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Part 4: Economic and Social Context: The Population & Communities of the Canal Corridor

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4 Economic and Social Context: The Population & Communities of the Canal Corridor

4.1 Regional Setting

- 4.1.1 When it opened in 1777 the Chesterfield Canal ran for 46 miles from Chesterfield in Derbyshire through Staveley, Killamarsh, Worksop and Retford to West Stockwith on the River Trent in Nottinghamshire.
- 4.1.2 The regional setting of the canal is shown in figure 4.1. As can be seen the canal runs west to east – Much of the central section runs roughly along the border between the East Midlands and South Yorkshire. The location of the canal gives it access to a large regional community.
- 4.1.3 The regional community may be defined as those living within a reasonable travel-time distance of the canal and thus potentially able to use it for informal recreational activity. In most studies a drive time distance of one hour is thought to represent a good estimate of the potential non-specialist recreational user catchment. The one hour footprint is supported by visitor surveys of English Heritage sites such as Bolsover Castle. At Bolsover over 80% of visitors were found to come from within the 1 hours drive time distance
- 4.1.4 The length of the canal gives it an elongated east-west one-hour travel footprint. Counter balancing this is the M1 corridor which effectively stretches the 1 hour accessible zone north to Leeds and south to Leicester. While Manchester and Stoke-upon-Trent technically lie on the edge of the 1 hour envelope, the presence of the Pennines and Peak District (and associated attractions) between them and the canal makes it unlikely that general recreational users from those areas will make the journey to the canal.
- 4.1.5 It is therefore possible to define a “canal region” which comprises a *core region* of the counties of Derbyshire, South Yorkshire, and Nottinghamshire, together with a *peripheral region* made up of those parts of West Yorkshire, North Leicestershire and West Lincolnshire which lie with 1 hours drive of the canal and its environs.
- 4.1.6 The population of the core region is c.2.7 million. When the peripheral region is considered this rises to between 5 and 6 million depending on how drawn. In the core region ABC1 to C2DE ratios are 1.2 (Derbyshire), 1.1 (Nottinghamshire) and 1.4 (South Yorkshire). Across a whole range of headline indicators from crime to house prices the regional averages are very close to the median figure for the UK as a whole. This masks considerable pockets of deprivation -- Derbyshire, Rotherham, Sheffield and Nottinghamshire all have wards with very low headline figures in many key quality of life indicators. It also masks pockets of affluence, most notably in the Peak District and in the west of Sheffield.

4.2 Local Setting

- 4.2.1 The section proposed for reinstatement extends from Killamarsh in Derbyshire to Kiveton Park in South Yorkshire.
- 4.2.2 The total length of canal to be reinstated between Killamarsh and Staveley is 6.4 km (or about 4 miles). Of this c. 2.8 km lies in Derbyshire (Derbyshire County Council and North East Derbyshire District Council), the remaining c. 3.6 km is in South Yorkshire (Rotherham Metropolitan Borough Council).
- 4.2.3 Between Killamarsh (Walford Road) and Kiveton Park:
- 56 % of the route is in South Yorkshire
 - 44 % of the route is in Derbyshire.
- 4.2.4 The surrounding area is predominantly urban, sub-urban, or urban/rural fringe. Although much of the route is immediately bordered by agricultural land the local settlements and the major urban conurbations are never far removed -- To the north-west lies Sheffield, north is Rotherham, to the south & south-west Staveley & Chesterfield and to the east, Worksop. The combined population of these conurbations is around 0.75 million.
- 4.2.5 The restoration route commences in Killamarsh. This is a community undergoing rapid change. Once largely dependent upon coal mining -- the pit at Westhorpe closed in 1984 -- it has also progressively lost its other local heavy industries. It is now building a new business base, however, the most significant change is again the growth of dormitory housing which is changing the demography of the town. Roughly 80% of Killamarsh lies within 500m of the canal route.
- 4.2.6 Beyond Sheffield Road the route leaves Killamarsh village and enters Rother Valley Country Park and Nethermoor Lake. Rother Valley Country Park was created on the site of a large opencast coal mine which operated between 1985 and 1990. It is owned by Rotherham Metropolitan Borough Council but is currently leased to a leisure company who intend to develop the site as a major tourist attraction. Nethermoor lake is the southernmost of five new lakes within the park and is bounded by flood defences to the south and north, playing fields to the west and the slope of the east flank of the Rother Valley to the east.
- 4.2.7 Leaving Nethermoor lake the route regains the original line of the canal and passes back into Derbyshire as it runs through the edge of an industrial estate before passing under Rotherham Road and regaining a wooded rural aspect. It then re-enters Rotherham Metropolitan Borough at County Dike (NB not Dyke) near the foot of the Norwood Flight.
- 4.2.8 The Norwood flight was positioned to take advantage of an existing scarp slope valley; the route climbing a shallow valley with pasture to the north and well established deciduous plantation woodland to the south. Open agricultural land is regained at the top of the flight and once under the M1 Motorway open agricultural land continues to the edge of the former Kiveton Colliery tip. At this point the urban expansion of Wales and Kiveton becomes more evident and houses begin to crowd the canal side.
- 4.2.9 The former Kiveton Colliery Tip has been reclaimed and landscaped and now forms part of a new "community woodland" being developed by the Forestry Commission

