



**Tell Us
What You
Think**

Strategic Waterway Plan Engagement Prospectus

Looking forward to the next ten years

North Wales & Borders Waterway Partnership



**Canal &
River Trust**

Contents

Tell Us What You Think

Please read this document through the lens of your community, organisation or user interests.

*Come back to us with comments by **31 October 2013** (contact details on the back cover) with how its objectives, priorities and actions fit with your aspirations - or how they could fit better!*

Chairman's introduction	03
Canal & River Trust:	
Our Role and Objectives	04
Our Strategic Priorities	05
Our Resources	06
Our Governance	07
North Wales & Borders Waterway Partnership	08
North Wales & Borders Waterway Partnership:	
Unique and Diverse	10
Character Area Map	11
Weaver Navigation	12
Chester to Ellesmere Port	14
The Rural Centre	16
The World Heritage site and the Llangollen Canal	18
Montgomery Canal	20
Midlands Gateway	22
What Next?	
Our Plans for the Future and Objectives	24
How we work as a partnership	28
Our partnership	29
Next Steps and How to get involved	30

Chairman's introduction

In July 2012 the Canal & River Trust was established as a charitable body to hold the waterways, docks, museums and waterway archives of England and Wales in trust, in perpetuity, for these two nations. This is a time of exciting developments in the way our canals and rivers are managed, and we hope this document is indicative of the change this means for the waterways.

The North Wales & Borders Partnership is one of thirteen forming an integral part of the Governance of the Trust. We advise and encourage the Trust staff to ensure the local character and diverse needs within our Partnership area are fully seen and understood.

As a cross border Partnership, and one with three key attractions located in it, we work closely with the All Wales Partnership and the Museums and Attractions Partnership as well as our neighbouring Waterway Partnerships.

This prospectus comes at the end of our first year during which we have spent time talking to those who live, work or relax on the waterways. We have taken time to understand the unique character of the waterways within our Partnership area. These waterways include the Weaver Navigation and urban and rural canals, including the busiest canal in the UK and others that have yet to be restored to navigation. All are much as they were over 100 years ago and we need to be very conscious of their rich history whilst planning for the future.

All of our waterways have potential and this plan offers our ideas for how this might be released. We have put our ideas into the public domain to seek your views so that we can complete the development of our Strategic Waterway Plan. Our final Plan needs to acknowledge your priorities and highlight areas where we can work with you and with other partners to our mutual benefit in the short, medium and long term. We would like to know if you think we have the priorities right in your area.

Thanks in advance for your input which will be welcomed by the Partnership.

A handwritten signature in black ink, appearing to read 'Jim Forrester', is centered on a light yellow rectangular background.

Jim Forrester

Chair, North Wales & Borders Waterway Partnership

Canal & River Trust: Our Role and Objectives

The Canal & River Trust was established by Parliament in July 2012. It has responsibility for canals, rivers, docks and reservoirs, along with historic buildings, archives and three waterway museums, including the National Waterways Museum.

These assets are recognised as a national treasure and a local haven for people and wildlife. They are held and managed by the new Trust on behalf of the nation. The principal role of the Trust is to care for this unique legacy, holding it in trust for the nation in perpetuity.

The new Trust will act as guardian for the canals and rivers of England and Wales - ensuring that history, nature and communities are central to everything it does.



Canal & River Trust:

Our Strategic Priorities

Almost 50% of the population of England and Wales live within five miles of our network of canals, rivers and towpaths. The network is cherished by millions of visitors, neighbours and communities, yet it has been difficult in the past for many people to get involved in shaping its future. We intend to change that.

The true potential of our canals and rivers and their long term survival will only be secured if the new Trust fully engages and works with visitors, users, neighbours, business partners and local authorities, including parish, town and community councils.

Our priority is to widen the enjoyment of our waterways today, whilst protecting them for future generations.

