



An outing from the Bulls Head Inn circa 1910 showing the News Agents on left. Next door is one of Hayfield’s many Butchers shops with an awning over the window. On the opposite side of the road is the white front of the Bridge End Café. The shops were still trading in the 1980’s. The News Agents is now an Accountants, the Butchers an artists studio and gallery and the Café is now a private house offering Bed and Breakfast. The Bull has lost the building extending into the road and the Church its wall due to damage by heavy goods vehicles which had to negotiate the acute right hand bend over the bridge before the Relief Road was built in the late 1970’s. The line of the old church wall is marked by a double row of setts and the area that was the grave yard has been flagged with old grave stones.

What is abundantly clear is that in 1901 Hayfield had a thriving commercial sector, employing 140 people, with around 100 shops catering for most of the daily needs of the population. The situation in employment, services and retail contrasts starkly with that pertaining today, and it to this we shall now turn.

| <b>Hayfield in 1901: OTHER SHOPS</b> |                  |                |
|--------------------------------------|------------------|----------------|
| <i>Type</i>                          | <i>Employees</i> | <i>Outlets</i> |
| <b>Newsagent</b>                     | <b>2</b>         | <b>2</b>       |
| <b>Chemist</b>                       | <b>2</b>         | <b>2</b>       |
| <b>Bookseller</b>                    | <b>1</b>         | <b>1</b>       |
| <b>Hairdresser</b>                   | <b>1</b>         | <b>1</b>       |
| <b>General dealer</b>                | <b>1</b>         | <b>1</b>       |
| <b>Shop assistants</b>               | <b>10</b>        | <b>-</b>       |
| <b>Totals:</b>                       | <b>17</b>        | <b>7</b>       |

## 2.5 The local economy

If Hayfield in 1901 had around 100 shops, in 2004 this has now reduced to 30, with closures occurring every year or so. About half the numbers employed in 1901 now work in the retail or catering and hostelry trade, and the majority of these are part-time workers. Only a small part of the population shops locally, since the number of outlets is quite insufficient to permit the virtual self-sufficiency of a century ago.



There is also a marked tendency for retail outlets to move from essential goods to fancy goods; as local shopping dwindles, the tourist trade becomes the primary focus of some traders. This also exacerbates the overwhelming tendency for people to shop out of the village, with the growth of large supermarkets in the locality.

### Hayfield in 2004: all shops, pubs etc.

**Pubs: 8**  
**Restaurants: 2\***  
**Hairdressers: 2**  
**Antiques: 2\***  
 Surgeries: 2  
**Fish & Chips: 1**  
**Butchers: 1**  
**Florist: 1**  
**Greengrocer: 1**  
**General store: 1**  
**Health foods: 1\***  
 Gift shop: 1\*  
 Art & Craft Gallery: 1\*  
 Newsagent: 1  
 Chemists: 1  
 Post Office: 1  
 Estate Agents: 1  
 Landrover sales: 1  
 Subaru Dealer 1  
 Total: 30

Employees: about 70, full and part-time.

**\*Only open part-time or at weekends.**



Carving over the Door of the Old Co-operative Building which now houses an Estate Agents and an Architectural and Civil Engineering Partnership, with domestic accommodation on the first and second floors.

Nonetheless soaring prices in the property market are probably the greatest single factor in the closure of shops.

Over the last two decades, some twenty shops have been converted into residences simply because the market value of houses exceeds by a hefty margin the going rate for commercial premises. And it must be said, the fact that the business rate for commercial premises remains high has in many cases proved a disincentive to continue trading when large profits can be gained from house conversion. Social, commercial, political and economic factors continue to militate against the small trader, and this is a situation that needs serious attention.

We are convinced that as a village our community does not wish to turn into a purely dormitory suburb with no facilities and no life to speak of.

Manufacturing activity in Hayfield has almost disappeared entirely. Only Slacks paper mill is still in production and only as a paper converter, employing around 20 people. At the time of writing, part of the mill site is being developed for housing. Everything else has disappeared.