across the Kiveton Colliery site. The tip now forms a significant local feature and viewpoint.

- 4.2.10 The communities of Wales and Kiveton Park are, like Killamarsh, also undergoing rapid change. Together these villages are witnessing significant development and expansion and are in transition from former pit village to dormitory suburb within the Sheffield City region.

4.3 Administrative Context

- 4.3.1 Between Killamarsh (Walford Road) and Kiveton Park the Chesterfield Canal runs through both the East Midlands and Yorkshire Regions. In the East Midlands (Derbyshire) there is a two tier administration consisting of Derbyshire County Council and North East Derbyshire District Council. In Yorkshire there is a unitary authority -- Rotherham Metropolitan Borough Council. The entire route lies within the Sheffield City Region.

- 4.3.2 The proposed track of the canal passes through three local authority wards and the canal corridor extends outwards to a further ward within the boundary of Sheffield City Council. From Killamarsh (Walford Road) running north the wards and their administrative affiliations are;

Ward	District	County
Killamarsh West	North East Derbyshire District Council	Derbyshire County Council
Killamarsh East	North East Derbyshire District Council	Derbyshire County Council
Mosborough *	Sheffield City Council (Unitary)	
Kiveton Park	Rotherham Metropolitan Borough Council (Unitary)	

Figure 4.2 Administrative & Political Divisions along the Canal Track and wider Corridor.

* = Ward (shown shaded grey) not on the Canal Track but partially within the Canal Corridor

4.4 Social Context

Population

- 4.4.1 The population and population density for each ward along the canal line and canal corridor is given in the figure below. All wards have relatively high population densities reflecting the overall density of settlement in this region.

- 4.4.2 The total population of all wards which form the canal corridor between Killamarsh and Kiveton Park is c.54,841. This is the local population which will derive the greatest amenity benefit from the canal since it will be “on their doorstep”. The

Ward	All People	People Resident in Households	People Resident in Communal	Area (Hectares)	Population Density
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			Establish-ments		
Killamarsh West	5832	5832	0	297	19.64
Killamarsh East	3795	3735	60	332	11.45
Mosborough *	34711	34529	182	1510	22.99
Kiveton Park	10503	10434	69	3853	2.73

Figure 4.3 Population, Area and Population Density of Wards along the Canal Corridor.

Source: Office of Government Statistics, 2001 Census. * = Wards not on the Canal Track but (at least partially) within the Canal Corridor (shown shaded grey)

4.4.3 (cont) majority of this population lies “off line” in Mosborough (34,711). Other conurbations with good access to the canal corridor but not included here are Eckington, Renishaw and North & South Anston.

4.4.3 In total c. 20,130 people live in wards through which the canal track passes. It should be noted that relatively few of these live immediately adjacent to the canal track. Based on OS map data and on site survey an estimate of the number of domestic dwellings immediately adjacent (within 10m of the track edge) or close to the canal track (i.e. within 10 to 50m of the track edge) can be made (figure 4.4, below);

4.4.4 It will be seen that there are few domestic dwellings immediately adjacent to the line of reinstatement. The majority of these are concentrated in Killamarsh.

4.4.5 In Killamarsh there has been extensive consultation with the community as to the potential route for the return of the canal. The route presented in section one was the result of a 12 month consultation and cost/benefit analysis carried out by Jacobs Babbie (2004) on behalf of the Chesterfield Canal Partnership. The final route selected was supported by 84% of the community.

