and flood water management. All of which are covered by the **Water Framework Directive**.

3.3.30 The restoration of the Chesterfield Canal will contribute to all aspects of water management. For example, the use of reed filtration beds on inflow streams will improve water quality, management of vegetation buffers (on both towpath and off-banks) will further protect water quality while the provision of increased freeboard on the canal banks (difference between water level and bank level) together with the creation of off line reserves and storage ponds will greatly increase temporary storm- and flood-water storage capacity.

3.4 Local Policy Context

- 3.4.1 The further restoration and development of the Chesterfield Canal is seen as desirable by all the Local Authorities along the canal route. All have policies to protect and enhance the canal. All endorse and support the overarching strategy for the restoration and development of the canal summarised in 2020 Vision (Chesterfield Canal Partnership 2006) and the strategy for the development of intellectual and physical access contained in the Chesterfield Canal Access Strategy (Chesterfield Canal Partnership 2006).
- 3.4.2 In broad terms, the restoration and the community projects it would create will contribute to the Local Authority National Performance Indicators (NPI) in several ways. For example:-
- 3.4.3 (a) The restoration of the canal will contribute to a greater awareness of the built and natural heritage and should result in the development of a shared sense of place and stronger and more sustainable communities (NPI 2 Percentage of people who feel they belong in their neighbourhood; NPI 3 Civic participation in the local area; NPI 5 Overall / general satisfaction with local area).
- 3.4.4 (b) The restoration will involve volunteers from the Canal Trust and the wider Community which will obviously directly contribute to targets for volunteer activity (e.g. NPI 6 Participation in regular volunteering and NPI 7 Environment for a thriving third sector).
- 3.4.5 (c) The restoration of the canal will enable water based activities such as canoeing and angling to encourage youth volunteering all of which will provide positive activities for young people (NPI 110 Young people’s participation in positive activities) which should also contribute to the reduction of perceived antisocial behaviour (NPI 17).
- 3.4.6 (d) Restoration will also encourage heritage exploration and the arts and will be a vehicle for engaging young people and their communities (NPI 10 Visits to Museums or Galleries and NPI 11 Engagement in the arts).
- 3.4.7 (e) The restoration will support a range of learning and training initiatives which should enhance education outside the traditional classroom setting. The project would therefore support all those Local Authority National Performance Indicators which relate to education, most especially NPI 72 to NPI 84. It will also offer a range of training opportunities for volunteers which may well support NPI 163 through NPI 165 (proportions of working age population qualified to level 2, 3 & 4 respectively).
- 3.4.8 (f) Evidence from other “out of classroom” learning projects suggest that it may also have an effect on student behaviour (NPI 86) and reducing persistent absence from school (NPI 87).

Derbyshire County Council

- 3.4.9 Derbyshire County Council is a member of the Chesterfield Canal Partnership and actively supports the aims of the Partnership which includes the restoration of the Chesterfield Canal.
- 3.4.10 Derbyshire County Council makes financial contributions, hosts the staff and provides office accommodation for the Partnership. It also offers technical,

accounting and administrative support. Through its Consultancy and Contracting Division it provides the civil engineering expertise to support restoration proposals.

- 3.4.11 The restoration project will contribute to all DCC Countryside strategies and action plans including the North East Derbyshire Greenway Strategy, the Lowland Derbyshire Biodiversity Action Plan, etc.

North East Derbyshire District Council

- 3.4.11 North East Derbyshire District Council is a member of the Chesterfield Canal Partnership and actively supports the aims of the Partnership which includes the restoration of the Chesterfield Canal. NEDDC makes a financial contribution to support the officers and operation of the Chesterfield Canal Partnership.
- 3.4.12 The line of the Chesterfield Canal is secured by NEDDC **Recreation Policy R12** "The Chesterfield Canal":
- 3.4.13 "The Original Route of the Chesterfield Canal will be safeguarded from development likely to prejudice its future restoration and its existing function of providing a quality Urban Green Space and leisure route.
- 3.4.14 Proposals for development associated with the recreational, leisure, nature conservation and historical potential of the Chesterfield Canal will be permitted along the route.
- 3.4.15 Proposals to restore the canal will be considered favourably provided that they are in accordance with the objectives of the Chesterfield Canal Partnership. In particular proposals to restore the canal in Killamarsh should be in accordance with the findings of the studies of alternative routes. "
- 3.4.16 In 2006 NEDDC formally accepted the findings of the Killamarsh Route study undertaken by Jacobs-Babtie in 2005-2006. This adopted the Central Line East as the preferred route for the restoration of the Chesterfield Canal in Killamarsh and extended the protection of Policy R12 to that route.
- 3.4.17 Under the Local Development Framework process, Policy R12 has been saved pending review.
- 3.4.18 Further support for the canal is given in the Recreation and Open Spaces Supplementary Planning Document. Other policies provide indirect support for the canal's restoration. For example, with respect to canal-side land at Norwood (Policies E1(f) and E3, Local Plan Review, Revised Deposit, November 2003), the policy notes (paragraph 4.44): "The site is well-related to the existing industrial estate and the settlement of Killamarsh and offers a prestigious development opportunity to be linked to the restoration of this section of the Chesterfield Canal".
- 3.4.19 We understand it is the intention of NEDDC to continue these policies in an appropriate form in the Local Development Framework.

Parish Plan

- 3.4.20 The restoration of the Chesterfield Canal is given a high priority in the **Killamarsh Parish Plan**. It is identified as a major regeneration theme.

- 3.4.21 The Parish Council made significant contributions to the Killamarsh Route study (Jacobs Babbie 2004) and fully endorses its conclusions. They were also fully engaged with the subsequent canal towpath greenway study (Jacobs Babbie 2005). The latter identified how the towpath route could be upgraded to provide off-road access to shops, schools, the library and sports centre. The route was opened (with County and District Council support) in 2008 and is now used by several hundred people a day (foot fall counter data).
- 3.4.22 The Parish Council owns land on both the canal route which it intends to transfer to the Canal Partnership at minimum consideration upon the commencement of works in the village.
- 3.4.23 In 2009 the Parish Council reaffirmed its support for the project.

Rotherham Metropolitan Borough Council

- 3.4.24 Rotherham Metropolitan Borough Council is a member of the Chesterfield Canal Partnership and supports the aims of the Chesterfield Canal Partnership which includes the restoration of the Chesterfield Canal. RMBC makes a financial contribution to the management, by British Waterways, of the restored section of canal in Rotherham.
- 3.4.25 The Council recognises that the canal constitutes a major recreational amenity and natural history resource and is an important heritage feature. The Rotherham Unitary Development Plan sets out clear policy with respect to waterways:
- 3.4.26 Policy CR2.4: “The Council will be supportive of proposals for the sensitive restoration and maintenance to navigable status of the canals within its boundaries and will, wherever feasible, seek to protect the lines of those canals or an alternative, designated route from developments likely to prejudice any such future restoration and maintenance”.
- 3.4.27 Under the evolving Local Development Framework this policy has been saved and remains in force at present.
- 3.4.28 The **Rotherham Tourism Plan 2005/2008** identified the Chesterfield Canal and its wider environs as an “opportunity” site having “great potential for sustainable tourism and leisure-related uses” and hopes that “further restoration of the Canal will build upon work already undertaken from Worksop to Kiveton Park”. The plan goes on to support and encourage partnership working with “neighbouring local authorities and attractions” and the Chesterfield Canal Partnership, British Waterways and English Heritage”.
- 3.4.29 The draft Rotherham waterways strategy **New Life for Rotherham’s Rivers and Waterways – Strategy and Action Plan** (Yellow Book 2009) (note that the final version was not available to the author at the time of writing) describes the Chesterfield Canal as a “flagship initiative” which will “...aim to complete the restoration in the next 5 - 7 years, of the **missing link** in the Chesterfield Canal, between Killamarsh and Kiveton Park, all of it in the Rotherham borough area. We recommend that the partners should give priority to bridging this gap, which will complement the planned development of the canal basin at Chesterfield, and the ongoing restoration of the canal between Staveley and Killamarsh”.

3.4.30 The Yellow Book study goes on to note that “critically, completing the canal will enable Rotherham and its neighbours to capitalise on the significant investment already made, and to **realise the economic benefits**”.

3.4.31 The strategy further recommends that “RMBC and its partners should make the restoration of the canal a top priority” but only on the understanding that the works will need external funding. The strategy concludes with a recommendation that “RMBC should support the Chesterfield Canal Project”.

Parish Plans

3.4.32 The **Kiveton Park and Wales Parish Council** is fully supportive of the canal project. The **Kiveton Park and Wales Parish Plan** places the restoration of the canal in the top ten priority actions for the Parish. The plan aims to increase use and access to the canal with consequent social and, potentially, economic benefits for the community.

3.4.33 Support is also forthcoming from the **Kiveton Park & Wales Community Development Trust** which sees the canal as offering economic opportunities and believes that the restoration will promote local regeneration and greater social cohesion. The Trust is actively seeking ways in which it can better support the work of the Canal Partnership.

3.4.34 The **Harthill with Woodall Parish Plan** also supports the restoration of the Chesterfield Canal. It also seeks to make better use of the canal restored to date and promotes the development of better foot and cycle way links so that visitors to the canal can also visit the village.

Evidence of Local Support

3.4.356 Evidence of Local Support for these Parish Plans comes from local consultation and market research. In Killamarsh an independent consultation was undertaken by Jacob Babbie during the Killamarsh Route Study in 2004. During three major public meetings and a public exhibition over four weeks responses from over 600 people were collected: 80% of respondents thought the restoration of the canal to be “a good thing” and of “great benefit to Killamarsh”. Only 5% of the sample were negative about the project. Of those in favour a majority favoured what is now the preferred route.

3.4.36 Informal interviews conducted at local and regional non-waterways events (such as the Rotherham Show) also shows strong support throughout the area.

(b) Evidence of Benefits

“The inland waterways are an important asset for future generations to enjoy and the Government is keen to see them maintained and developed in a sustainable way so that they fulfil their social, economic and environmental potential. We want to ensure that the many benefits and opportunities they provide are used to the full”

Waterways for Tomorrow, DETR 2001, page 16.

3.5 Valuing Waterways

- 3.5.1 The Inland Waterways of England and Wales are a major economic resource. The current network of canals and navigable rivers is around 5000 km long and attracts over 270 million visits each year. The 3500 km of the network managed by British Waterways is estimated to contribute benefits worth around £1.2 billion to the UK economy.
- 3.5.2 Over the last ten years the rate of growth of the inland waterways economy (all those activities directly related to the use of the inland waterways such as boating and angling) has averaged around 5 to 8 % per annum and has generally grown faster than the national economy (British Waterways 2007).
- 3.5.3 There is strong national evidence that waterways restoration and development can bring significant benefits to the areas in which it occurs. Recent detailed independent studies of the economic impact and actual outcomes of canal restoration projects include:
- The Kennet & Avon Canal (reopened in 1990, closed for substantial repairs and then fully reopened in 2001): Ecotec (2002, 2006), Millar & Maer (2004).
 - The Huddersfield Narrow Canal (reopened in stages from 1980 to 2001): Ecotec (2003).
 - The Rochdale Canal (reopened in stages from 1995 to 2001): Ecotec (2003) Paylor, Marshal & Wearne (2004).
- 3.5.4 In addition a number of high-profile waterside-based regeneration projects have also been completed including the Gas Street Basin (Brindley Place) area in Birmingham and the Castlefield district in Manchester.
- 3.5.5 In each case there were pre-existing studies of predicted outcomes and it was possible to compare these with the actual outcome. Interestingly, while certain elements (such as visitor spend by anglers) had been overestimated, other elements (such as property value increases) had been underestimated and the overall results for the pre- and post- studies were surprisingly close.
- 3.5.6 The overall economic impact of canal restoration was found to be almost entirely positive with all schemes reporting the creation of new waterside business and the general uplift of entire districts near to new water. An example of this process can be seen at the former mill town of Slaithwaite, near Huddersfield, where the restoration of the Narrow Canal created a new public focus for the community and

transformed its external image. Reopening of the canal was followed by substantial private investment in new housing and conversion of character mill buildings to offices and flats leading to the rejuvenation of the local housing and property market. This was accompanied by the opening of new shops, a café and the transformation of a run-down waterside public house. The effect has been to significantly improve the fortunes of the town and make it an attractive and interesting place to live and work.

3.5.7 A general overview of the economic impacts of restoration is given by Maer & Millar (2004). A more comprehensive review of the benefits provided by Inland Waterways (and the methods used to determine them) was undertaken by Jacobs (2009) on behalf of the Inland Waterways Advisory Committee and DEFRA. The Jacobs (2009) survey employs the Ecosystem Services Approach which has been developed to value green infrastructure and green projects where the outcomes are not always immediate and not always financial.