The Trustees have set out in a document entitled '*Shaping our Future - Strategic Priorities - Keeping People, History and Nature Connected*' (July 2012)



Ensuring our canals and rivers are open, accessible and safe



Inspiring more people to enjoy the canals and rivers and support our work



Earning financial security for our canals and rivers



Doing everything we can to deliver on our charitable objectives



Minimising the impact we make on scarce resources



Establishing the Trust as a respected and trusted guardian of our canals and rivers

“A sustainable and evolving canal and river network that is a national treasure - accessible to and cherished by all”

Canal & River Trust:

Our Resources

Nationally, we have;

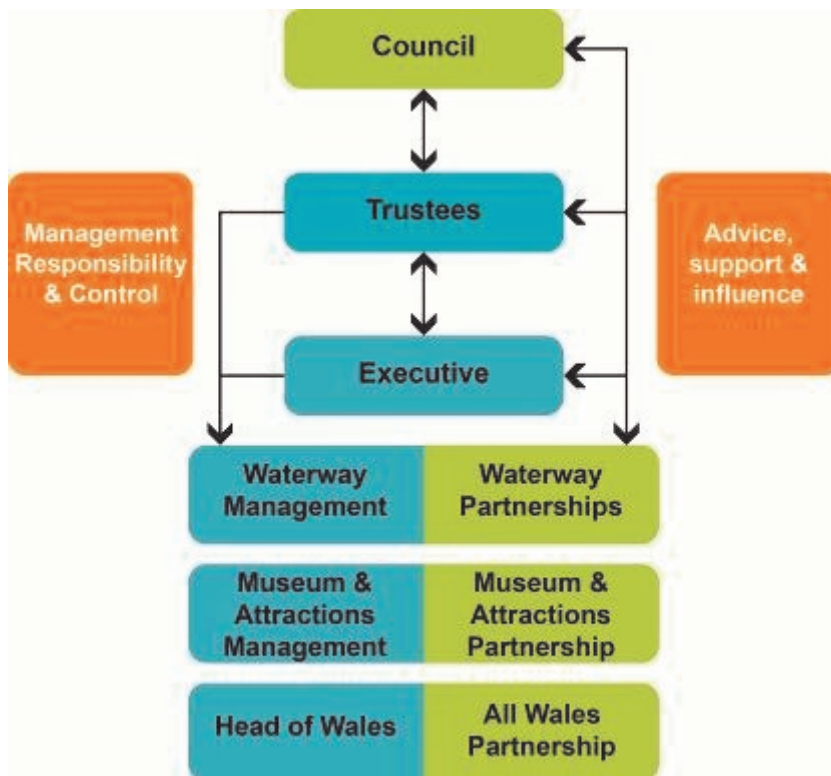
- an annual income of £120m
- 800 operational staff whose role it is to ensure that the physical infrastructure is maintained and developed
- 2,727 Listed Buildings, we are the third largest owner of Listed Structures in the UK
- 2,000 miles of historic urban and rural canals, rivers, reservoirs and docks
- 200 miles of waterways re-opened in the last decade
- 1,000 wildlife conservation sites and 400 miles of Conservation Area
- There are 35,200 licensed boats on the network - 2010/11 (more than at the height of the Industrial Revolution)

Our income is derived from a wide range of sources:

- individual donors and corporate sponsors;
- commercial income including revenue from the licensing of boats, moorings and angling; and revenue from property and utilities;
- grants from the other organisations; and
- our 15 year contract with the UK Government.



Canal & River Trust: Our Governance



We need to manage our canals and rivers as one network, with common policies across England and Wales in order to allocate resources where they are most needed and to be most efficient and effective. However, the opportunities for joint working, as well as overcoming the obstacles to better use and enjoyment of our canals and rivers, lie in understanding individual stretches of waterway, and working with local needs and aspirations as well as local partners, agencies and companies.

That is why new Waterway Partnerships have been established, across England and Wales, to bring together representatives of local communities, businesses and organisations to work closely with the Canal & River Trust to influence and add value to what we do in each local waterway.

In addition we have established a Museums & Attractions Partnership with similar objectives to the Waterway Partnerships but comprising members with specific expertise related to that sector.

The All Wales Partnership ensures we are fully mindful of the culture, needs and aspirations of the people and Government of Wales. Its members champion the current value and future potential of the waterways of Wales and aim to ensure these waterways fulfil their potential to contribute to Welsh life in line with the objectives and vision of Glandŵr Cymru – the Canal & River Trust in Wales.

Canal & River Trust:

North Wales & Borders

Waterway Partnership

Who are we?