Ward	Estimated Number of Properties	
	<i>Within 10m of Track</i>	<i>Within 50m of Track</i>
Killamarsh West	60	300
Killamarsh East	15	18
Kiveton Park	0	15

Figure 4.4 Properties within 10 and 50 m of the Canal Track by Ward

4.5 Economic Activity and Deprivation

- 4.5.1 As was noted above the industries which shaped the communities of the canal corridor were coal and to a lesser extent iron and chemicals. All of these industries have suffered marked decline over the last 40 years with the progressive closure of the collieries, foundries and chemical works.
- 4.5.2 The economic consequence is that the corridor suffers a legacy of above average levels of unemployment and social deprivation as exemplified by the Index of Multiple Deprivation and individual Domain scores shown in figure 4.5, below. This is based on 8414 wards in England -- in all cases the lower the rank number the more deprived the ward (1 = most deprived, 8414 = least deprived).
- 4.5.3 Based on the index of multiple deprivation the three wards on the canal line all lie in the lower half of the national deprivation rankings; Killamarsh East and Kiveton Park both being in the lower quartile of deprived wards. Based on individual domain criteria the corridor scores badly for Health, Income and Employment with consequent low rankings for Child Poverty.
- 4.5.4 The area has particular problems with health; Key community health indicators show higher than average incidences of heart and lung disease and obesity. The area has above average numbers of claimants of incapacity benefit. Arguably this reflects the human cost of former heavy industry.
- 4.5.5 The poor employment and income figures reflect the restricted skills base over much of this corridor and limited training opportunities which exist locally, especially in key vocational skills.
- 4.5.6 Policing in Killamarsh is provided by the Derbyshire Constabulary with the majority of the corridor falling to the South Yorkshire Police Force. Overall crime levels are close to the regional and national average but significant hot spots for theft and burglary are recorded in parts of Killamarsh and Kiveton Park. The area does have persistent problems with anti-social behaviour in public areas (including motorcycle riding on footpaths and cycleways, illegal use of firearms, etc.) and many of these issues are being tackled through a series of innovative programmes.

Demographic Change

- 4.5.7 The canal corridor area is undergoing rapid demographic change. The loss of heavy industries has led to the net outward migration of young people, in consequence the native population is increasingly dominated by older people.
- 4.5.8 At the same time the loss of heavy industries and the consequent greening of the area has led to it becoming a more desirable residential location for workers commuting to Sheffield, Rotherham and Chesterfield. The presence of the M1 to the east of the canal corridor also provides easy access for businesses and business travellers and has simultaneously led to an influx of new office based businesses and distribution centres.

Ward	Individual Domains							
	Index of Multiple Deprivation	Income	Employment	Health	Education	Housing	Access	Child Poverty Index
Killamarsh West	18.88	17.93	9.19	-0.01	0.58	-0.21	-0.27	22.98
<i>Rank</i>	<i>3780</i>	<i>3539</i>	<i>3690</i>	<i>4183</i>	<i>2148</i>	<i>4918</i>	<i>4966</i>	<i>4108</i>
Killamarsh East	26.21	23.18	13.28	0.61	0.51	-0.54	-0.12	37.71
<i>Rank</i>	<i>2470</i>	<i>2340</i>	<i>2035</i>	<i>2153</i>	<i>2365</i>	<i>6072</i>	<i>4297</i>	<i>2057</i>
Mosborough *	24.21	21.63	10.53	0.38	0.75	-0.1	-0.11	27.77
<i>Rank</i>	<i>2800</i>	<i>2648</i>	<i>3037</i>	<i>2817</i>	<i>1689</i>	<i>4542</i>	<i>4258</i>	<i>3317</i>
Kiveton Park	23.15	19.95	11.59	0.53	0.29	-0.75	0.39	27.75
<i>Rank</i>	<i>2978</i>	<i>3010</i>	<i>2620</i>	<i>2344</i>	<i>3084</i>	<i>6702</i>	<i>2624</i>	<i>3324</i>

Figure 4.5 Indices of Multiple Deprivation & Indices by Domain

Scores are shown on the upper line, Rank (out of 8414 Wards in England where 1 = most deprived) on the lower line. Source: Office of Government Statistics, 2001 Census. * = Wards not on the Canal Track but (at least partially) within the Canal Corridor (shown shaded grey)

4.5.9 This has in turn placed pressure on the housing market with increases in the value of older “character” properties and the marked expansion of new housing estates (and pressure for further expansion) in all the communities adjacent to M1 motorway junctions. Renishaw located 1½ miles from Junction 31, for example, has increased in size by nearly one third since 2001.

4.5.10 In consequence many of the older housing areas are increasingly dominated by an ageing population, with new estates being dominated by incomers to the area. All the communities on the route exhibit this trend to varying degrees and the consequent social stresses that this potential conflict between local and incomer can generate.

4.6 Employment

4.6.1 With a current population of around 9,000, the original settlement of Killamarsh grew up as a farming community but was transformed into a coal mining town towards the latter end of the 19th century. The coal industry, therefore, was a major source of employment for the male population of the town until the last two collieries, High Moor and Westthorpe, closed as the industry contracted during the 1980’s and early 1990’s. The other source of industrial employment locally was the iron works at Renishaw which finally closed in 1999.