Benefit Categories (using the Ecosystem Services Approach, Jacobs 2009)	Benefits from restoration of Chesterfield Canal
Provisioning Services	
Creation of business opportunity	✓
Property premium	✓
Renewable energy	x
Transport	✓
Provision of water	x
Volunteering	✓
Regulating Services	
Carbon savings	✓
Drainage water conveyance flood protection & alleviation	✓
Water regulation and pollution control	✓
Water Quality	✓
Cultural Services	
Recreation (all forms)	✓
Visual amenity	✓
Heritage aspects	✓
Education	✓
Volunteering (well being benefits)	✓
Community benefits (capacity building)	✓
Non use values (preservation of built and natural heritage)	✓

Ecosystem Services Approach to Benefit Categorisation (an output based categorisation system where all benefit categories are potentially quantifiable)

- 3.5.8 All the detailed post-restoration studies undertaken to date show that the economic impact of canal restoration can be marked. In brief, all studies show that waterway based regeneration:-
- creates short-term construction employment as the canal is restored.
 - creates significant long-term sustainable employment both directly on the canal and in the wider local economy.
 - helps the leisure and tourism economy to grow, especially in areas which are not traditional tourist destinations.
 - promotes imaginative schemes for commercial, office and domestic building on brownfield sites adjacent to the canal.
 - leads to an increase in the value of existing properties along the route.
 - supports sustainable transport and connectivity.
 - improves the quality of life for local communities and its economic competitiveness and well-being.
 - changes external perceptions of an area leading to greater developer confidence and increased inward investment.
- 3.5.9 The strength of these effects differs between different waterways and along their length, depending upon the nature of the waterway (rural, rural/urban fringe or urban) and the regional economic setting. Nonetheless, there is sufficient similarity and strength in the data set for Jacobs (2009) to be able to indicate ranges of benefit transfer figures for use in future project assessments.
- 3.5.10 The studies also identified a number of factors which enabled communities and areas to gain the maximum benefit from waterway restoration:
- planning policies were in place which were responsive to the potential for waterside development and were geared to ensure that some of the major economic benefit of such development was channelled back into the waterway.
 - economic development was “designed in” – that is to say that canal restoration plans are integrated with economic development plans and operate in tandem.
 - recognition that economic development will follow the waterways’ restoration but only if the appropriate facilities are provided.
 - planners’ willingness to identify boating as a low volume / high value activity with considerable potential demand for specialist skills and services and thus for generating employment but, again, only if the right facilities or “economic opportunity spaces” are available.
 - recognition that restoration will not immediately change external perceptions of an area – especially where the image is of heavy industry – and that change is gradual.
 - understanding that economic gains are not rapid and that there will be a time-lag between restoration and increased economic activity. On the upside, the

studies also note that the gains are rarely ephemeral and persist for a long time.

3.6 Economic Growth & Regeneration

Economic Impacts of the Chesterfield Canal Restoration

- 3.6.1 On the Chesterfield Canal, studies by Coopers and Lybrand (1996) and Gibb Ltd (2001) have concluded that the economic impact of complete restoration would be significant.
- 3.6.2 The Gibb study was reviewed by Ecotec in 2007 and by Jacobs in 2009. Both Ecotec and Jacobs supported the reports findings; Jacobs noting that “when compared with other economic impact assessments, this seems to be one of the most thorough and systematic studies reviewed” (Jacobs 2008, Final Valuation Framework page 1).
- 3.6.3 The Gibb study (2001) examined a number of different restoration scenarios and concluded that major benefits would be derived from restoration of the original canal line. Further significant benefits would come from the construction of a new link through the Rother Valley to the Sheffield & South Yorkshire Navigation. The Gibb study concluded that the maximum theoretical benefit would come from the combination of both the original line restored and the Rother Link to form a new cruising ring (the “South and North Ring”).
- 3.6.4 For the purposes of this report, however, the potential economic impacts and benefits noted are only those which arise from the restoration of the original line. No allowance is made for future benefits from the Rother Link should this be explored in due course.
- 3.6.5 Based on the Gibb study and supported by the evidence from other national, regional and local studies, we would argue that the Chesterfield Canal will make an economically measurable contribution to:
- Economic Opportunity Creation (Business Start Up & Expansion)
 - Growth of the Waterways Tourism and Leisure Economy
 - Employment
 - Land and Property Values & Development
 - Changing the Image of the Area
 - Quality of Life and Health
- 3.6.6 All of these outcomes are interlinked – growing the tourism and leisure economy will stimulate businesses growth and hence employment. The complexity of this interdependency means that some elements are easier to isolate and quantify than others; in consequence not all possible outcomes are capable of being monetarised (cf. Jacobs 2008).

Economic Opportunity Creation (Business Start Up & Expansion)

- 3.6.7 There is extensive evidence that canal restoration creates a range of economic opportunities which can lead to business start-up, inward investment and expansion by existing companies.
- 3.6.8 It is suggested by Jacobs that “The primary indicator of the potential business opportunities attributable to inland waterways are the expenditure associated with various activities and the estimated employment resulting from this expenditure” (2009, 86). The likely employment resulting from business opportunities on the restored Chesterfield Canal is discussed separately below (see 3.9 Employment, below).
- 3.6.9 Experience from communities along other waterway restorations shows that the economic opportunities created can be exploited in four main ways:-
- Waterways’ businesses which rely upon the presence of the canal for their trade. Typical examples would include hire-boat companies, marinas and boat repair yards.
 - Waterways’ businesses which do not rely entirely on the presence of the local canal for their trade but which may gain some marginal benefits from being located waterside or may wish to use it for test or promotion purposes. Typical examples would be boat builders, boat fitters, boat painters and chandlers. This group gains strong benefits from co-location with hire boat companies, marinas and boat repair yards.
 - Non-waterways’ businesses which use the presence of water as a powerful driver or consumer attractor in their business. Typical examples would be a waterside public houses or restaurants. Again co-location with marinas and moorings is an obvious advantage but not a pre-requisite.
 - Non-waterways’ businesses that make no use of the waterway but are attracted by the setting as “a good place to do business”. These range from property developers through to property owners or occupiers - usually office-based, and often creative, industries.
- 3.6.10 Crudely speaking, the first three groups of businesses are dependent, to a greater or lesser extent, upon the presence of a navigable waterway and could be characterised as forming part of a “waterway economy”. The impact of, and potential for, growing the waterway economy is discussed in more detail in 3.8 below.
- 3.6.11 The final group above consists of businesses which could be located anywhere. Decisions on location are obviously primarily made on the needs of the business in question, however, there is a body of evidence which suggests that the quality of place, the environment and the setting of business premises can be a deciding factor in location decisions where other factors are equal. In other words, the waterside setting is potentially a competitive advantage in attracting new businesses.
- 3.6.12 Further, the evidence suggests that, in areas with established industrial premises, the restoration of a waterway raises the aspiration of surrounding landowners and

triggers change in site use from low-value uses to higher-value uses. This is reflected by replacement of industrial units with office accommodation and an uplift in the rental /lease/sale income per square metre.

- 3.6.13 This is already occurring in Chesterfield where reintroduction of the canal has created a spine of “green infrastructure” which provides the improved amenity, visual amenity and quality of life benefits around which transformation of land-use is possible. In the case of the *Chesterfield Waterside* development, this has allowed a 16 hectare derelict brownfield site which was formally allocated under the local plan for industrial use to be reallocated for mixed use development.
- 3.6.14 The Gibb study identifies a number of existing brownfield sites which could be redeveloped and a smaller number of potential new sites where development attractive to new business could take place alongside the restored canal and which could benefit from the location (discussed further in 3.7 Land & Property, below).

Sustainable Transport

- 3.6.15 The contributions of waterways to sustainable transport are several:-
- 3.6.16 **Walking and Cycling** is encouraged by the existence of towpaths which offer pleasant, relatively-level and traffic-free routes into, through and between communities. Where the towpath is used as a regular route to work this can cut car journeys, contribute to carbon reduction, increase exercise and contribute to healthy living. This modal shift is strongly encouraged by government policy and is supported by organisations such as Sustrans and local cycle campaign groups. (This is discussed further in 3.11 and 3.12 below).
- 3.6.17 Waterways provide an **alternative public passenger transport** mode when traffic densities are high enough. While public transport on waterways is more commonly associated with major rivers such as the Thames or Mersey, there are examples of inland waterway transport initiatives which successfully operate on canals and canalised minor rivers. These include:
- Brindley Place Waterbus, Birmingham: Linking Brindley Place with city centre destinations along the Birmingham Canal Navigations. Operates throughout the summer months and at weekends during the winter.
 - Spalding Water Taxi, Lincolnshire: Small boats used to ferry passengers between out of town shopping outlets, a park and ride site and the centre of Spalding. Commenced operation in 2007 as joint venture between Local Authority and Community.
 - Skipton Winter Fair “Park and Glide”, Skipton: Links Park and Ride Car Parks on the outskirts of town with winter fairs and Christmas markets in the town centre. Operates only during the events.
- 3.6.18 The restoration of the Chesterfield Canal is unlikely to develop the density of demand to justify a full time water-taxi or water-bus service, however, there is scope for developing short-term services in relation to regular events or festivals which could be held in Chesterfield, Rother Valley Country Park and Kiveton Community Woodlands (see 3.12 below).

- 3.6.19 The **transport of freight** is the reason for the waterways' existence. The Government "wishes to encourage the transfer of freight from road to water-borne transport where this is practicable, economic and environmentally desirable" (Waterways for Tomorrow 2001, 43). There is strong support for this position from both AINA and IWAC (AINA 2001, IWAC 2008). All studies acknowledge, however, that any expansion of freight carriage is likely to be restricted to the major rivers (Thames, Severn & Trent) and the broad canals of the North East (such as the Sheffield and South Yorkshire Navigation which was partially rebuilt to "Eurobarge" standards in the 1980's). In general, it is concluded that the narrow canals are too small to take loads which are commercially viable under present economic conditions, although there are circumstances under which small "one off" loads might be viable (such as delivering materials to a canalside sites with restricted or congested road access).
- 3.6.20 On the Chesterfield Canal freight transport is hindered by the heritage of the waterway; even following restoration it will be a relatively shallow, narrow canal with restricted headroom. It is the view of the Partnership that, under current and foreseeable economic models, commercial freight transport will not be viable and that the potential environmental impacts are greater than the possible benefits. The exception is the use of the waterway for specialist "one off" carriage of goods or materials where this may be environmentally justified. The Partnership takes the view that the restored canal should concentrate upon development of tourism, leisure and recreational activities both on and off the water. In consequence no allowance for freight transport is made in the economic benefits model.

Telecommunications & Utilities

- 3.6.21 British Waterways and other waterways' projects have benefited from the lease of wayleaves to telecommunications and utilities companies for the laying of fibre optic cables, pipes and high voltage cables etc., under towpaths. This provides the telecommunications and utilities companies with routes which are unhindered by the problems of working in highway corridors such as difficulty of access or potential for damage. This has produced a regular income stream and has provided a "one off" upgrading of towpath surfaces as the work is undertaken.
- 3.6.22 The potential benefits are significant with British Waterways reporting charges of £3 per metre or £538 per apparatus. This is considerably more than the values reported by the National Farmers Union and Country Landowners Association of £0.10 per metre and £6.30 per apparatus and represents the additional value of the conjoined and linked up canal track in simplifying works and access (Jacobs 2009, 132).
- 3.6.23 There is obvious potential in providing this service to telecommunications and utilities companies over the section of canal yet to be restored. At present, however, there is no agreement with prospective clients for this use and in consequence wayleave values are not included in the financial benefit model.

Provision of Water

- 3.6.24 British Waterways is a major supplier of water for industrial and domestic consumption. Nationally this has significant economic benefits (Jacobs 2009). On the Chesterfield Canal there is unlikely to be any additional demand for water supplies which cannot be met by existing suppliers. In consequence no allowance for benefit from water supply is made in the financial model.

Renewable Energy

- 3.6.25 The potential of the waterways to supply renewable energy has been widely recognised and British Waterways are working in a joint venture to develop so called “low head hydro” along the rivers Trent and Severn. As this is a new venture there has been little valuation on its potential economic benefits.
- 3.6.26 On the Chesterfield Canal the potential for hydroelectric power generation appears to be limited at this time but this is subject to review as the “low head hydro” technology continues to develop. There is greater potential for exploiting wind power and preliminary investigations of the area above the Norwood flight have been made with a view to securing (1) power for the back-pumping operation on the Norwood Flight and (2) a potential surplus which can be sold to the National Grid with a view to subsidising the maintenance of the generation and back-pumping structures. This is discussed further in the Design Statements. No allowance for benefit from renewable energy generation is made in the financial model but its potential is noted.

3.7 Land & Property

- 3.7.1 Waterside locations are actively promoted as attractive development locations (British Waterways 2003; Just add Water, IWAC 2005). This strategy has been highly successful and has driven much of the regeneration along the canal system over the last twenty years.
- 3.7.2 The Jacobs (2009) review was able to examine a range of development schemes varying in scale from major inner city development (e.g. Paddington Basin, London; Albert Dock, Liverpool and Brindley Place, Birmingham), through county towns (e.g. Stourport Basin, Stourport; The Kiln, Newark on Trent) to small semi-urban and rural locations (e.g. Garstang, Lancashire; Radcot, Oxfordshire).
- 3.7.3 The schemes all delivered multiple benefits to their surrounding communities – the exact form of the benefits depending upon the nature of the development. All benefited directly from the presence of water to create attractive settings for both residential and commercial office development and all attracted a premium for waterside locations (Ecotec 2007).
- 3.7.4 One of the keys to the success of waterside development is the ability of water to change the image of an area and overcome investor resistance to a particular location:

3.7.5 “Inland waterways are successfully being used as tools in place-making and place-shaping; in re-branding; in confidence building; in attracting and generating investment; an in improving the quality of life in areas undergoing transformational change through regeneration, renewal and growth” (TCPA 2009, 8).

3.7.6 This attractiveness (“visual amenity”) can offer increased economic competitiveness and is reflected in the value of properties and land in waterside locations.

Type of property / Context	Premium	Source
Value added to new properties situated on the canal side	18 % (3 – 20 %)	British Waterways 2008; Powe et al 2000
Property premium on existing property within 25 m of the canal side	1.5 – 8 %	Powe et al 2000; Willis & Garrod 1994; DTZ 2001
Rental Premium on waterfront office properties	0 – 10 % (mean close to 0 %)	GHK 2007

Figure 3.2 Percentage Price Premium on New and Existing Properties due to proximity to canals

Type of property	Premium
Properties on or directly adjacent to canal	
- no water to fully navigational canal	25 %
- non-navigation water to fully navigational canal	15 %
Properties within 100 m of the canal	
- no water to fully navigational canal	15 %
- non-navigation water to fully navigational canal	10 %
Properties within 500 m of the canal	
- no water to fully navigational canal	10 %
- non-navigation water to fully navigational canal	5 %

Figure 3.3 Percentage premium on properties prices due to change in the condition of an adjacent waterway (based on Powe et al 2000; Gibb 2001)

Property Price & Land Value Premium

3.7.7 The “Waterside Premium” is the amount purchasers will pay for a waterside location over and above the local average for a property of a given type. GHK (2007) reported that residential schemes benefit most from this premium. Powe *et al* (2000) estimates waterside residential premiums of 3 to 5% for canal side locations using hedonic pricing, 9 to 20% using stated preference methods. British Waterways (2008) estimate an average of 18% based on Oxera (2003) and Willis & Garrod (1994).