We are a group of volunteers from public, private and community organisations with a wide range of professional, community, waterway interests and skills. Among these are regeneration, environmental protection, strategic planning, marketing, physical and community development, heritage and sports such as cycling and angling, as well as boating and engineering. Find out more about our partnership members at canalrivertrust.org.uk/north-wales-and-borders/whos-who

What are we for?

- Promoting knowledge and use of the waterways in the region.
- Understanding the issues facing communities and assessing how the waterways can play a role.
- Shaping future plans of the Canal & River Trust to deliver either on its own or in partnership with others.
- Securing the resources to deliver those plans.
- Ensuring that the job gets done.

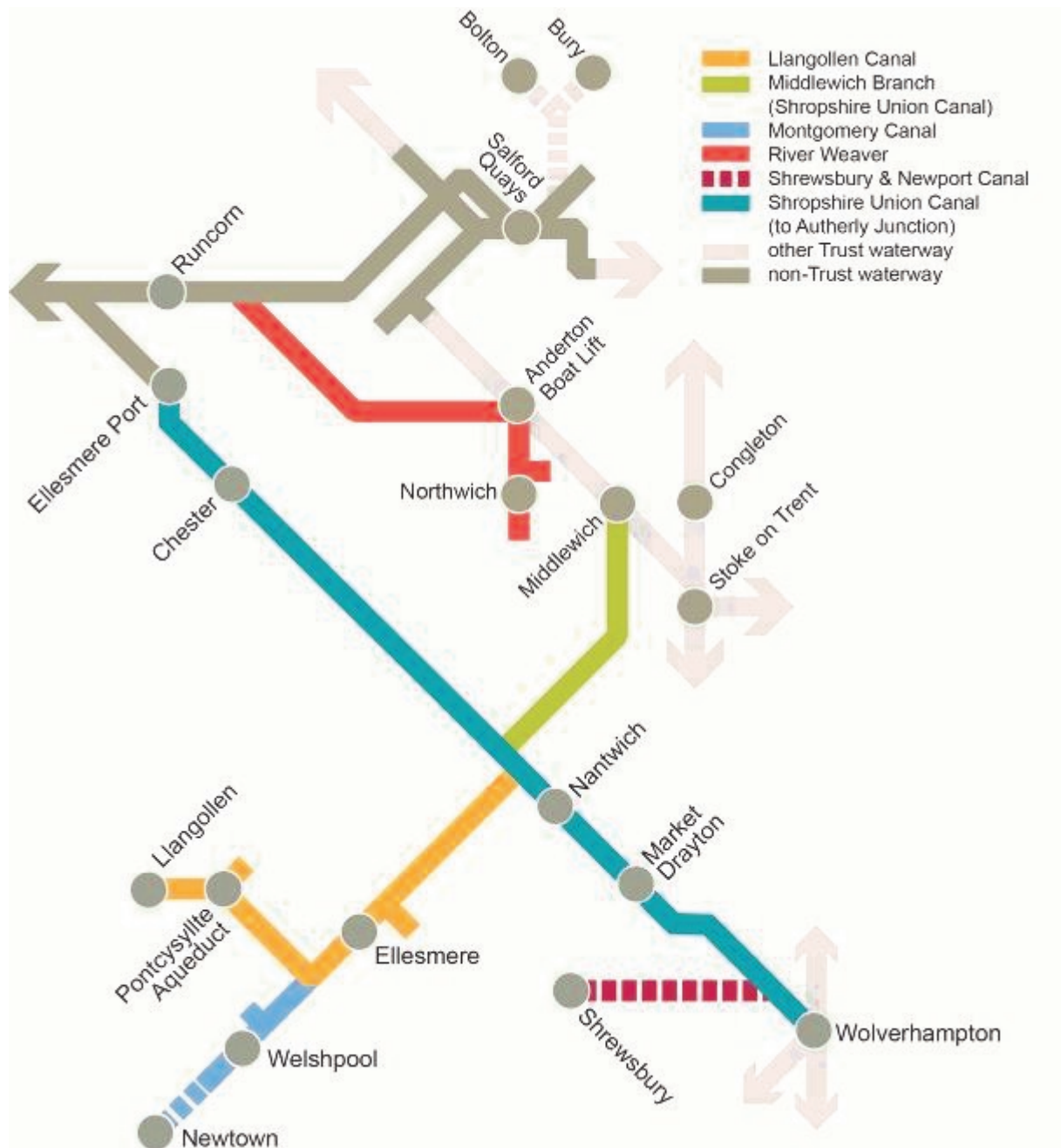
How will we do that job?