- 4.6.2 Following significant private housing development over the last thirty years and the loss of local industrial jobs, Killamarsh is now mainly a commuter town for Sheffield, Rotherham and Chesterfield. There is, however, a small industrial estate to the north of the town at Norwood and light industrial units and a business innovation centre to the south on the site of the former Westthorpe colliery. To the west is the factory of Ross and Catherall, a specialist supplier to the aerospace industry.
- 4.6.3 The combined parish of Kiveton Park and Wales has population of around 7,000 (6,000 in the 1991 census) and coal mining has been the principal industry in the area dating back to the Middle Ages because some of the coal measures were near the surface and, therefore, accessible. Kiveton Park colliery was sunk in 1866 and provided a major source of employment. The colliery closed in 1994 with the loss of 1,000 jobs. The Kiveton Park Steel & Wire Co. Ltd (trading as Kiveton Park Steel) remains in operation at Redhill and there are some quarrying activities in the area and an industrial estate at Wales Common.
- 4.6.4 Recently there has been private housing development to the south of the combined parish which is now essentially a commuter base for travelling to Sheffield, Rotherham and Worksop.
- 4.6.5 Killamarsh and Kiveton Park/Wales have experienced the same change in employment profiles from mainly coal mining to commuter towns ; both settlements are in urgent need of regeneration with the emphasis on creating local employment opportunities. Restoration of the Chesterfield Canal can be a vital part of this regeneration process.

4.7 Education

- 4.7.1 The Killamarsh Junior and Infants schools are located on different sites at the eastern end of the village on the B6058, Sheffield Road. It is unfortunate that the schools are not more centrally located in relation to the residential areas but this is mainly as a result of housing development in Killamarsh over the last thirty years. The Infants School also offers a nursery facility.
- 4.7.2 In 2008 the Killamarsh Greenway, a traffic-free footpath link for pedestrians and cyclists which follows the original line of the canal, was opened by Derbyshire County Council in partnership with other local organisations. One of the features of the Greenway is that it provides an east-west link through the village and improves the access to the two schools.
- 4.7.3 Many children in Killamarsh above the age of 11 years attend the Eckington School which is located on Dronfield Road, Eckington. This is a mixed comprehensive school catering for 11 to 18 year olds and has specialist engineering college status. Alternative state schools are the Netherthorpe School in Staveley which was formerly a Grammar School and the Heritage Mathematics and Computing Specialist School at Clowne.
- 4.7.4 To the south of Killamarsh in the neighbouring village of Spinkhill is the Roman Catholic College known as Mount St. Mary's. This establishment is a fee-paying college outside of the state system offering educational facilities up to the age of 18

but it is unlikely that many of its pupils will be from the local community. Nevertheless, it does have an impressive reputation in education circles.

- 4.7.5 In Wales and Kiveton Park state primary education is catered for by the Wales Primary School located on School Road, Wales, the Kiveton Park Infants School on Station Road and Kiveton Park Meadows Junior School on Storth Lane.
- 4.7.6 State secondary education is provided by the Wales High School which is also located on Storth Lane, Kiveton Park. This mixed comprehensive school caters for 11 to 18 year olds and takes in pupils from Kiveton Park, Wales and surrounding villages. The school is a specialist college for business and enterprise and has recently been re-designated as an Investors in People school. The school has long-standing links with the Sheffield Universities.
- 4.7.7 With the local comprehensive schools specialising in subjects highly relevant to today's 'job' market, there is every reason to believe that the skills deficit, so prevalent in the local labour force, will be overcome and that new industries will be attracted to the Chesterfield Canal Corridor. This will be an important factor in the overall regeneration of the area.

4.8 Leisure & Recreation

Walking, Cycling and Bridleway Network

- 4.8.1 The area has a very well developed footpath network and a rapidly developing cycleway network. In both cases further expansion and improvement is planned by both Rotherham Metropolitan Borough Council and Derbyshire County Council under their respective improvement plans.
- 4.8.2 The main north-south route is the southern extension of the Trans Pennine Trail. The TPT runs south from Rotherham and Sheffield along the western edge of Rother Valley Country Park and then runs past the western edge of Killamarsh, through Renishaw and thence to Staveley.
- 4.8.3 The main west-east route from Killamarsh is the Canal itself. The Canal towpath has been way-marked, and promoted, as the "Cuckoo Way". The Cuckoo Way runs roughly parallel to the Trans Pennine Trail from Staveley to Killamarsh. This provides a series of loop walks using both TPT and Cuckoo Way which have particular value as doorstep walks or walking-for-health routes.
- 4.8.4 At Killamarsh the Cuckoo Way diverges from the TPT and strikes out westward across the coal measure escarpment towards Kiveton Park and thence onwards to Worksop and ultimately West Stockwith on the River Trent.
- 4.8.5 The Chesterfield Canal Partnership proposes a programme of improvements to the Cuckoo Way which were detailed in the Access Strategy (2006). These include upgrading of the surface, upgrading of access nodes, creation of better linkages to the local footpath and cycle network, the and the provision of improved information and signage.
- 4.8.6 Between Killamarsh and Kiveton Park the Partnership have recently undertaken major works to improve the towpath within the village of Killamarsh where it has