3.7.8 The values are compared in tables 3.2. and 3.3. All studies show, however, a significant premium for property located in a waterside location and that this premium also applies to an existing property when a waterway is restored.

Property Development along the Chesterfield Canal

3.7.9 The restoration of the Chesterfield Canal is already promoting developer and investor confidence – a particularly significant impact in a disadvantaged area where such interest has traditionally been limited.

3.7.10 The Gibb (2001) study identified a number of possible development sites. Some of these are now being brought forward. Overall the Gibb study suggested that up to **111,400 sq m** of commercial / industrial development could follow from restoration.

3.7.11 Improvements to canal environments can bring forward the development of previously vacant or under used sites. Canals, because of their linear form, can also act as a valuable way of integrating discrete development schemes. The striking setting provided by a canal location favours creative activities and, rather more obviously, tourism and leisure schemes. In turn, attractive developments can enhance the vibrancy and vitality of an area and further contribute to its rebirth.

3.7.12 Evidence of this process on the Chesterfield Canal can be found in Chesterfield. The **Chesterfield Waterside** scheme originated in proposals by the Canal Partnership for a major mixed-use development around two new lengths of waterway at the terminus of the canal in Chesterfield. A public / private partnership was formed to bring the proposals forward. The result is a £310 million investment (over eight to ten years) which will transform 16 hectares (c.40 acres) of semi-derelict brownfield sites and create an entirely new “canal quarter” for this ancient market town. Further information on the Waterside development can be found at <http://www.chesterfieldwaterside.com>.

3.7.13 The proposed restoration of the missing nine miles between Staveley and Kiveton Park is unlikely to unlock such a single large development site. Nonetheless, there are a range of relatively small opportunities which could make appropriate, sustainable and profitable use of the waterside setting afforded by the restored waterway. These sites are distributed along the waterway with clusters in Kiveton Park, Killamarsh, Renishaw and Staveley and thus the potential benefits are shared between Rotherham Metropolitan Borough, North East Derbyshire District Council and Chesterfield Borough. Roughly one third of the potential benefit noted below will lie in each of these three areas.

3.7.14 The Gibb study (2001) suggested that full restoration of the Chesterfield Canal could generate the following new development opportunity outputs:

Development Type	Output
Residential Units	2,370 units
Commercial/Industrial m ²	111,400 m ²
Leisure m ²	19,800 m ²

- 3.7.15 If realised, these opportunities would bring new inward construction investment of between £70 and £100 million over the decade following completion of the waterway (NB this excludes the £310 million already committed to *Chesterfield Waterside*). Based on development elsewhere (including the model used by Yorkshire Forward), Gibb estimated that the those elements of the development opportunities available for rental would realise a revenue of £1.043 million per year at 2001 prices.

3.8 Tourism, Leisure, Recreation and the Waterways Economy

- 3.8.1 The tourism, leisure and recreation economy of the inland waterways is significant and growing.
- 3.8.2 The current inland waterways network is over 5000 km long and attracts approximately 270 million visits a year – of these 93% are described by British Waterways as “everyday explorers” using the canal for local movement, recreation and leisure, 4% are “passionate enthusiasts” – generally anglers and boat owners and 3% are “activity seekers” – holidaymakers and those attending a specific activity or event (British Waterways 2008). Spend on waterbourne leisure in general is growing at 6 to 8 % per year (British Waterways 2008).
- 3.8.3 Recent studies show that the 3200 km of the network owned and managed by British Waterways each year generates around £230 million in amenity/ recreation/ tourism value and a further £30 million in attracting overseas visitors or in overseas visits foregone (British Waterways 2008, Jacobs 2009).
- 3.8.4 Evidence from the restoration of the Kennet & Avon, the Huddersfield Narrow and the Rochdale Canals shows how this value is made up of a wide range of tourism and leisure activities. These include boating, canoeing, angling, walking and cycling, all of which make both direct and indirect contributions to the economy and thus drive local economic growth.
- 3.8.5 Restoration of the Chesterfield Canal is about developing these opportunities in South Rotherham and North Derbyshire and capturing the maximum possible benefit for the local economy.
- 3.8.6 The individual contributions of key elements of visitor spending are considered in more detail below. The general conclusion, however, of the Gibb study was that following full restoration there would be an annual visitor spend of circa £3.1 million (without Rother Valley Link). Discounting current visitor spend on the sections restored since 2001, suggests that a significant proportion of the remaining £2.2 million spend will be concentrated in Rotherham and North East Derbyshire.

New Opportunities

- 3.8.7 It should be noted that since the Gibb Study, significant new opportunities for tourism growth have emerged with the development of the Trans Pennine Trail, the Archaeological Way, the Robin Hood Way, the Trent Valley Way and the Pennine Cycle Way. The Chesterfield Canal Towpath - the Cuckoo Way - intersects these routes and there is great scope for increased use of the towpath as part of circular or combination walks.

- 3.8.8 Several new or improved tourist destinations have emerged locally including Barrow Hill Roundhouse (a major steam railway centre), near Staveley, and the new Creswell Crags Visitor Centre (an internationally-important prehistoric archaeological site), near Creswell. These, and the existing established destinations, further help to promote the area as a viable destination for short - and medium-stay tourism.
- 3.8.9 A further significant development since the Gibb study is the YES project. This multi-million pound extreme sports centre and entertainment complex will be located at the northern end of Rother Valley Country Park. The first stage in the project is underway and the developing company (Oak Holdings) have leased the management and operation of Rother Valley Country Park. The Canal Partnership has a positive relationship with Oak Holdings and anticipates working with them over the next few years to develop the potential of the Nethermoor Lake and surrounding area.
- 3.8.10 The opening of Doncaster/Sheffield Robin Hood International Airport near Doncaster, while at some remove from the waterway, does provide a local international gateway and offers further potential promotional and marketing opportunities.

Waterway Related Businesses

- 3.8.11 Of particular importance to the restoration of the Chesterfield Canal is the potential growth, as noted above, of waterways-related businesses.
- 3.8.12 The British Marine Federation reports that in the East and West Midlands there are 475 firms and 4,729 full-time equivalent (FTE) jobs within the marine sector, generating a revenue of £407.8 million per year.
- 3.8.13 The importance of the waterways sector in the wider region is underlined by the formation by the British Marine Federation, with the support of the Regional Development Agencies for the East and West Midlands, of the “Midland Marine Alliance”. The Midlands Marine Alliance is tasked with supporting the growth of waterways-related businesses and marine industries. It is also working to identify major opportunities for developing the waterway infrastructure to increase capacity to support waterway based tourism in the Midlands.

The “Underdeveloped” Chesterfield Canal

- 3.8.14 At the present the number of water-based businesses on the Chesterfield Canal is very small and the waterway is arguably underdeveloped or underperforming economically in relation to similar waterways elsewhere in the UK.
- 3.8.15 This can be illustrated by comparing the density of waterway related business along the Chesterfield Canal with similar waterways, all of which are “dead end” waterways which do not form part of a normal cruising ring. The graph below shows the average number of waterways-based business per ten lock-miles of waterway. A waterways-based business is one which is wholly dependent upon the presence of a waterway for its trade (marina, boat hire, boat repair, etc.). The figures exclude waterside cafés, public houses and restaurants which, while benefiting from their waterside locations, are not wholly dependent upon them. The

“lock mile” is used because it is a measure of travel time – and hence the time a visitor will spend on a waterway and the amount of time they have in which to spend money with local businesses and shops.

3.8.16 The graph shows that the so far restored Chesterfield Canal currently supports only one waterway-related business (a boat hire firm) in over 78 lock miles. This figure is lower than the arguably equally underdeveloped South Yorkshire Navigation and far lower than the national average of roughly one business every 20 lock miles. The exception is the Monmouthshire & Brecon Canal which partly runs through the Brecon Beacons National Park and where there is sufficient additional tourist draw to support roughly one waterway business every 8 lock miles.

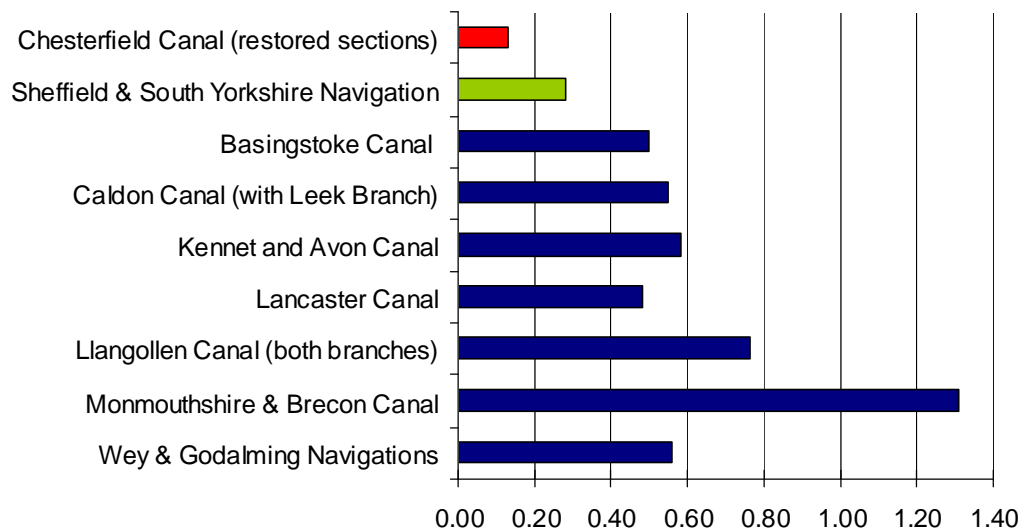


Figure 3.4 Comparative economic performance of different “dead end” waterways as measured by the average number of waterways-related businesses per 10 lock-miles.

3.8.17 In addition to the boat hire company, there is currently one boat building company located off the canal line in an industrial estate at Staveley. A further boat building company wishes to relocate from outside the district to a canalside location but there is at present no suitable site for their use. Given the range of engineering and craft skills available in Rotherham and North East Derbyshire, there is considerable potential for attracting further boat-building relocations or new start-ups to the area.

3.8.18 Comparison with other waterways suggests that the reason for the under-performance of the Chesterfield Canal appears to lie in the absence of suitable facilities or locations for waterways business development along the already restored canal.

3.8.19 This is supported by evidence from the Huddersfield Narrow Canal and the Rochdale Canal both of which have experienced relatively slow growth in the waterways’ economy following restoration. The provision of new facilities and economic development sites is now rectifying this situation as investors gain confidence in the long-term future of the canals (Paylor *et al* 2004).

- 3.8.20 Restoration of the remaining missing link on the Chesterfield Canal provides the means of addressing the current shortage of facilities and sites by designing them into the reinstatement programme.
- 3.8.21 The vigorous campaign for the restoration of the waterway is also having a beneficial effects on the image and perception of the canal outside the area and promoting its more active use (see visiting boat numbers below).

Economic Returns from the Restoration of Navigation: Canal Boating / Narrow Boating (powered boating)

- 3.8.22 There are several pre- and post- restoration estimates of the economic benefits of navigation by narrowboats (cf. Jabobs 2009). Canal boating is an expanding leisure activity, with boat numbers (and ownership) rising by on average 2.4 % per year between 2000 and 2005 (British Waterways, 2006). Boats range from permanently-occupied residential boats through boats registered as continuously cruising, to smaller “day boats” and “trail boats” which are placed in the water for a day or a short period before being taken on to other locations.
- 3.8.23 The background of canal boaters is similarly mixed with a broad range of social and economic groups participating. Boats may be privately-owned, privately-owned as part of a timeshare consortium, or available for weekly or daily hire from commercial boat hire concerns.
- 3.8.24 It is British Waterways national policy to encourage a two-fold increase in overall usage of the canal network of the next ten years. This includes access to the towpath, boat usage and boat ownership. It is one of the aims of the Chesterfield Canal Partnership to see increased access to the Chesterfield Canal waterspace and this includes access to boats and boating.
- 3.8.25 Gibb (2001) estimated boat traffic following restoration using the methods recommended by AINA (1999). These use the demographic profile of the catchment population, the likely boat movements and the existing boat movements on the Chesterfield Canal.

Visiting Private Boats

- 3.8.26 Prior to the Gibb study in 2001, around 400 to 500 boats visited the Chesterfield Canal each year (British Waterways, Newark). The Gibb study estimated that completion of the canal back to Chesterfield would result in around 920 boats a year visiting the canal. This now appears to be a gross underestimate as, since completion of the section from Shireoaks to Kiveton Park, the numbers of boats arriving at West Stockwith from outside the canal has increased markedly and already exceeds that forecast (see table below).
- 3.8.27 The figures show that the extension of the canal from Shireoaks to Kiveton Park appears to have resulted in a marked increase in visiting boats. These appear to have stabilised at around 1250 to 1350 Boat Movements per Year (BMY).
- 3.8.28 It is anticipated that continued restoration and extension of the Chesterfield Canal will result in a further increase in visiting boat numbers and, in consequence, in

increased visiting boat spend. This assumption can only be valid if adequate facilities exist for visiting boaters.

Year (Jan to Dec)	Number of Lock Pennings	Notes
2002	442	Figures for 1990-2001 "similar"
2003	1,132	Extension to Kiveton Park Opens, Spring 2003
2004	1,302	
2005	1,241	
2006	1,198	
2007	1,284	
2008	1,389	

Local Private Boats

- 3.8.29 Locally-owned boats are important for non-cruising as well as cruising days as they generate local demand for services and maintenance even when not cruising. Short break and weekend "bolt-hole" visits and days out add to the boater demand.
- 3.8.30 At the time of the Gibb Study in 2001 the number of locally-owned boats on the Chesterfield Canal stood at 155; this has since risen to over 200. The Gibb report suggested that completion of the restoration back to Chesterfield would add a minimum of a further 21 boats. This now appears to be an underestimate and a higher figure closer to that suggested for the completion of the Rother Valley Link (193 boats) now appears more probable. The estimates below, however, continue to use the lower figure for consistency.