- Liaising closely with complementary and neighbouring partnerships with whom we share partners and stakeholders.
- By analysing the evidence and data held by the Trust and others.
- By talking to as many people and organisations as possible who might have an interest in working with us (or may need some persuading that they do).
- By exploring opportunities for making the best return on investment.
- By capturing this in a long term plan, the Strategic Waterway Plan.
- By channelling the skills, expertise and resources of the Canal & River Trust, its partners, agencies and local communities towards its objectives.
- And, by implementing that plan on the basis of common purpose, shared benefit and mutual interest among partners and communities.

Strategic Waterway Plan:

The plan is currently in draft form as set out in the following pages. It is the starting point for a structured conversation with you. It is a genuine conversation.

We are looking both to involve you and to take on board your views about how best we can work together for the benefit of the waterways, their many users and supporters, and the communities they enrich and to whom they belong.



North Wales & Borders Waterways: Unique and Diverse

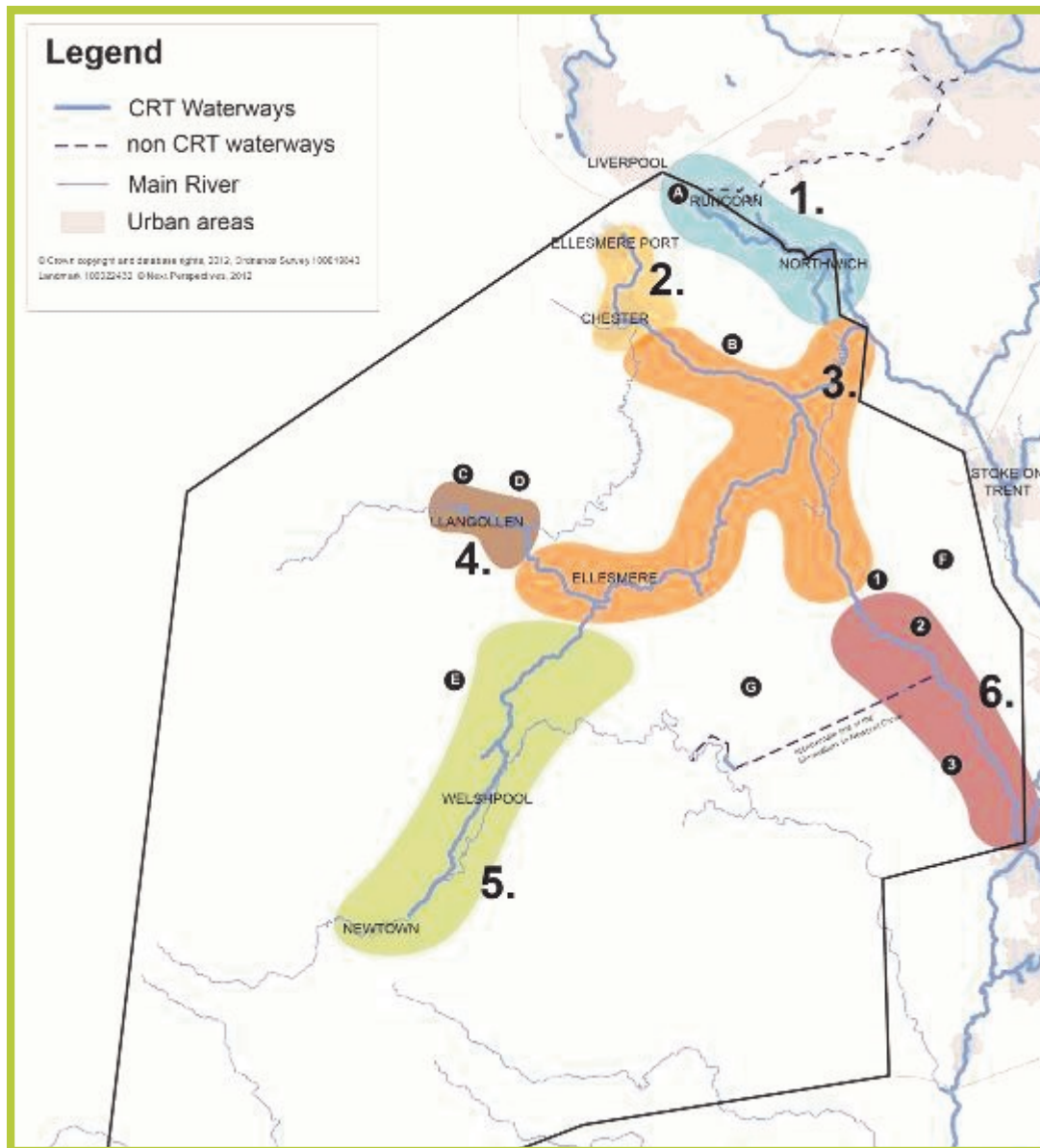
Our waterways include many of our greatest waterway treasures; the Pontcysyllte and Chirk Aqueducts, Anderton Boat Lift and the historic Ellesmere Yard. They pass through some of the most rural counties in England and Wales. Each area and waterway has its own character and distinctiveness from wide agricultural vistas to rolling hills and valleys. The waterways themselves range from a river to narrow picturesque canals passing through thriving market towns, to villages and the historic city of Chester. No less varied are the uses and users of the waterways attracted by the mix of wildlife and history and the haven the waterways offer from the hustle and bustle of twenty first century life. 96% of the use of our waterways is on the towpaths and not on the water but it is the activity on the water that adds the vibrancy people enjoy.