The Kinder Print Works was closed shortly after the turn of the century and is now a campsite: the Wood Print Works closed in the late 70's, the site was then used for a variety of small businesses, until that too was sold for executive housing in the early nineties: similarly the cotton mill in Little Hayfield had various uses until turned into luxury flats some 10 years ago. Manufacturing employment locally is now largely concentrated in either Glossop or Chapel en le Frith, with some in New Mills. The rest is further afield, mostly in the Greater Manchester conurbation to the west.

The actual figures can be seen in the summary profile of employment provided by Derbyshire County council from the 2001 census. The categories differ from those used in the 1901 census, but some easy parallels can be drawn.

| Type of employment                       | numbers     | Hayfield:<br>% total | England:<br>% total |
|--|-------------|----------------------|---------------------|
| <b>Agriculture, forestry and fishing</b> | <b>19</b>   | <b>1.8</b>           | <b>1.5</b>          |
| <b>Mining, energy and water supply</b>   | <b>13</b>   | <b>1.2</b>           | <b>1.0</b>          |
| <b>Manufacturing</b>                     | <b>200</b>  | <b>18.7</b>          | <b>14.8</b>         |
| <b>Construction</b>                      | <b>62</b>   | <b>5.8</b>           | <b>6.8</b>          |
| <b>Distribution and Catering</b>         | <b>201</b>  | <b>18.8</b>          | <b>21.6</b>         |
| <b>Transport, Storage &amp; Comms.</b>   | <b>57</b>   | <b>5.3</b>           | <b>7.1</b>          |
| <b>Banking, finance, insurance</b>       | <b>208</b>  | <b>19.5</b>          | <b>18.0</b>         |
| <b>Public admin, education, health</b>   | <b>269</b>  | <b>25.2</b>          | <b>24.1</b>         |
| <b>Other services</b>                    | <b>40</b>   | <b>3.7</b>           | <b>5.2</b>          |
| <b>TOTALS</b>                            | <b>1069</b> | <b>100.0</b>         | <b>100.2</b>        |

(Note: these figures are taken from Hayfield Ward only. The Parish was divided in 2000 into two electoral Wards, Hayfield Town, most of the village, and Sett, containing part of Hayfield but mostly New Mills. However the statistics are very similar for both Wards, except of course that the numbers of people involved will be about 20% higher)

Even with the different categories of the 2001 census, it can be seen that the patterns of work have changed radically in Hayfield over the last 100 years. Manufacturing now accounts for less than 20% of jobs, with the enlarged service sector employing well over 75% of the population.

But perhaps the most drastic change is in the location of employment. With the exception of retails and catering, the paper converters and some home employment, the vast majority of those employed now work outside the village. Agriculture (overwhelmingly dairy, beef and sheep farming), now employs less than 0.2% of the working population, with only one dairy farm still in production. The largest single employer is now Hayfield County Primary School, with some 34 full and part-time staff, including 8 full-time teaching staff.

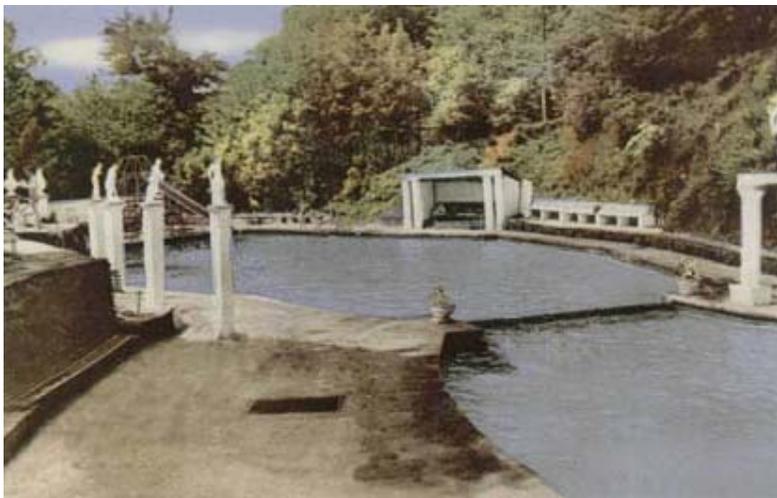
This dwindling of locally based employment has meant an huge upsurge in commuting, of all types; within 5 miles or so for manufacturing and general trades; further afield for professional and managerial occupations. The figures for this pattern of work are startling:

**Hayfield: means of travel to work**

| Public transport | Private transport | other means/home | distance travelled |
|------------------|-------------------|------------------|--------------------|
| 7.7%             | 71.5%             | 20.8%            | 18.75 km           |

(Taken from the National Census, 2001: <http://neighbourhood.statistics.gov.uk>)

Public transport in Hayfield means bus, train, taxi or car share. Private transport includes car, van or motorcycle. Other means/home signifies those who travel by bicycle or on foot, or who work from home. Now in 2004 almost four fifths of the working population has to travel outside the village to work. We know from the figures previously discussed that a tiny proportion is engaged in shops and restaurants (around 0.5%), and that other local employment is barely into double figures. This means, surprisingly, that considerable numbers must be working from home, or possibly travelling to New Mills on foot or by bicycle, since the gradients to Glossop and Chapel preclude cycling by all but the most hardy. We could then tentatively conclude, and other evidence will support this conclusion, that a surprising number of Hayfield residents have started to run businesses from their own homes.



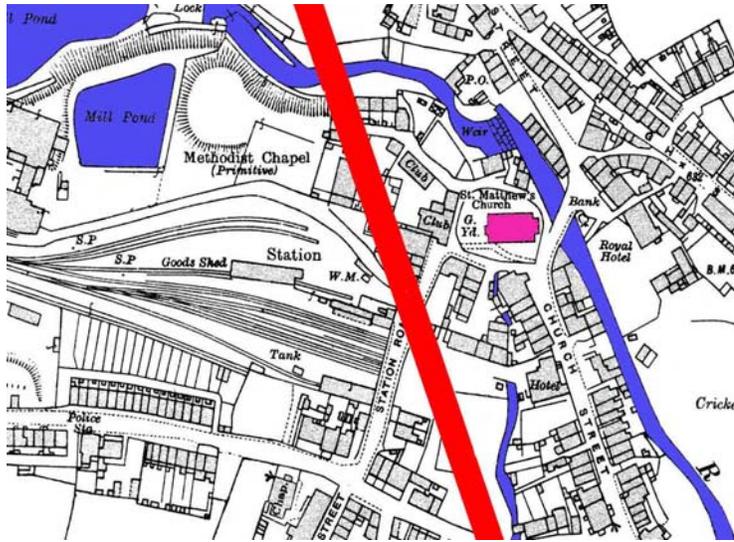
The old open-air swimming pool at Park Hall, Little Hayfield. A much visited attraction in the post-war years, it was closed to visitors in the late 1960's and is now derelict.

The distance travelled as defined by the UK 2001 Census is measured in a straight line on the ordnance survey map from residence to place of work, and is measured in kilometres. This clearly shows that large numbers of those in work travel into the major conurbations to the west: Stockport, Manchester and North Cheshire, with possibly fewer going east to Sheffield and Chesterfield.

The key to prosperity for most of the employed village residents is then transport: and as with housing, the cost of private transport is one of the key factors in determining who can and cannot afford to live in the Parish.

## 2.6 The Relief Road

Whilst the re-routing of the A624 out of the centre of the village helped to ensure that many of the listed buildings on Church St and Market St did not deteriorate any further due to vibration from the increasing traffic volume, it did mean the loss of the largest hall we had in the village and quite a number of houses.



However, its main impact was to cut the village in two.

This road is a major feature in the community as can be seen from its position on the map shown by the red line cutting a swathe through the centre of the village



The reality of the Hayfield ‘Relief Road’ (A624), which looks more like an urban motorway rather than a rural road, cutting the community in two. This photograph was taken shortly after a double fatality in August 1999.

Little has been done to improve the situation. A Pegasus crossing was installed for the Pennine Bridleway traffic which crosses this road and is due to open in summer 2004, and two speed cameras ‘police’ this stretch of road with its 40mph limit, a limit considered too high by many residents.