Hire Boats

- 3.8.31 Hire boats usually provide users with their first taste of boating. The Canal Partnership has a particular desire to develop affordable hire boating as well as encouraging the growth of conventional hire boat companies.
- 3.8.32 The number of hire boats currently on the Chesterfield Canal is low with only three boats operated by one company out of West Stockwith. Efforts have been made to attract other hire boat companies to the canal and, while several have expressed strong interest in expanding to the area, they have been unable to contemplate doing so in the absence of suitable marina sites for the development of operations.
- 3.8.33 The restoration of the canal from Killamarsh to Kiveton Park offers the opportunity to develop marinas at Nethermoor Lake and at Kiveton Waters. Both have potential as hire boat bases.
- 3.8.34 The Gibb study suggests that the full restoration of the Chesterfield Canal will support around 22 hire boats (19 more than at present). This is also probably an underestimate. It should be noted that the development of hire fleets is much more dependent upon adjacent facilities, amenities, attractions and entertainments (what may be thought of as the overall "attractiveness" of the waterway to a prospective holiday maker) than to private boat owners (who with more time are more willing to explore off-beat sections of the network). Creating a tourism network around the

canal and building “destination partnerships” (and here the growth of the YES project is especially relevant) is therefore a priority of the restoration programme.

Trip or Excursion Boats

- 3.8.35 When the Gibb report was produced the Chesterfield Canal Trust operated only one trip boat on the Chesterfield Canal. Today the Trust runs two trip boats and has a third, historic, former working boat which is used for education purposes. The trip boats operate every weekend and many summer weekdays from Chesterfield and Retford. The learning boat operates from Shireoaks. The trip boats operate near capacity and there is scope for additional trip and excursion boat activity. Currently under discussion is a restaurant boat and self-drive day boat hire.
- 3.8.36 Note that the economic benefits for these boats are NOT factored into the Gibb Study. Separate calculations have been made using the Gibb methodology and the results are appended below.

Economic Benefits from Navigation Activity

- 3.8.37 Evidence for the spend of those participating in boating varies greatly depending upon location and whether the boats are hired or owned. The daily spend of each person on a private boat is between £9.50 (BW 2008) and £11.00 (GHK 2004). The majority of private boats have crews of two (the “grown children” or “retirement” effect) giving a per day per boat spend in the local economy of between £19 & £22.
- 3.8.38 Hire boats tend to have higher per person spends of between £14.99 (Gibb 2001) and £38.00 (GHK 2004) per person per day. They also tend to have an average occupancy of four people per boat. This gives a per-day per-boat spend in the local economy of between £59.96 and £152.00. The higher spend is due to hire boaters being on short-term holiday and thus using local pubs, cafes and restaurants to a greater extent.
- 3.8.39 The resultant potential benefits from navigation activity according to Gibb (2001) are itemised below. Alongside these figures are recalculations based on evidence to date of boat number increases. It will be noted that these figures are probably an underestimate (for the reasons noted above) and that no correction for inflation has been undertaken so as to enable direct comparison.

Boat Types	Gibb Model (2001)	Revised Model based on proven rise in boat numbers to 2009
Sub-group	Expenditure	Expenditure
Visiting Private Boats	£69,264	£140,000
Local Private Boats	£143,861	£200,000
Hire Boats	£465,207	£500,000
Trip Boats	£0	£80,000
Gross Expenditure	£678,331	£920,000

Moorings and Marinas

National Forecast Demand for Moorings

- 3.8.40 Evidence from British Waterways and independent business consultants Ecotec shows that demand for boat moorings of all kinds is high and that increasing boat numbers are continuing to exert pressure on the market. A summary of current demand, and predictions of future demand, are given in the *Inland Marina Investment Guide* (British Waterways 2007). In summary:
- The number of boats on British Waterways' network has grown at an average rate of 1.7% per annum since 1992, and at 2.4% per annum since 2000, driven by demographic change and the increasing popularity of canal boating.
 - The majority of boaters prefer offline marina type moorings which command a price premium over other mooring types.
 - Most marinas are now full and have long waiting lists but many are unable to expand the number of moorings they provide due to space constraints.
 - Demand forecasts point to the need for around 5,300 additional marina berths by 2010 and around 8,400 berths by 2015.
- 3.8.41 The rise in popularity of canal boating is consistent with strong growth in the wider UK leisure marine market, currently growing at 6-8% per annum and taking an increasing share of overall leisure spend.
- 3.8.42 Forecast demand in the East Midlands and Yorkshire areas of British Waterways is especially strong as these areas have a legacy of under-provision. The transformation of the regions' waterways from industrial ditches to linear green-spaces has been paralleled by a marked rise in water-based activity and consequently demand for moorings.

Current Demand on the Chesterfield Canal

- 3.8.43 There are five key mooring sites with multiple occupancy on the Chesterfield Canal at present:-
- West Stockwith Basin and Linear Moorings: Off and on line moorings controlled by British Waterways approximately 80 spaces. Waiting list.
 - Retford and Worksop Boat-club at Clayworth: On-line moorings controlled by Boat Club, approximately 60 moorings. Waiting list.
 - Retford Mariners Boat-club moorings at Retford: On-line moorings controlled by Boat Club, approximately 20 moorings. (no information available on occupancy).
 - Forest Locks: On-line moorings controlled by British Waterways, approximately 20 moorings. Waiting list.
 - Shireoaks Marina: Off-line moorings controlled by British Waterways, approximately 80 moorings. Waiting list.
- 3.8.44 In addition there are small (2 to 5 boat) on line moorings at Misterton, Hayton, Retford, Ranby and Shireoaks. The total number of moorings on the canal is, therefore, around 280 to 300 berths. These sites are either physically-restricted or

are in locations where planning permission for extension is unlikely to be granted. In consequence none of these sites are considered likely to expand in the near future.

Proposed Development

- 3.8.45 Marinas are the location where most water-based economic activity takes place – they are the location for boat yards, boat builders, fitters and painters, they are the bases for boat hire companies and where boaters will provision their boat. Provision of adequate marina space is therefore essential to capturing economic benefit from the restoration of a waterway. Where these facilities have not been provided from the outset (e.g. Huddersfield Narrow Canal), economic growth has been slower than where they have (e.g. Kennet & Avon Canal).
- 3.8.46 British Waterways (2007) suggests that the success of a marina development depends upon proximity to an urban area, attractiveness of the waterway and the connectedness of the waterway. In the case of the restored Chesterfield Canal:-
- 3.8.47 **Proximity to an urban area:** Chesterfield, Sheffield, Rotherham and Doncaster are all within 30 minutes drive (or less) and Nottingham and Derby are within an hour of the western end of the waterway. This provides a very large potential catchment for boat owners.
- 3.8.48 **Attractiveness of the waterway** (important for those wishing to use their boats or short breaks or weekend cruising): The Chesterfield is being strongly promoted by the Partnership and is increasingly recognised as a waterway of great charm (c.f. Nicholson's Guide 2004) and has been much praised for its qualities in magazine and web articles.
- 3.8.49 **Connectedness of the waterway** (i.e. a user's ease of access to the rest of the waterway network): As planned, the restored Chesterfield Canal will be connected to the main network at West Stockwith, with access to both the southern and northern networks via the River Trent. While this is not ideal the evidence of long waiting lists at all mooring sites along the waterway suggests that connectedness is a less important factor to potential users than ease of access and attractiveness of "home" location. In the longer term there is the potential for the western end of the canal to be connected to Rotherham and Sheffield and the northern network via the proposed Rother Valley Link.

Impact of Planned Development during and following Restoration

- 3.8.50 Mooring and marina development proposed on the Chesterfield Canal during restoration include:
- 3.8.51 **Chesterfield Waterside:** Short-term moorings only in terminal basin (48 hour) and longer-term moorings in new cut, approximately 30 boats (Chesterfield Borough Council)
- 3.8.52 **Staveley Town Basin:** Short term overnight moorings (24 / 48 hours) for five boats plus-long term moorings for approximately 20 boats. To be run by the Chesterfield Canal Partnership.
- 3.8.53 **Nethermoor Lake:** Short-term overnight moorings (24 / 48 hours) for ten boats plus long-term moorings for approximately 100 boats (with scope for up to 200 more in the future as the Rother Valley Link is opened).

- 3.8.54 **Kiveton Waters:** Short-term overnight moorings (24 / 48 hours) for ten boats plus long-term moorings for approximately 150 boats. To be run by British Waterways.
- 3.8.55 Based on fulfilment of these proposals, this would give the following approximate totals:
- 50-60 boat places in Chesterfield Borough Council area
 - 260 boat places in Rotherham Metropolitan Borough Council area
 - 300 boat places (already existing) in Bassetlaw District Council area
- 3.8.56 The benefits of marina development will, therefore, be spread along the waterway with the considerable majority of **new** development taking place in Rotherham.
- 3.8.57 The benefits of mooring provision were not examined in detail in the Gibb study. It is now apparent that moorings and marinas are a major potential source of revenue. The average value of a mooring on a comparable “dead end” waterway is between £1500 and £2000 per year (depending upon length of boat and type of facilities provided). Using the lower bracketing figure yields incomes of around £390,000 per year in Rotherham and £90,000 per year in Chesterfield. Further income will then come from the sale of goods and services at these locations.
- 3.8.58 Since the majority of visitors to the waterways will be on the bank not on a boat, there is scope for the provision of non-boating facilities at marinas such as cafés or restaurants – developments which are common elsewhere but which, until now, have been absent on the Chesterfield Canal.
- 3.8.59 Given the above, it is suggested that there is a sound economic case for the development of marina facilities in conjunction with the canal restoration.

Canoeing & Rowing (paddle-sports or un-powered boating)

- 3.8.60 Canoeing is one of the fastest growing water-sports. The participant base has a youthful profile (in contrast with that of narrow boaters) and offers a healthy and relatively low-cost means of experiencing the waterways at first hand.
- 3.8.61 The British Canoe Union is especially active in promoting improved access to canals and rivers. The BCU has agreements in place to use both British Waterways waters and, locally, with Derbyshire County Council to use the currently-isolated section of the Chesterfield Canal from Chesterfield to Staveley. We have no data on canoeing on the BW section of the canal but on the DCC-owned section upwards of 500 visits per year are currently made and there is considerable under utilised capacity available to grow this number in future.
- 3.8.62 There is little available data on the local economic benefits of canoeing and rowing. The Inland Waterways Day Visitor Survey (BW 2008) recorded that per-day each person participating in un-powered boating spends approximately £3.46 in the local economy. The overall impact appears to be broadly comparable with that for walkers (£3.37 per-visitor per-day). As with walkers, greatly increased benefits can be derived from persuading day visitors to prolong their visit (for example by visiting other attractions or by eating out) or to stay overnight.

- 3.8.63 Marinas may also play a role in the development of un-powered boating through the provision of secure car and trailer parking, slipways and changing facilities.
- 3.8.64 Restoration offers the opportunity to expand the offer made to canoeists and rowers and increase the revenues generated. The Gibb model did not specifically identify paddle-sports as a separate revenue generator. In the summary we have estimated the impact of restoration on paddle-sports as greatly increasing the number of visits (largely based on the provision of facilities adjacent to the water not simply on the presence of the water). Assuming around 2000 visits per year yields an annual spend in the local economy of £6920. This is in addition to the values given by Gibb.

Angling

- 3.8.65 Angling is one of the largest mass participation sports in the UK. The restoration of the canal would extend potential angling waters.
- 3.8.66 The resultant potential income from angling on the Killamarsh to Kiveton Park section is circa £12,000 per annum and takes into account displacement from the existing fishing ponds and the creation of replacement fishing waters.
- 3.8.67 In addition each angler will spend around £4.05 per day in the local economy and this is included in the Gibb model for general visitor spend.

Walking & Cycling

- 3.8.68 Both walking and cycling make use of the Canal Towpath. Walking is the single largest recreational activity in the UK. It is also the simplest means of connecting communities and supporting the growth of sustainable communities.
- 3.8.69 National evidence shows that provision of good quality off-road walking and cycling routes can make significant contributions to reducing local car use and can contribute to the reduction of anti-social behaviour through ensuring greater use of public spaces and areas. As is noted below, footpaths and cycleways also have financially measurable effects on health and well-being.
- 3.8.70 On the Chesterfield Canal automatic counters at Tapton Lock on the towpath and at Renishaw on the Cuckoo Way (on the line of the towpath) show that around 25,000 cyclists and around 35,000 pedestrians per year use the route at present. Surveys show that around 30% of these journeys are being made for commuting or work-related purposes. Numbers have steadily risen as the network of linking foot and cycleways has been extended.
- 3.8.71 The latest extension is the Killamarsh Greenway opened in 2007. The Greenway is a new cycleway and footpath along the line of the yet-to-be restored canal with spurs to shops and schools. The greenway offers off-road traffic-free connections between housing, shops, library, leisure centre and schools. It is already heavily used and is a positive means of preparing the village for the return of the waterway.
- 3.8.72 The potential linkages of a fully-restored canal are shown in the map below. This shows how the Canal forms a crucial west-east link in the foot- and cycleway network and offers tremendous development potential.