We appreciate and work alongside the different policies and approaches that a national border throws up and the challenges and opportunities that it offers. However both our cross border waterways, the Llangollen and Montgomery Canals, have an importance that reaches far beyond our two nations; one for its built and social heritage and the other for its rare aquatic plants.

In all our work we are keen to demonstrate and measure the multiple benefits that the waterways offer now and could bring in the future. Our objectives and activities offer a flavour of what is possible and practicable to improve well-being and transform lives in our area.



Character Area Map



The North Wales & Borders Waterway brings together some of the most rural counties in England and Wales. For the purpose of this plan the waterways have been divided into six key character areas:

1. Weaver Navigation
2. Chester to Ellesmere Port
3. The Rural Centre
4. The World Heritage site and the Llangollen Canal
5. Montgomery Canal
6. Midlands Gateway

1. Weaver Navigation



Characteristics and Features

The Weaver Navigation links the Cheshire towns of Winsford, Northwich and Frodsham and connects with the Trent & Mersey Canal via the iconic Anderton Boat Lift.

The navigation is classified as a commercial waterway and was principally available to carry freight, although today it is underused for that purpose. There are a number of historic structures along the navigation including paired locks able to accommodate ships of varying sizes and several swing bridges carrying trunk roads.

The Navigation passes through both rural and industrial landscapes and offers opportunities for continuous walking and cycling along its 20 miles.

Context

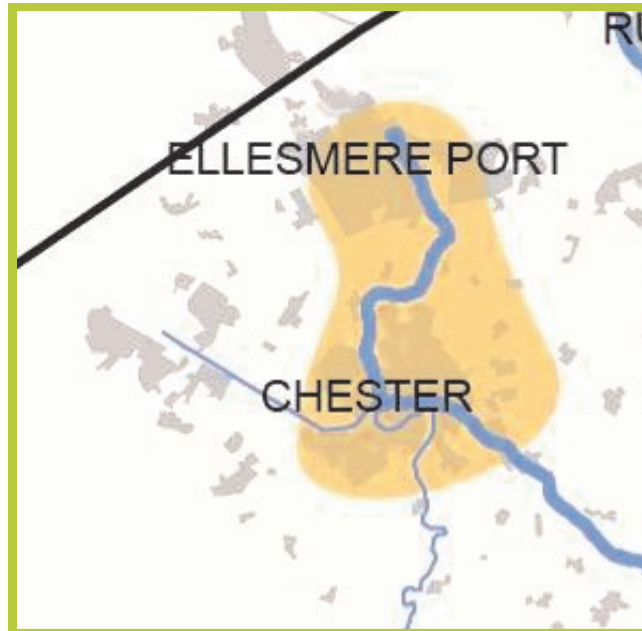
- Improvements to the river to make it navigable were authorised in 1720 and the work, which included eleven locks was completed in 1732. The major trade was salt. The arrival of the Trent & Mersey Canal at Anderton in 1773 was ultimately beneficial, as salt was tipped down chutes from the canal into barges on the river navigation. Access to the river was improved in 1810 by the Weston Canal, which provided a link to Weston Point, where boats could reach the River Mersey.
- A legacy of the salt industry is the diversity of wildlife and habitats found today along the navigation.