become a village greenway providing an off road link between residential areas, shops, library and schools. This work was completed in early 2009 and has growing use. The presence of the upgraded all weather surfaced route has prompted a “walking bus” service for school children and has increased walking and cycling within the village.

- 4.8.7 Rotherham Metropolitan Borough Council have produced a more detailed, local, improvement plan (The Cuckoo Way – Chesterfield Canal Rights of Way Improvement Plan and Countryside Access Report 2006). The survey identified ways in which access to the canal can be improved in the Wales/ Kiveton Park area and how additional links from the canal towpath to the wider public footpath network can be achieved.
- 4.8.8 To date significant improvements have been made by RMBC on the footpaths linking to the Cuckoo Way. These include surfacing works and the provision of a new footbridge on the Harthill Link path near the site of the proposed Wales Double Locks and Wales Bridge No.30e. The design of the bridge deck is such that it may be raised and re-used to bridge the new canal.
- 4.8.9 The Cuckoo Way is not a bridleway and the bridleway network is more limited across this area. The number of locks and bridges on this section and the narrowness of the canal track effectively precludes development of the towpath into a bridleway. Current thinking (given in greater detail below) is that bridleway development will form a linked but separate group of route-ways across the escarpment.
- 4.8.10 Both CCP and RMBC are keen to encourage greater countryside access. The project is fortunate that the route the canal between Killamarsh and Kiveton Park has easy access to public transport. The route of the Cuckoo Way crosses regular bus routes (with a weekend service and a weekday frequency greater than once every two hours) at:
- Walford Road, Killamarsh.
 - Bridge Street, Killamarsh.
 - Sheffield Road Killamarsh.
 - Rotherham Road, Killamarsh, (near foot of Norwood Flight).
 - Hard Lane, Kiveton Park.
 - Dog Kennels Bridge, Kiveton Park.
- 4.8.11 In Killamarsh the Cuckoo Way and canal route is within 1000m of the Sheffield Tramway System. A new dedicated all weather walkway between the Tram Terminus at Halfway and Killamarsh is in the planning stage and will be delivered in 2010. This will feed directly into the Killamarsh Village Greenway (described above).
- 4.8.12 At Kiveton the Canal (the Kiveton Waters Ponds) is within 600m of Kiveton Bridge Station, while the restored canal at Dog Kennels Bridge is within 50m of Kiveton Park Station. These uniquely close together stations are both on the Sheffield-Lincoln line which has regular services connecting with main line trains at Sheffield (for the Midland Mainline) and at Retford (for the East Coast Mainline).

- 4.8.13 Kiveton Park Stations and the nearby bus stops provide a mini-interchange of great potential value to the development of car free visits to the canal.
- 4.8.14 While every effort is made to promote the use of public transport (including improved signage to and from the canal and railway stations and bus stops) a noted limiting factor along the Chesterfield Canal at this point is a shortage of car parking. The new public car park at Kiveton Community Woodlands has gone some way to provide suitable parking but this needs to be complemented by a similar parking area at Dog Kennels Bridge and at Killamarsh.

Leisure and Recreation Facilities

- 4.8.15 The main outdoor leisure facility in the area is Rother Valley Country Park in Rotherham. The park was created following open cast mining in the area the 1980's and occupies much of the floor of the Rother Valley immediately to the north of Killamarsh. The Park, owned by Rotherham Metropolitan Borough Council, is currently leased to a management company, Oak Holdings, who have plans to develop the park as a major leisure attraction (The "Yes Project"). This includes the development of a extreme sports and leisure complex, including both hotel and self-catering accommodation, at the north end of the RVCP site.
- 4.8.16 At present the Park provides general greenspace recreation together with sailing, canoeing, water skiing and similar water-sports. The offer is under development.
- 4.8.17 The management company are aware, and are supportive, of the canal reinstatement proposals made in this document.
- 4.8.18 Indoor leisure facilities include a sports centre at Killamarsh, together with libraries in both Killamarsh and Kiveton Park.