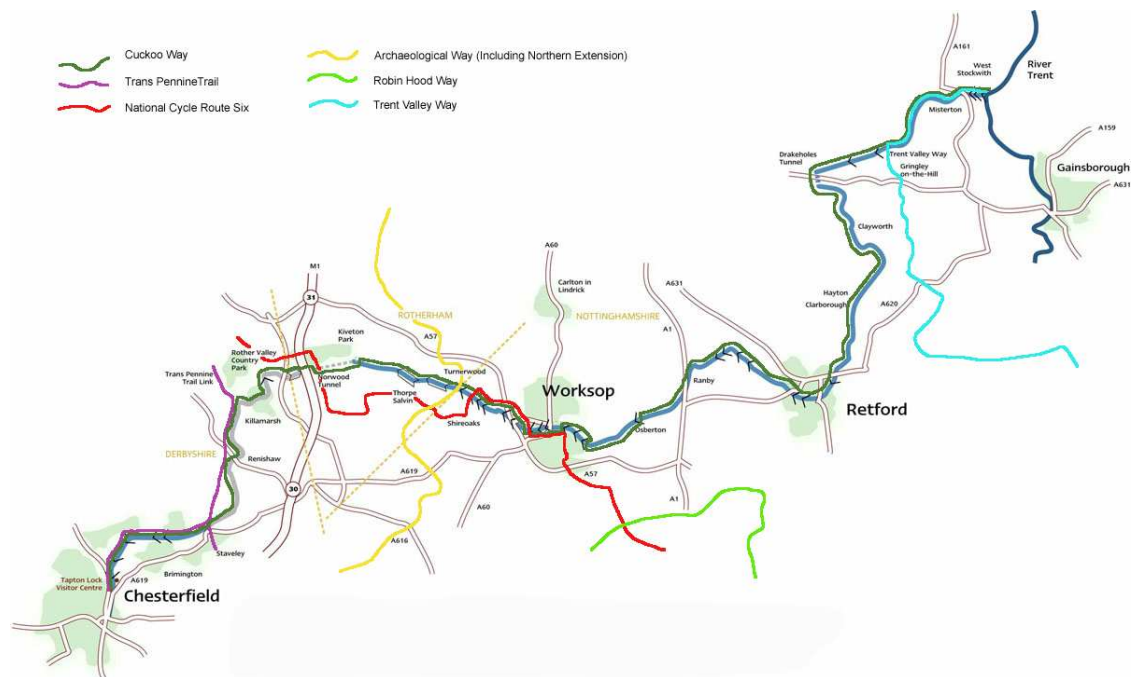


Figure 3.2 The Chesterfield Canal and the main sub-regional trail network.

3.8.73 Nationally, the amount spent by each visitor each day was investigated by the Inland Waterways Day Visitor Survey (BW 2008). This indicated the following levels of spend per person per day for different towpath activities:

Cycling	£4.40
Dog Walking	£6.05
Walking / rambling	£3.37
Running / jogging	£2.91
Casual (sat or stood watching)	£3.15
Other	£4.07

3.8.74 Where the towpath was being used as part of an trip to get somewhere or to undertake a visitor to a heritage, museum or leisure site the values were higher at £10.52 and £9.79. Jacobs suggest a figure of £5.57 per visitor per day for towpath users as an appropriate reflection of local spend based on the recorded proportions of different user groups.

3.8.75 The current use levels of the Cuckoo Way exceed the predictions used in the Gibb study and therefore the values for visitor spend in that study – although used here for consistency - are probably an underestimate (see Ecotec 2007).

Horse Riding

3.8.76 Horse riding is a growing leisure activity and one which generates significant turnover. Supporting activities such as stabling, riding schools and tack shops are

noted to especially benefit urban fringe locations or rural locations with good road access to major urban centres.

- 3.8.77 Towpaths are not well-suited to development as bridle ways as they were not designed for ridden horses. In consequence headroom and passing space is limited and there are considerable obstacles for ridden horses. Further the narrowness of the towpath causes conflict with other possible users. As a result, British Waterways is not encouraging the use of towpaths for horse riding.
- 3.8.78 Similar restrictions apply to the development of the Chesterfield Canal towpath. Where horse riding has been introduced (for example on sections near Staveley), it has been accomplished by the creation of a separate parallel bridleway path.
- 3.8.79 The restoration of the Killamarsh to Kiveton Park section of the Chesterfield Canal offers few opportunities for the improvement of Bridleway routes beyond those already recognised in the RMBC and DCC Rights of Way Improvement Plans and Greenway Plans. The proposed improvements, although small, will greatly increase the connectivity of the bridleway network. Whilst each improvement considered individually will have limited economic benefit – the overall effect is marked.
- 3.8.80 In this context it has not proved possible to separate out the exact financial benefit of these bridleway improvements and hence they are not included in the overall benefit figures given here. Notwithstanding, it should be noted that the restoration of the canal will develop and assist equestrian activities with consequent local economic benefit.

3.9 Employment

- 3.9.1 Many studies (e.g. Ecotect 2007, Jacobs 2009) have demonstrated that canal restoration generates employment in three ways:
- Construction Jobs
 - Direct Jobs
 - Indirect Jobs
- 3.9.2 **Construction Jobs** are those jobs created as a result of the reconstruction of the canal. They include all activities which support construction such as civil engineering design, construction management, supply of materials and equipment, as well as those directly involved in on-site work.
- 3.9.3 The number of construction jobs created is related to the amount of inward investment. AINA (2003) estimated that £50,000 to £60,000 supported one person-year of employment. Jacobs (2008) recorded that on the Leeds Waterfront regeneration between £55,000 and £80,000 of investment created one person-year's work while on the Union Canal in Scotland the figures were £55,000-£65,000. Jacobs reached the conclusion that a figure of £55,000 supports one person-year of employment where the work was largely restoration of existing structures and a figure of £80,000 supports one person-year where the works was new construction on a brown or greenfield site.

- 3.9.4 On the Chesterfield Canal the Gibb study (2001) used a figure of £65,000 which is within the Jacobs bracket. The Gibb study suggested that the construction phase of restoration of the original canal line would generate approximately 1789 person-year-equivalent temporary construction jobs.
- 3.9.5 The eventual total number of construction jobs generated will depend upon the engineering solutions adopted and the total budget committed. It is likely that the eventual number of construction jobs will be higher than the Gibb model.
- 3.9.6 **Direct Jobs** are those created by activities on the canal itself. They would include canal maintenance and management, marina operation, boat yards, boat hire, and any waterbased economic activities.
- 3.9.7 **Indirect Jobs** are those created in the wider economy by the presence of the canal and the additional footfall which it can bring. They would include shop staff, café, restaurant and pub staff, boat builders and any land-based tourism activities in the wider area.
- 3.9.8 As Jacobs (2009) noted all jobs created are a by-product of business creation – however, job creation is a significantly easier total to measure and for which there is a body of data.
- 3.9.9 On the Chesterfield Canal the Gibb study suggested that full restoration will significantly expand the tourism and leisure economy and will generate new business opportunities associated with waterside locations.
- 3.9.10 The Gibb study (2001) indicated that full restoration and development of the original canal line alone would support a total of around 1163 long-term sustainable full-time equivalent jobs (and with the addition of the Rother Valley Link the total would rise to around 1329).

3.10 Learning, Training & Skills

- 3.10.1 Waterways offer striking and rich learning environments which have been widely promoted by government and industry bodies (Waterways for Tomorrow 2001; IWAC 2001; 2005; AINA 2005). Waterways offer opportunities to learn:-
- In a complex, rich environment with a diversity of built and natural heritage.
 - In an outdoor environment.
 - Through activity and action.
 - Through authentic experiences, encouraging curiosity and creativity.
 - About others through interaction and co-operation.
 - Through participation in work.
- 3.10.2 As a result waterways now support a wide range of projects offering learning, training and skills for all ages. These provide a strong body of evidence on the effectiveness of learning in the waterway environment. The out-of-classroom approach is also now recognised to be an essential adjunct to schools based learning by the Government and is supported through the **Council for Learning Outside the Classroom** (<http://www.lotc.org.uk/>).

3.10.3 The Council has presented coherent evidence that well-planned learning outside the classroom can:-

- Improve academic achievement.
- Provide a bridge to higher order learning.
- Develop skills and independence in a widening range of environments.
- Make learning more engaging and relevant to young people.
- Develop active citizens and stewards of the environment.
- Nurture creativity.
- Provide opportunities for informal learning through play.
- Reduce behaviour problems and improve attendance.
- Stimulate, inspire and improve motivation.
- Develop the ability to deal with uncertainty.
- Provide challenge and the opportunity to take acceptable levels of risk.
- Improve young people's attitudes to learning.
- Build local communities and support community cohesion.

(Council for Learning Outside the Classroom 2005 "Manifesto for Learning Outside the Classroom").

3.10.4 Evidence from projects working with children demonstrates that waterways can provide strong educational and behavioural benefits through purposeful outdoor activity. For example, fieldwork positively reinforces the link between affective and cognitive learning, outdoor activities improve student's personal efficiency and mixing with people in an informal setting improves exposure to a range of cultures, talents and interests as well as improving social skills through participation and interaction. There is also evidence that outdoor education contributes to children's creative development and ability to cope in a variety of real-life situations. Overall, there is strong evidence of both short-term and long-term positive effects. These benefits are most marked for children from low-income or disadvantaged backgrounds.

3.10.5 Projects working with young people, "disaffected youth" and young offenders report similar benefits as well as marked success in reaching "hard to reach" individuals, reducing rates of substance abuse, re-offending and anti-social behaviour. (cf. the Swinton Lock Project and the Sobriety Project) British Waterways (2008) note that 68% of the top 10% of the most deprived communities in England live within 5km of a waterway, increasing the potential to maximise these benefits.

3.10.6 The diversity of the waterways' environment provides a rich vein of training opportunities for countryside and heritage skills. Several projects working with volunteers, those seeking to change careers and those seeking employment, have demonstrated that the waterways enable participants to gain transferable practical skills through participation in the work of maintaining and managing the waterways' infrastructure. (cf. Monmouthshire & Brecon Canal "14 Locks Project" and the Cotswolds Heritage Academy).

-
- 3.10.7 All canal restoration projects have had strong learning, training and skills elements. The British Waterways conservation management plans for the Montgomery, Cotswolds and Droitwich canals place great emphasis on the development of the education and learning potential of these waterways in collaboration with a wide range of partners drawn from all educational levels.
- 3.10.8 Waterways now support a wide range of projects offering learning, training and skills for all ages. Some examples of waterways best practice include:-
- 3.10.9 **Wild Over Water:** Funded by a partnership of British Waterways, Environment Agency, the Waterways Trust and the Inland Waterways Association, WOW is a national initiative to enthuse, involve and inspire children and young people about Britain's waterways. The focus of WOW is upon primary learning (and contains some strong embedded safety messages). WOW's web site has been approved by the National Grid for Learning (NGFL) which is the government's portal for learning resources on the internet. British Waterways estimated that 27,000 to 28,000 students will benefit from the WOW curriculum for Key Stage2 in 2008-2009.
- 3.10.10 **Droitwich Canal Restoration:** The project has a fully integrated education programme commencing with short-term education programmes during reconstruction of the waterway. These form the basis of long-term education provision for local schools and colleges once the waterway is operational. Learning opportunities are built into the scheme from the outset with structures and landscape being tailored to provide safe access for children and young people.
- 3.10.11 **Swinton Lock Project:** The project runs from the former BW offices at Swinton Lock. It provides a range of activities based on and around the South Yorkshire Navigation for disaffected children and children with behavioural issues. It has a very successful record in re-engaging young people in education often via alternative, practical, pathways.
- 3.10.12 **Monmouthshire & Brecon Canal "14 Locks Project":** Funded by local authorities, the Welsh Assembly and the European Union, the partial restoration of the "14 Locks" on the Crumlin Arm of the Monmouthshire & Brecon Canal has led to the creation of a rolling programme of work experience projects which offer training to long-term unemployed and entry-to-employment trainees in construction and heritage skills.
- 3.10.13 Estimating the economic value of the learning and training opportunities provided by the restoration of a canal is difficult (Jacobs 2009) and that the data is not currently available to quantify education benefits. Nevertheless, the literature does present evidence for qualitative educational and behavioural benefits.
- The Chesterfield Canal
- 3.10.14 The Chesterfield Canal is an historically-significant and ecologically-important canal with a wealth of built, cultural and natural heritage features. These are at present poorly interpreted relative to other waterways.
- 3.10.15 The restoration of the Chesterfield Canal provides a major opportunity to develop a coherent suite of learning provision:-

- 3.10.16 **Element One: Working with Schools:** Participants will use the canal environment and the immediate surrounding landscape (which varies from ancient woodland to intensively cultivated farmland) to learn about history, geology, the value of wetland habitats, the forces which control biodiversity and the importance of green corridors for migration and dispersal. The restoration will design-in “learning places” along the canal. The places provide learning resources which engage with the learning materials in a risk-assessed and controlled environment. The initial focus will be to work with schools to develop a suite of learning materials tailored to the major threads of the National Curriculum at Level 2.
- 3.10.17 **Element Two: Working with Disaffected Young People:** The initial focus here will be to work with schools and the local integrated youth services to develop learning projects and materials suited to “hard-to-reach” or disaffected children and young people. Proposed activity clusters include landscape and vegetation management, heritage construction, boat handling and maintenance and working with people. Programmes will be tailored to individual needs. This element will explore alternative curriculum and qualification provision. There will be some linkage to element three but the focus will be on re-engagement with the intention that there may be progression to element three in due course.
- 3.10.18 **Element Three: Entry to Employment & Return to Employment Training:** The restoration of the Chesterfield Canal requires a range of practical skills in heritage construction and landscape management which are highly transferable to the wider economy. The Partnership is working with local Colleges, Groundwork, Touchground and Bolsover Woodland Management to build training capacity and develop new community-based projects. These will be integral to the delivery of the project.
- 3.10.19 **Element Four: Volunteer Capacity Building:** The restoration will require volunteer input. To increase the capacity of the third sector (and to provide recognised transferable qualifications) a new initiative in heritage skills is under development. The **Inland Waterways Initiative for Skills (I-WIS)** is supported by British Waterways, The Environment Agency, The Waterways Trust, the Inland Waterways Advisory Council, the Association of Inland Navigation Authorities, the Inland Waterways Association, the Waterway Recovery Group and the principal English and Welsh canal societies and organisations.
- 3.10.15 I-WIS aims to provide a coherent framework for volunteer training in all aspects of the maintenance, restoration, construction, management, interpretation and presentation of Inland Waterways. Courses will be accredited through City & Guilds and are based on National Occupation Standards for each skill set involved. In consequence the course structures and qualifications can also be used with **Entry to Employment & Return to Employment Trainees**. Programme development is well advanced and the scheme will be launched in April 2010 with two pilot projects – **The northern pilot will be on the Chesterfield Canal.**
- 3.10.16 The suite of learning provision will be complemented by learning places – these can take the form of buildings (Hollingwood Lock House), lengths of canal (Norwood Flight) or moveable venues (the Learning Boat). These will be developed – or designed in - as the canal is restored. Under development at present are:-