Opportunities and Big Ideas

- Unique collection of industrial heritage and wildlife habitats.
- Anderton Boat Lift already attracting over 100,000 per annum.
- Development of Hayhurst Quay and Baron's Quay at Northwich.
- Working with partners to deliver the Saltscape Landscape Partnership project.
- Encourage more boats to use the navigation through improved facilities and moorings. Raising awareness of the wider offer i.e. Winsford Flashes.
- Develop visitor economy with hire boats and other tourism ventures.
- The scale of the structures are resource intensive and restrict through navigation.
- Opportunity for creation of long distance walking, cycling and water-based trails and loops linking with wider network.
- Opportunities for expansion of the network.



2. Chester to Ellesmere Port



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Characteristics and Features

The most northern eight miles of the Shropshire Union Canal connects the historic city of Chester with the large town of Ellesmere Port, with the Port itself opening into the Manchester Ship Canal. The Dee Branch, in Chester, was originally constructed from this main line and connects the canal with the navigable River Dee.

Despite being lock free from Chester basin to Ellesmere Port the canal has low boating levels and has the potential for more boating traffic. Conversely the towpath is a popular pedestrian and commuter route both within Chester and between the two centres.

The canal links the two attractions of the National Waterways Museum located in Ellesmere Port and Chester Zoo.

Context

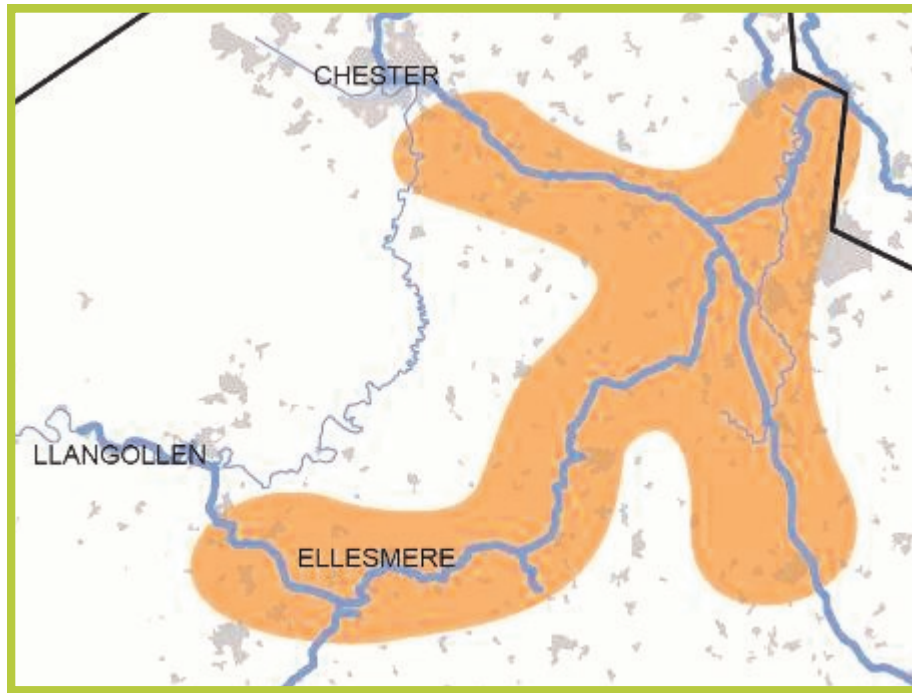
- Built in the 1790s the canal is a great example of the intensive period of canal building which took place at that time in England and Wales.
- As the expanding industrial areas and docks grew in Ellesmere Port following the construction of the canal, they attracted migrant workers many of whom walked along the towpath from the Midlands.
- Until the arrival of the railway in 1840 a packet service took passengers from Chester to Ellesmere Port en route to Liverpool. Tower Wharf, located in Chester, also became an important boat building centre. It still operates today and is perhaps the finest example of a traditional boatyard remaining on the canal system.