- 3.10.17 **Hollingwood Lock House:** Conversion and extension of the lock keeper's cottage to form a community and learning hub. Although not on the length of the canal yet to be restored, it will provide a base to develop materials and courses. Especially relevant to I-WIS.
- 3.10.18 **The Learning Boat:** This is an ex-British Waterways work boat converted to a floating learning resource. It is not a floating classroom but takes materials and resources to village and town wharves where children can engage with the history of the Chesterfield Canal. The boat was transferred to the Chesterfield Canal Trust in the summer of 2009 and is currently undergoing restoration and conversion.
- 3.10.19 Separate from, but fully complementary to, the Learning Boat is the Chesterfield Canal Trust's **New Dawn Project** to build a replica wooden "Cuckoo Boat". The Cuckoos were horse drawn boats of a unique design which harked back to the earliest days of the waterways and, although they continued in use up to the 1950's, none survived to be preserved. The Cuckoo project is building a replica, based on measurements of Narrowboat "Dawn" recorded before she was scrapped, under the guidance of a worker from the last yard to build and maintain these boats (see <http://www.chesterfield-canal-trust.org.uk/newdawn.shtml>). The *New Dawn*, although traditionally horse drawn, could be towed by the Learning Boat and together, when completed, they could offer further enhanced learning opportunities.
- 3.10.20 **Kiveton Waters and Kiveton Community Woodland:** Opportunities exist to work with the Forestry Commission to develop an integrated learning package for the site.
- 3.10.21 In the longer term we envisage interpretation and on-site facilities to enable the Norwood Flight, the Killamarsh Village Flight, Nethermoor Lake and the wetland next to Norwood Industrial estate to be used as learning resources.
- 3.10.22 Education is central to the promotion and realisation of the full range of benefits provided by inland waterways. Education contributes towards local indicators of community well-being and will encourage stronger and more cohesive communities. The evidence of Willingness to Pay values suggests that the more knowledgeable and informed the public are about the waterways, the more willing they are to use, enjoy, participate, protect and pay for inland waterways.

3.11 Health & Well-Being

- 3.11.1 The health and well-being challenges posed by poor diets and sedentary lifestyles has been widely recognised in government policy. Canals offer an environment for healthy activity and thus can contribute to many different facets of health and well-being policy.
- 3.11.2 Towpath surveys found an average 62% of respondents indicated that the presence of a canal increased the amount of physical activity that they regularly undertake (by providing an interesting and attractive environment for activity) (British Waterways 2008).
- 3.11.3 Bird (2004) estimates health benefits of recreation in terms of avoided costs to the NHS, work absence and early mortality at £310 per year per inactive person. GHK (2005) in examining the proposed Bedford & Milton Keynes Waterway suggested that if 25 % of potential waterways visitors were active this could generate around £0.64 million in benefit each year (i.e. savings to the local Primary Care Trust).
- 3.11.4 Peacock *et al* (2005) found that the addition of 3km of footpath generates £0.1 million to £1.0 million of avoided costs of physical inactivity to the economy based on 16% usage by local residents.
- 3.11.5 Healthy activity schemes in the outdoor environment can produce excellent results whilst reducing the costs of both primary and recuperative health care and are promoted by many NHS Primary Care Trusts. On the Wey & Arun Navigation, for example, a “Green Gym” scheme based around canal maintenance provides controlled, gentle, exercise for participants with a variety of different conditions from obesity to stroke recovery to mental illness. The participants also report deriving satisfaction and benefit from working on a project which produces tangible results in their local community.
- 3.11.6 Volunteers engaged in waterways’ work undertake similar ranges of tasks to those seen in the Green Gym studies and, unsurprisingly, report similar health benefits. Volunteering has the potential to improve the health and well-being of participants in the medium-to longer-term and is a further factor to support its promotion.
- 3.11.7 Further, Bird (2004) concluded that contact with nature generally can improve behaviour and self-discipline, enhance emotional development, reduce crime and aggression and improve community integration.
- 3.11.8 The Forestry Commission’s “Offenders and Nature” programme supports this view. More than 1,000 offenders have been involved in forest conservation as part of a custodial sentence. Evidence shows a reduced risk of re-offending arguably “by equipping offenders with life and work skills and improving health and well-being”.
- 3.11.9 Both the East Midlands and South Yorkshire have poor community health indices and this is being addressed through regional and local health policy. The restoration of the Chesterfield Canal can create venues and activities to support health promotion programmes and clearly has a role in improving community health and well-being. Benefits will be derived from:
- 3.11.10 **Targeted Healthy Living Programmes:** The Derbyshire County Council / Chesterfield Borough Council funded *Chesterfield Walk this Way Project* has

already demonstrated that the restored canal towpath provides a well-surfaced, gently-graded, traffic-free, welcoming and safe environment in which to take controlled, graduated, exercise. Community groups which have benefited include the elderly, post-coronary care groups and others with identified health needs.

- 3.11.11 **Spin-off from Volunteer Activity:** Those participating in volunteering will gain from physical and mental activity, interaction and socialisation.
- 3.11.12 **Use of the Towpath as a Sustainable Transport Route:** Commuting by walking and cycling has obvious health benefits. The Killamarsh Greenway has already demonstrated the value of the canal towpath as a community route and is encouraging modal shift in the village.
- 3.11.13 **Informal Leisure Activity:** The entire range of informal leisure activities and pursuits envisaged for the Chesterfield Canal including walking, fishing, cycling, canoeing, boating, painting, photography, enjoying the countryside and observing wildlife all have measurable health and well-being benefits.
- 3.11.14 **Recreation & Sport:** Formal organised sporting events will be rare on the Chesterfield Canal but when they do occur they will have obvious benefits and possible “knock-on” benefits in encouraging interest in sports in others.
- 3.11.15 The restoration project will encourage Multiple Outcome Projects (MOPS) and Partnerships: The Canal Partnership recognises that there are wider issues beyond the waterway to be addressed. For example, the use of the canal for Green Gym and Walking for Health schemes addresses the needs of Primary Care Trusts for greater access to healthy living activities while at the same time increasing volunteer engagement and delivering improved maintenance. Planning to deliver multiple outcomes is integral to the CCP approach.
- 3.11.16 The Gibb study (2001) did not examine the specific economic impacts of the health benefits of canal restoration although studies on other waterways suggest these could be significant. However, an approximation of financial benefit per year can be made using the formula in Peacock *et al* (2005) which is based on towpath length and surrounding population (below). While a first estimate, these indicate the scale of health benefits (as potential savings to the NHS) which may be expected from the restoration of the Chesterfield Canal:

Restoration Division	Western: Staveley to Killamarsh	Eastern: Killamarsh to Kiveton Park
Towpath Length (miles)	6 miles	3 miles
Towpath Length (km)	9.65 km	4.83 km
Maximum Benefit	£3.2 million	£1.6 million
Minimum Benefit	£0.32 million	£0.16 million

3.12 Sustainable, Cohesive and Engaged Communities

3.12.1 Evidence shows that waterway restoration can produce social benefits through:

- place-making and place-shaping
- re-branding – the waterway becomes a focus for re-found pride in the community and community "ownership" of the local environment.
- creating recreational amenities which have noted "quality of life" improvement value for communities.
- providing safe, traffic-free route ways which enable communities divided by road expansion to be reconnected and new walking and cycling routes between communities and schools to be developed (Sustainable Transport).
- confidence building and encouraging inward investment through improving the local environment.
- providing a vehicle for learning, training and skills development especially when engaging with hard to reach groups.
- motivating volunteer and community engagement with the local environment.
- encouraging "ownership" and reducing anti-social behaviour
- developing community health and well-being.

3.12.2 These are all social benefits but all build upon the value of the built and natural heritage which makes waterways interesting places to visit and explore and ultimately drives the waterway economy. They are all elements of the suite of multiple outcome benefits termed "cross cutting" by Jacobs (2009). Each makes an important contribution to the value of the waterways package as a whole but individually they may not have a simple, identifiable, financial value.

Place Making and Shaping

3.12.3 The role of heritage in shaping how places are perceived and valued has been recognised in government heritage policy since 2000 (English Heritage 2000). This advocates promotion of the value of the local and unique as an antidote to "clone town" Britain.

3.12.4 A wider and more active definition of how heritage activities can help "shape places" and improve community cohesion was promoted by the Campaign to Protect Rural England, the National Trust and Heritage Link in a joint report - **Recharging the Power of Place: Valuing Local Significance** (CPRE, NT, & Heritage Link 2004). The report argues that the benefits of improved community cohesion include greater local pride, self-reliance, enterprise and a reduction in the incidence and cost of anti-social behaviour.

3.12.5 Although not discussed in the CPRE report, the rescuing of derelict waterways provides text book example of how heritage can provide a focus for community activity and hence encourages community cohesion. It enables communities to feel connected with their heritage and environment and also promotes inter-generational contact (see for example Gibson 2002 or Lindley-Jones, 2002).

3.12.6 The restoration of the Chesterfield Canal will contribute a focus for place-shaping in North East Derbyshire and Rotherham. The project already has considerable local support as evidenced by attendance at local events.

Re-Branding: Changing External Perceptions of Place

3.12.7 Canal restoration and waterside development have played a key role in reshaping perceptions of industrial areas and former industrial towns and villages. Major urban developments such as Brindley Place, Birmingham and Paddington Basin, London, have changed the image of their neighbourhoods and this is reflected in increased property values, not just waterside, but also in the surrounding areas (see property, above).

3.12.8 The effect is not limited to major conurbations. Smaller communities, such as Slaithwaite, near Huddersfield, have also benefited from the return of an operational canal as the focus for the community (see property, above). Villages and rural areas have also been able to use the canal image as a way of re-branding or changing external perceptions of place.

3.12.9 The positive image projected by the presence of a canal is widely used in promotional and tourism literature and is widely perceived to play a role in encouraging both visitors and new residents.

3.12.10 Canal restoration, through improving the local environment, provides a tangible image of regeneration and promotes confidence-building leading to inward investment.

3.12.11 The promotional value of waterspaces has been recognised by several local authorities, for example:-

- Lincolnshire County Council supports the *Lincolnshire Waterways Partnership*. This aims to connect the scattered waterways network in the county to create a major tourist resource and change the image of Lincolnshire from “a land with drains to a land of waterways”.
- Leicestershire County Council is the main promoter of the *Ashby Canal Restoration* which is using the power of the waterways’ brand to pull tourists into an area formerly associated with coal mining.

3.12.12 The restoration the Chesterfield Canal offers a similar opportunity to reposition North East Derbyshire and South Rotherham. Indeed, over the last ten years the Chesterfield Canal Partnership and the Chesterfield Canal Trust have worked hard to change and challenge external perceptions of the canal and the area through which it runs.

3.12.13 There are positive signs that these external perceptions are changing, with a marked increase in positive specialist press exposure, reported increases in visitor numbers and also in the arrival of major external investment.

3.12.14 The goal is to increase usage of the waterway by all possible users. To that end The Chesterfield Canal Partnership and Chesterfield Canal Trust jointly-hosted the Inland Waterways Association Campaign Festival in May 2009 at Kiveton Park. Over 10,000 people from across the local area and across the UK attended.

Quality of Life

- 3.12.15 Canals offer recreational amenities which have noted “quality of life” improvement value for communities. Restored canals provide an improved quality of life for local residents by the introduction of a managed and accessible landscape feature; a “linear park” adding visual interest and providing opportunities for enjoyment, relaxation and healthy activity. This is reflected in the benefit indicators for health and well-being and economic development. The further restoration of the Chesterfield Canal will offer similar benefits.
- 3.12.16 The restored and existing sections of the Chesterfield Canal are now established and extremely valuable recreational facilities and amenities. It is the aim of the project to complete the restoration and create what will effectively be a 46-mile long, country water-park stretching from Chesterfield to the Trent. Once completed it will provide traffic-free access to the countryside for communities along its length and link together a wider network of recreational centres, parklands and route-ways (such as the Trans Pennine Trail and the Trent Valley Way) across three counties.

Sustainable Transport

- 3.12.17 Canal restoration expands and improves the foot- and cycle-path network. The benefits of such networks for both commuting and leisure activity are widely promoted (e.g. British Waterways / Countryside Agency 2004).
- 3.12.18 Canals provide very interesting easy-going, long-distance trails which link town and country and are well suited for development as “access for all” routes. They provide safe, traffic-free route-ways which enable communities divided by road expansion to be reconnected and new walking and cycling routes between communities and schools to be developed. Many lengths of canal towpath have already been upgraded and incorporated into the national footpath and cycleway networks.
- 3.12.19 The restoration of the Chesterfield Canal will create 14km of foot- and cycleway designed to be fully-accessible. As an access-for-all route, this will especially benefit families with young children, the elderly and those with disabilities. The health benefits of these improvements have been noted above, while the possible carbon savings resulting from a shift to sustainable transport is discussed below under “carbon savings”.

Learning and Skills

- 3.12.20 Canal restoration provides a vehicle for learning, training and skills development especially when engaging with hard-to-reach groups. This is discussed in detail above.

Volunteering

- 3.12.21 Volunteering is about community participation and engagement. The waterways are relatively poor at mobilising mass volunteering compared to organisations such as the National Trust. In response, British Waterways has announced a long-term strategy to move in the direction of the third sector.
- 3.12.22 Volunteering benefits both the volunteer (through increased activity, exercise, social interaction and training) and the organisation providing the volunteer programme

(through the labour contributed to the project's objectives). The benefits to the volunteer are hard to quantify, and are discussed further below, but those to the organising body are well known.