Opportunities and Big Ideas

- Promotion and development of links with National Waterways Museum and other attractions such as Anderton Boat Lift, Chester Zoo and Cheshire Oaks.
- Opportunity to engage communities in the corridor including canal adoptions and recruitment of volunteer lock keepers at Northgate Locks.
- Development opportunity with Ellesmere Port waterfront to improve the corridor.
- Increase navigational and towpath use throughout Chester, enhancing the stair case locks at Northgate and improving moorings.
- Improve signage and interpretation with an overall strategy and promotion of key sites.
- Opportunity to integrate the waterways in Chester with the development of Waterspace Strategy for the city.
- Improve connections to the River Dee navigation and the wider network.
- Completion of the Tower Wharf Development.



3. The Rural Centre



Characteristics and Features

The popular and well used canals of rural Cheshire and Shropshire connect many rural communities and play a vital role in local economies. Amongst the features are the attractive market towns and villages such as Ellesmere, Whitchurch, Audlem and Market Drayton and larger towns of Middlewich and Nantwich.

The Canal & River Trust Waterway Yard at Ellesmere with its recently refurbished forge is a great example of industrial heritage whilst still performing a vital function in the operation of the canal network today.

Context

- The main line Shropshire Union Canal was the last narrow trunk canal to be built in England. It was completed in 1835.
- Canals are ranked as a Primary Product Theme within the North Shropshire and Oswestry Visitor Economy Strategy (2012-2017), along with Meres. The strategy states 'Canals are obviously a strong product across much of the area, and have the benefit of providing connections, quite literally, between market towns, and out to the surrounding conurbations.'
- Ellesmere Yard is an important part of our waterway heritage. Much of the site is listed grade II* including the blacksmiths and joiners shop, dry dock and Beech House, the former head office of the Ellesmere Canal Company. Ellesmere Yard, once typical, is now a rare example of an unspoilt and therefore cherished canal scene.

Opportunities and Big Ideas

- A popular rural retreat for all.
- Enthusiastic groups of local canal volunteers – a strong foundation on which to grow community pride in their canals.
- A green corridor connecting communities with places of interest and linking many long distance routes including Shropshire Way.
- Supporting local economies through tourism. In conjunction with town and parish councils.
- Linking the canal with the rich landscape of the Nature Improvement Area of the Meres and Mosses.



4. The World Heritage Site and the Llangollen Canal



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Characteristics and Features

The World Heritage Site (WHS) is of regional, national and international importance and attracts visitors both from the UK and overseas. Over 200,000 visits are made each year to the Pontcysyllte Aqueduct itself.

The Llangollen Canal is a popular destination for boaters with high levels of boating throughout the cruising season. The improved towpaths also attract high numbers of pedestrians and cyclists.

The canal passes through attractive countryside with unique views of the surrounding valley offered by its spectacular aqueducts.



Context

- The first 11 miles of the Llangollen Canal connects the three counties of Denbighshire, Wrexham and Shropshire from Llangollen to Chirk Bank. Built between 1795 and 1808 by Thomas Telford and William Jessop the canal is an outstanding piece of industrial and engineering heritage comprising of embankments, cuttings, tunnels and aqueducts including the Pontcysyllte Aqueduct and 31 other listed structures.
- The Pontcysyllte Aqueduct is designated a Scheduled Ancient Monument of National Importance by Cadw and English Heritage and the 11 mile corridor around it was designated a World Heritage Site by UNESCO in 2009.
- The landscape value of the site is recognised in the extension of the Clwydian Range Area of Outstanding Natural Beauty to include the Dee Valley as far as Chirk.

Opportunities and Big Ideas

- Managing capacity and quality of experience for the number of visitors arriving by either boat, on foot or by bike.
- Improving awareness and access to the WHS as a whole with the development of a cohesive offer including signage and improved visitor facilities.
- Opportunity to create a visitor destination around Llangollen, Pontcysyllte Aqueduct and Chirk with the development of a Visitor Centre with links to other museums and attractions.
- With partners develop a gateway to North Wales and maximise on the impressive landscape and heritage of the area.
- Linking our canal to footpaths and trails throughout the area.