- 3.12.23 The Institute for Volunteering Research (2003) has developed a methodology to estimate the net value of volunteers based on the concept of "Volunteer Investment and Value Audit or VIVA". VIVA is a method of measuring "outputs" of volunteer programmes (the value of volunteers' time) in relation to the "inputs" (the resources used to support the volunteers). The VIVA ratio = total volunteer value divided by total volunteering investment.
- 3.12.24 The value of time donated by volunteers is dependent upon the type of work being undertaken. Most funding bodies recognise three grades of work (or variants thereof):-
- Unskilled: volunteers with only basic training such as health & safety, manual handling and tool talks who undertake routine tasks, usually manual.
 - Skilled: volunteers with recognised craft skills such as brick laying or stone carving or intellectual skills such as sufficient knowledge of the sites heritage to guide visitors around.
 - Professional: volunteers with professional qualifications, knowledge or experience which they are bringing to the project. Examples might include solicitors, accountants or civil engineers.
- 3.12.25 The value placed on this work varies according to the organisation involved. A table summarising the different organisations valuations of work donated per hour and per day (based on a 7½ hour day) is below. On most waterways projects the observed ratio of unskilled to skilled to professional varies from around 7:2:1 to 6:3:1. The rate recommended by Jacobs for waterways volunteering is based on that given in the right hand column.
- 3.12.26 The value of the volunteering activity to the individual volunteer (the "private benefit" to the actual volunteer) is not costed but includes increased physical and mental health (green gym), social cohesiveness and increased skills and capabilities (capacity) through training.

Work Grade or Labour Type	European Social Fund		Heritage Lottery Fund		Jacobs Recommendation (2009)	
	per hour	per day	per hour	per day	per hour	per day
Unskilled	£9.38	£70.35	£6.66	£50.00	£6.66	£50.00
Skilled	£13.13	£98.48	£20.00	£150.00	£20.00	£150.00
Professional	£16.76	£125.70	£46.66	£350.00	£46.66	£350.00

- 3.12.27 The Partnership sees the third sector as an influential and valued partner. The Partnership works closely with volunteers and voluntary organisations across the

region and is currently pioneering a new national training scheme (I-WIS) to improve its support of volunteer activity.

- 3.12.28 Restoration of the Chesterfield Canal has already resulted in increased volunteering and community participation. Activities include complex building and construction, vegetation management, foot- and cycle-path maintenance, interpretation, promotion and publicity. These and other projects have encouraged participation, capacity building and skill transfer with and within the voluntary sector.
- 3.12.29 Several different groups are involved which draw their volunteers from different demographic, socio-economic and geographical catchments:

Group	Sponsoring or Organising Body	Catchment for Majority of Volunteers
Volunteer Working Party	Chesterfield Canal Trust	North Derbyshire, South Yorkshire & North Nottinghamshire
IWA South Yorkshire	Inland Waterways Association	South Yorkshire, Sheffield
WRG North West	Waterway Recovery Group	Lancashire & Cheshire
WRG National Camp	Waterway Recovery Group	United Kingdom
3 Valleys Volunteers	Derbyshire County Council	North Derbyshire
Chesterfield Action for Access	Voluntary Action Chesterfield	Chesterfield
Renishaw Environmental Action Group	North East Derbyshire District Council & Parish Council	Renishaw & Eckington

- 3.12.30 The restoration programme offers the opportunity to grow the volunteer base and, through training, increase the capacity of the third sector in North Derbyshire, South Rotherham and surrounding areas. The Chesterfield Canal Trust, for example, has over a 1000 members of which 70 % of which live within twenty miles of the waterway.

Crime and Anti-Social Behaviour

- 3.12.31 Canal restoration and development has also been shown to reduce anti-social behaviour through creating more cohesive communities and providing focal points for interaction and activity.
- 3.12.32 Projects such as the **Swinton Lock Centre** and the **Sobriety Project** at Goole (the Sobriety is a Humber Sailing Barge) utilise the waterways as a vehicle for training and working with people with problems. Re-offending rates for young offenders and

offenders on probation who have been through these centres are lower than those for other centres. The work of these centres is supported by Local Education Authorities and Probation Services and has received national recognition as models of best practice (see IWAC 2009).

- 3.12.33 It is the intention of the Canal Partnership that they will be used as the model for similar developments the Chesterfield Canal.

Health and Well Being

- 3.12.34 Developing community health and well-being is another cross-cutting area and has already been discussed in detail in 3.11 above.

3.13 Cultural & Heritage

- 3.13.1 Canal restoration provides a means of preserving, protecting and enhancing the local built heritage. The experience of the Huddersfield Narrow Canal, the Rochdale Canal and the Kennet & Avon Canal suggests that restoration contributes to:-

- Heritage protection & management
- Protection and enhancement of landscape quality
- Sense of place (community engagement with place)
- Visual amenity
- Cultural value
- Community cohesion

- 3.13.2 Culture and heritage is one of the key drivers of tourism and thus contributes to the suite of multiple outcome benefits termed “cross cutting” by Jacobs (2009). It is not, therefore, always possible to isolate fiscal values for each benefit and for many there is only qualitative evidence.

Heritage Protection & Management

- 3.13.3 The benefits which arise from securing a future for the past and maintaining our national heritage are “non-use” values for welfare benefit. Across England and Wales this “non-use” value is estimated to be in the order of £250 million per year – of which at least half is made up of heritage elements. The benefits on the Chesterfield Canal will, of course, be only a minor proportion of this.
- 3.13.4 The Chesterfield Canal is a unique monument to the pioneering phase of the Canal Age and of the Industrial Revolution. It has a complex social and industrial history which has left a rich heritage of structures and monuments. At the same time its long peaceful decline and semi-abandonment has allowed it to develop a diverse range of semi-natural habitats containing a unique flora and fauna.
- 3.13.5 It is this combination of built heritage and natural environment which make the canal an attractive place to visit and an appealing location for recreation. In short, it is the historic and environmental features of the canal corridor which provide the magnet for boaters, visitors and tourists and which will ultimately create jobs and aid the

economic regeneration of the area. Protection and enhancement of this heritage value is a central goal of the restoration programme.

Protection and Enhancement of Landscape Quality and Visual Amenity

- 3.13.6 Waterways have been integral elements of the landscape for over 200 years. Their presence has strongly influenced the development of communities and the retention of the corridor as a functional element of landscape has great aesthetic and conservation value.
- 3.13.7 The Chesterfield Canal corridor has become fragmented in North Derbyshire and South Rotherham. The restoration programme would reinstate a single bold corridor on the ground. It would recreate the relationship and landscape which has been eroded by the draining and partial infilling of the corridor.
- 3.13.8 The restoration would also enhance the visual amenity of the communities along the route with consequential quality of life and property value benefits (see above).

Sense of Place (community engagement with place)

- 3.13.9 As noted above, telling the story of place has an important role in creating community cohesion and a sense of shared pride. Central to a sense of place is the heritage of a community.
- 3.13.10 The Restoration project will enable the Chesterfield Canal to again become a focal point for the communities along its length. (see above).

Cultural Value

- 3.13.11 Waterways have proved valuable cultural venues in other locations. The most conspicuous examples being in larger cities, although recently there have been a number of excellent culture trail developments in rural settings. The most striking is the “Water Rail Way” sculpture trail between Lincoln and Boston in Lincolnshire undertaken by the Lincolnshire Waterways Partnership.
- 3.13.12 The Chesterfield Canal from Chesterfield to Staveley has proved to be an excellent venue for community arts-based initiatives resulting in the installation of sculptures, ceramic mosaics and murals.
- 3.13.13 There is considerable scope to further extend these schemes. The goal is to give communities hands-on involvement in arts projects and thus develop “ownership”. Efforts to develop the “percent for arts” scheme in Chesterfield to enable appointment of a “waterway artist in residence” are underway and this will be built upon by the restoration.

Community Cohesion

- 3.13.14 A common heritage and a widespread appreciation of all the heritage strands within a community is an important element in creating strong and cohesive communities without barriers. The above themes will all contribute to this goal and will be promoted within each restoration length.

3.14 Environment & Biodiversity

- 3.14.1 Inland waterways make significant contributions to many key environmental issues including:
- Biodiversity (wildlife conservation and enhancement)
 - Protection and enhancement of Landscape Quality
 - Water Quality
 - Flood alleviation and management
 - Air Quality
 - Climate change adaptation and mitigation
 - Carbon savings
- 3.14.2 These contributions derive from the nature of waterway corridors which provide a diversity of terrestrial and aquatic habitats which have great connectivity across the landscape. For that reason waterways form an integral part of the “green infrastructure”. This is the network of multi-functional open spaces and natural assets and encompasses “Blue infrastructure and blue spaces” such as waterways.
- 3.14.3 As is noted in Figure 3.1, many of the aspects of the green infrastructure impact on the economy and society. These are cross cutting benefits which are embedded in many different areas. For example, many of the issues covered in this section have already been discussed in previous sections and hence will only be discussed here in brief.
- 3.14.4 The valuation of environmental benefits (non-use benefits) is a relatively new field and was not explored in the Gibb study (which focused on economic benefit). Where Jacobs (2009) makes recommendations as to the possible values which may be accorded to the aspects of environment and biodiversity listed above, this is followed here.
- Biodiversity (wildlife conservation and enhancement)
- 3.14.5 The impact of canal restoration upon biodiversity is varied and depends upon a wide range of factors. These are discussed further in Chapter 7. In some cases the reintroduction of navigation can have a negative effect on a complex habitat which has developed since the canal’s abandonment. In other cases the reintroduction of navigation secures the future for a man-made waterway which would have been completely lost due to infilling and overgrowth. The complexity of issues surrounding biodiversity and canal restoration have recently been subject to a study by IWAC endorsed by English Nature (IWAC 2008) and this is used as the key evidence base for decision making.
- 3.14.6 The impact of the reintroduction of navigation to the Chesterfield Canal is considered in detail in Chapter 7. Here it is sufficient to note that of the four miles awaiting restoration or reconstruction between Killamarsh and Kiveton Park, less than a half mile remains in water and this is shallowing and in danger of becoming over-grown. A further quarter of a mile retains some water after rain but is developing into a damp woodland scrub. The remainder of the route is either completely infilled or will require new construction through existing amenity

grassland, scrub woodland or agricultural fields. This will generate approximately three miles of new wetland habitat together with adjacent new hedge, woodland, tall grassland and short grassland habitats. The aquatic habitats in particular are a priority habitat as they have been much reduced in the last fifty years.

- 3.14.7 The studies undertaken (e.g. Halcrow 2005) indicate that, on balance, the reintroduction of the waterway will increase priority habitats and local biodiversity. These new habitats will benefit many priority species, such as water vole, which are under threat in the wider environment.
- 3.14.8 Further, the presence of a properly constituted “wet” corridor with adequate terrestrial buffer strips, which passes close to many different local nature reserves and sites of nature conservation interest, should act as a migration corridor for plants and animals in the face of predicted environmental change.

Protection and enhancement of Landscape Quality

- 3.14.9 Waterways have been integral elements of the landscape for over 200 years. They form both route ways and barriers and their presence has strongly influenced settlement, industrial location, agriculture and the distribution of habitats which governs local biodiversity.
- 3.14.10 The restoration of the Chesterfield Canal will protect and enhance the historic route and provide a new route which has comparable environmental benefits. This will contribute to the protection and enhancement of local landscape quality.

Water Quality, Water Management and Flood Alleviation

- 3.14.11 These are strongly related. The gradual introduction of the Water Framework Directive will profoundly alter the way in which all waterways, both natural and man-made, are managed in future. Canals are man-made waterways which suffer from having been used in the past as integral elements of the drainage system with consequent problems of silting and pollution. While it is not possible to undo 200 years’ of misuse overnight, there is a real opportunity to improve water quality in the inland waterways through bio-filtration of input waters and improved dredging regimes. Reduction of grey water discharge from boats (including phosphate-rich surfactants) will also improve quality.
- 3.14.12 The restoration offers opportunities to create an new waterway which works to improve the quality of water passing through it. It will do this by using reed bed filters on all inflow streams and drains and by creating extensive “reed shelves” along the main channel. These reed beds work to trap in-washed sediment, dissipate boat wash and hence reduce bank erosion and the re-suspension of deposited sediments.
- 3.14.13 The project will encourage hire companies based on the canal to use so called “eco-hull” designs which minimise wash and turbidity. Education projects (using the Royal Yachting Associations “Green-Blue Initiative” literature) will encourage boaters to cease grey water discharge.
- 3.14.14 Waterways also play a key role in intercepting run-off and storing water from extreme climatic events. The extent to which a waterway is integrated into a flood defence system depends upon location. Current predictions of climate change

mean that extreme rainfall events are likely to increase and with them flooding. Canals have the potential as regulated waters to play a key role in flood alleviation and management by storing greater amounts of water during a rainfall event and releasing it more slowly back into the river system.

- 3.14.15 To that end, the restoration of the Chesterfield Canal will incorporate the latest recommendations as to increased freeboard (the distance between normal water level and the point at which water overflows the banks) so as to increase storm-water retention capacity and thus reduce peak run-off.

Climate Change Adaptation and Mitigation

- 3.14.16 Waterways and waterway corridors play several roles in adapting to climate change and mitigating its worst effects:
- By their nature they are connected and form a national network. Their frequent proximity to nature conservation sites means they have the potential to provide avenues for plant and animal movement in response to environmental change.
 - The waterway corridor is itself a major linear nature reserve containing a diversity of aquatic and terrestrial habitats.
 - They provide opportunities for green leisure and tourism which generates minimal carbon footprint.

Carbon savings

- 3.14.17 “Waterways and towing paths play an important role in widening travel choices for cycling, walking, freight and public transport. The towing path network provides a motor-vehicle-free environment in which to travel to work, school or home, and 100 tonnes of carbon dioxide (CO₂) are saved per 1 kilometre of towing path upgraded” (TCPA 2009, 6-7).
- 3.14.18 The first stage in the delivery of the Killamarsh to Kiveton Park section has been the construction of the Killamarsh Greenway which, based on the above, already saves 300 tonnes of CO₂ per year. With restoration and the completion of a further 11 km of towpath, this will rise to annual savings of around 1400 tonnes per year for the restored section alone.

(c) Evidence of Capability & Standing

“The Panel saw that the Partnership in this scheme embraces all sections of society and gives empowerment to many. The relationship between the public and voluntary sector has been crucial and has shown the value and wealth of experience that the voluntary sector can bring to a project”

The Waterways Renaissance Awards – 2007 Winners, 2007, page 19 – the Chesterfield Canal Partnership.

3.15 Capability of the Canal Partnership to Deliver the Project

- 3.15.1 The Chesterfield Canal Partnership operates over the entire length of the Chesterfield Canal and is supported by all the local authorities along its length including Derbyshire County Council, North East Derbyshire District Council and Rotherham Metropolitan Borough Council.
- 3.15.2 The Chesterfield Canal Partnership was founded in 1995. More information on the origins, aims, strategy and operation of the Chesterfield Canal Partnership can be found at:
<http://www.chesterfield-canal-partnership.co.uk>
- 3.15.3 The Partnership is subject to periodic internal review by its partner bodies to ensure that it is working effectively, delivering results and is value for money.
- 3.15.4 The operation of the Chesterfield Canal Partnership was independently reviewed in the Joint Chesterfield Borough Council / North East Derbyshire District Council partnership review process in 2006. The Partnership was congratulated for significant achievements and rated excellent.
- 3.15.5 An independent panel commissioned by Derbyshire County Council undertook a detailed review in 2007-2008. They concluded the Partnership was highly effective (“punched above its weight”) and rated it excellent.
- 3.15.6 In all internal reviews the Partnership has been consistently commended for its innovative approaches to volunteer engagement and funding.

Track Record of Strategic Planning

- 3.15.7 **Strategic Development:** Originated and developed overarching strategy (20-20 Vision: A Strategy for the Restoration and Development of the Chesterfield Canal, revised 2006) and the more detailed strategies then required to implement this vision. These include a *Communications Strategy* (2004), detailed urban regeneration strategies (e.g. *Chesterfield Waterfront*, 2004; *Staveley Town Basin*, 2005; *Worksop & Manton Renaissance*, 2006; *Hollingwood Lock House Hub*, 2007; *Staveley Works Corridor Plan*, 2009) and a physical and intellectual *Access Strategy* (2005).
- 3.15.8 **Restoration Planning:** The Partnership has undertaken the *Next Navigation*

Project to produce an integrated design study for the restoration to navigation of the Chesterfield Canal between Staveley and Kiveton Park.

- 3.15.9 As part of the Next Navigation project, the Partnership commissioned engineering, heritage and environmental studies from established consultants to set out a detailed design of route and structures from Staveley to Killamarsh. Studies involved extensive interaction with local communities and landowners.
- 3.15.10 The Partnership commissioned, in conjunction with British Waterways, a major civil engineering firm to undertake an engineering feasibility study of the section from Killamarsh to Kiveton Park. This report built on that study.
- 3.15.11 The resultant design studies are reported in two sections: Next Navigation West: Staveley to Killamarsh and Next Navigation East: Killamarsh to Kiveton Park.
- 3.15.12 In parallel, an initial feasibility study was undertaken on our behalf by Sheffield Hallam University of the potential for the Rother Valley Link. This made recommendations which are actively being explored. In response, we have established in partnership with English Nature, the Environment Agency and the National Trust a “River Naturalisation and Marginal (riparian) Land Management Study” within the Rother catchment to provide proof of concept. The four year study is now underway and will inform future proposals for the Rother Valley Link.
- 3.15.13 **Fundraising & Grant Applications:** The Partnership has successfully sought external funding from various sources including the HLF and regional development agencies to fund both restoration programmes (HLF, ALSF, GOEM/ERDF) and restoration planning (EMDA, Yorkshire Forward). During the financial years 2007-09 the Partnership has generated upwards of £2.5 million in grant aid from SSP, RDA and European sources and actualised a further £1.5 million in match funding from multiple sources.

Track Record of Projects Created, Developed & Delivered by the Chesterfield Canal Partnership

- 3.15.14 The following projects indicate something of the range of activities which the Chesterfield Canal Partnership is currently engaged upon. Further information is given on the Partnership web site or on our partners’ web sites.
- 3.15.15 **Chesterfield Waterside (2005-Present):** The Partnership originated the *Chesterfield Waterside* concept and provided the initial design model which has survived, remarkably little-changed, into the delivery phases. The Partnership was instrumental in persuading the Council, Landowners and Developers of its viability.
- 3.15.16 Chesterfield Waterside is a major urban regeneration project which is using new waterspaces to provide the setting for a mixed-use development which will form a new creative quarter for the town. Working with a public-private partnership (Chesterfield Borough Council, Arnold Laver and Bolsterstone PLC), the project will bring a £310 million investment and create a very significant number of new jobs over the next eight to ten years. It will regenerate an area of Chesterfield which had been in decline for many years and which, by its proximity to both major through roads and the railway station, had greatly damaged the image of the town.

- 3.15.17 The Partnership enabled CBC's recent successful £850,000 bid to EMDA in support of the Waterside Scheme. The funding was allocated on the basis of the EMDA commissioned ECOTEC "East Midlands Waterways Priorities" report which listed the key elements of the Chesterfield Canal as 1st, 3rd and 5th priority projects (out of 70). This high ranking was the result of evidence presented by the Canal Partnership to Ecotec during the report's production.
- 3.15.18 **Hollingwood Lock House Hub (2007-Present):** The Partnership originated the Hollingwood Lock House "Waterway Hub" project. It is currently working to deliver a waterside community hub in the former Hollingwood Lock House. A grant of £380,000 from the Community Assets Fund has been approved. Planning permission is in place and it is anticipated that contracts will be let in January 2010.
- 3.15.19 **Staveley Town Basin (2005-Present):** The Partnership originated the Staveley Town Basin tourism and employment development site scheme. In 2009 it gained a £500,000 grant from Alliance SSP towards key enabling works. Works due to commence (subject to planning permission) upon completion of northern loop road in early 2010.
- 3.15.20 **Norbriggs Cutting Improvements (2009):** Upgrading of Norbriggs Cutting footpaths to access for all standards. Funded by Alliance SSP and completed in Spring 2008.
- 3.15.21 **Restoration of Renishaw Foundry Length (2007-2009):** Restoration of the Renishaw North section commenced in 2008. Renishaw Foundry Foot bridge swung into position November 2008. All works completed by the Spring of 2009. Funded by grants from EMDA (£385,000), Wren & Viridor (total £60,000) and Alliance SSP (£230,000). Work, with Canal Trust volunteer support, is continuing on the Renishaw South Length.
- 3.15.22 **Worksop:** The Partnership has originated plans for a new canal-side development and is working with the Prince's Foundation for the Built Environment and Bassetlaw District Council to taken these ideas forward for incorporation in the new LDF.
- 3.15.23 **Profile Raising (2004-Present):** The Partnership has been very successful in raising the profile of the Chesterfield Canal and, by association, our partners including North East Derbyshire and Rotherham. For example, in the final months of 2008 the Development Manager spoke at two national conferences and shared the platform with the Waterways Minister, the Director of British Waterways, the Chair of the Association of Inland Navigation Authorities, the Chair of the Inland Waterways Association and the Chair of the Inland Waterways Advisory Council (the latter being the Government's own independent advisory panel). Both meetings were reported in the national press.

Track Record of Innovation

- 3.15.24 The Canal Partnership is pioneering new approaches to post-restoration funding.
- 3.15.25 It is often said that getting the money to restore a canal is the easy part – getting the money to maintain it after it is completed it is the real challenge. The Partnership is working with the Chesterfield Canal Trust to establish an innovative Community Interest Company which will own and operate a number of sites along the canal with

the specific remit of generating income to maintain the canal once it has been completed.

- 3.15.26 To make this work, assets have to be transferred from the public sector to the third sector and the third sector has to up-skill to enable it to effectively manage those assets. The Partnership is at the forefront of this innovative approach. For example:-
- 3.15.27 Hollingwood Lock House: Funding (£480,000) has been secured from the Community Assets Fund (administered by BLF) to enable conversion and extension of this derelict building to create a community hub. Once improved the building will be transferred to the new Community Interest Company which will run the site.
- 3.15.28 Staveley Town Basin: Funding from the East Midlands Development Agency (£500,000) is in place to build the basin infrastructure (waterspace, access and utilities connections). To build the planned business start-up offices and a number of affordable homes, we are developing a long term “student-build” project with Chesterfield College through which participants can get direct experience of, and training in, construction work.

3.16 Independent Assessment and Ranking of Project

Independent Regional Assessment and Ranking of Project

- 3.16.1 In 2007 the economic development consultants Ecotec undertook a review of 70 Waterways Development Projects in the East Midlands on behalf of East Midlands Development Agency. The majority of the project had major restoration elements and many of them already had substantial backing in place.
- 3.16.2 The Ecotec study examined the potential economic and social benefits which would arise from each project in the East Midlands. In particular, they sought evidence to test earlier predictions of return. They noted that the financial returns from the Derbyshire section of the Chesterfield Canal were already exceeding the predictions in the Gibb report.
- 3.16.3 Ecotec then split the Chesterfield restoration project in the East Midlands into three sections and concluded that in terms of regeneration potential these were 1st, 3rd and 5th in priority for the region as a whole. They recommended that only the top 7 priority projects should receive funding at this time.
- 3.16.4 They concluded that, “The restoration of the Canal will have a significant economic impact, particularly in terms of regenerating some old industrial and mining areas”. (Ecotec 2007).
- 3.16.5 They went on to note that the project is closely aligned to the regional economic strategy and will help achieve:
- Priority Action (2f) - as it would help sustain and enhance the visitor economy
 - Priority Action 7(b) - by virtue of increasing the re-use of previously developed land

- Priority Action 6 (b) - by improving an environment in an ex-coalfield area badly damaged by mining subsidence.”

Independent National Assessment and Ranking of Project

The Inland Waterways Advisory Council

- 3.16.6 The Inland Waterways Advisory Council (IWAC) is the Government's independent advisory body on the use and development of the Inland Waterways of England, Wales and Scotland. It comprises Members appointed by the Minister of State for Waterways, nominated advisors, a Chair (John Edmunds) and a small staff team. IWAC works with senior representatives of Defra, British Waterways, the Broads Authority and the Environment Agency to develop policy on inland waterways. It advises on the navigation functions of British Waterways, the Environment Agency, the Broads Authority and the independent navigations. It does not advise on Northern Ireland. It operates by commissioning and publishing strategic reports, making comments on national documents and communicating with government on diverse policy issues.
- 3.16.7 For more information on the Inland Waterways Advisory Council please visit:
www.iwac.org.uk
- 3.16.8 IWAC undertakes a periodic review of the state of waterway restoration and development projects in England Wales and Scotland. These reviews look at the economic and social significance of each project together with the readiness of each project for significant funding. The review reports do not give an absolute rank of projects but rather place them in categories defined by scheme importance and readiness to proceed.
- 3.16.9 In 2001 the review examined 130 projects and placed the Chesterfield Canal in a mid table category (somewhere between 50th and 70th place).
- 3.16.10 In 2006 the review examined 134 projects and placed the Chesterfield Canal in the very top category – “of national significance and ready to fund”. **Only eight other projects in England, Wales and Scotland share this category.**
- 3.16.11 The review report noted very significant progress since 2001 and very impressive developments which lay the foundations for further progress. They concluded by noting that “in many respect this is a model restoration project”.
- 3.16.12 A complete copy of the Inland Waterways Advisory Council, 2006, “**Inland Waterway Restoration and Development Projects in England, Wales & Scotland**” Third Review Report is given in **Volume Two**. The Chesterfield Canal, pages 24-27, is rated of national importance and grade 1 (ready to fund).
- 3.16.13 In 2008, the IWAC Panel made an extended two-day inspection of the Chesterfield Canal. The Panel were further impressed by the continued progress of the Partnership and issued a very enthusiastic and supportive press release.
- 3.16.14 John Edmonds, the IWAC Chair, was especially interested in our role in economic, environmental and social regeneration and how partnership working can facilitate this.

- 3.16.15 In 2009 IWAC prepared a report on **Successful Partnership Working**. The Chesterfield Canal Partnership is examined in detail. In the report the working methods and projects of the Partnership are presented as **an exemplar of national best practice**.
- 3.16.16 We are commended in particular on our radical and innovative steps to create a sustainable waterway. IWAC notes that like many other waterway projects the Chesterfield Canal restoration is delivering multiple outcomes, but it is, however, unique in attempting to secure from the outset the means of generating sufficient sustainable income to support the waterway through ancillary development undertaken by a daughter community interest company.
- 3.16.17 While IWAC do not control funding they advise government and their opinions (especially those expressed in the Review report) are often used by the Heritage Lottery Fund and Big Lottery Fund, among others, to sift and assess funding applications.

Waterways Renaissance Awards

- 3.16.18 The Waterways Renaissance Awards are presented annually by the Waterways Trust and the British Urban Regeneration Association. They have eight categories covering all aspects of the rebirth and development of the waterways.
- 3.16.19 For more information on the awards please see the Awards website at :
www.bura.org.uk/Awards/Current+BURA+Awards/Waterways/
- 3.16.20 In 2007 the Partnership entered the Awards in the Partnership Category. Approximately 20 organisations entered this category. Judging was undertaken by a five-person awards panel with representatives from industry, architecture and the waterways world who visited the Canal Partnership and our sites to see for themselves work in progress.
- 3.16.21 In March 2007 we were awarded outright first place.
- 3.16.22 The Chesterfield Canal Partnership was described as an outstanding example of partnership working which was to be commended as a model for future projects.