5. Montgomery Canal



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Characteristics and Features

The beautiful Montgomery Canal, is a 56km long rural canal, only partly navigable, with a high quality natural and built heritage in both Wales and England. It is important for its aquatic plants, and it is a Site of Special Scientific Interest (SSSI) in England and a Special Area of Conservation (SAC) in Wales. The SAC status is a particularly high designation and of European significance. The canal is also important for its built heritage with 128 listed structures it has great archaeological and historical significance linked to the lime kilns at Llanymynech.

The canal stretches from its junction with the Llangollen Canal at Lower Frankton, near Ellesmere in Shropshire to Freestone Lock near Newtown its original terminus.

Due to its unspoilt nature it is popular with walkers and also canoeists with a number of facilities in place and planned along its length.

Context

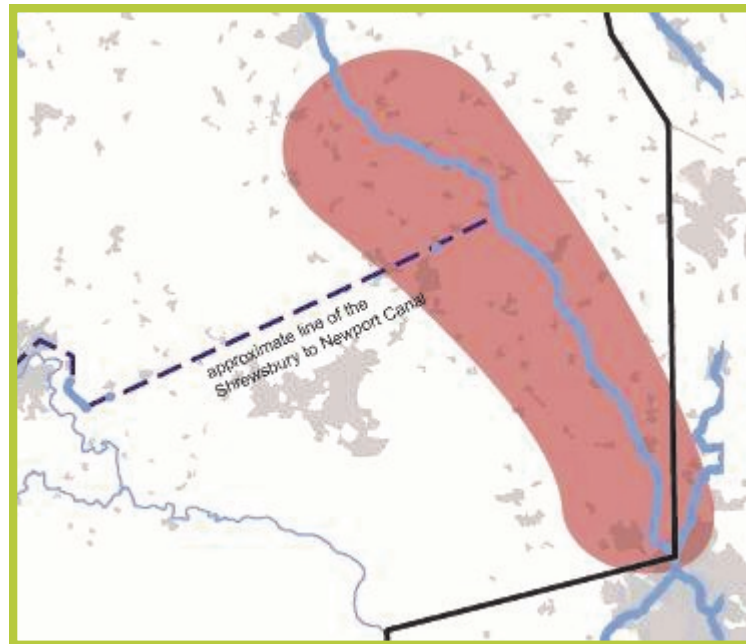
- The Montgomery Canal was developed in the early 19th century primarily to supply the areas agricultural land with lime and to transport passengers and general materials.
- The canal is a home to the largest UK population of floating water plantain a rare aquatic plant and grass wrack pondweed.
- Over a number of years nature reserves have supplemented the canal environment, particularly to create aquatic plant habitat.
- Over the last 40 years the Montgomery Canal has been partly restored to navigation and there is on-going support in England and Wales amongst canal societies, public bodies and trusts to complete this work.
- The Montgomery Canal Partnership members have signed up to a Conservation Management Strategy (CMS) - a framework for taking forward the restoration of the canal, whilst balancing it with the requirements specific to the habitat designations.

Opportunities and Big Ideas

- Continue the restoration of the canal which has been estimated at £40 million and which will necessarily require a phased approach with support from a range of partners.
- Continue towpath improvements building on the £1M investment from Welsh Government in recent years, linking the canal to many long distance and short walking and cycling routes.
- Create new nature reserves to ensure a balance between water activity and the environment.
- Work with partners to realise the potential for the canal to become Wales premier flat water paddling location.
- Continue strong partnerships with other agencies and active volunteer groups to secure the future maintenance required to protect the navigation and SSSI and SAC.
- Encourage appropriate commercial development along the canal in line with the CMS.



6. Midlands Gateway



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Characteristics and Features

This predominantly rural section of the Shropshire Union Canal connects the rural counties of Shropshire and Staffordshire with the canal network of the West Midlands at Autherley Junction, Wolverhampton on the Staffordshire and Worcester Canal.

It is characterised by a number of long embankments, aqueducts and deep cuttings which provide striking features along its length.

This southern section of the canal passes through some very attractive and peaceful countryside and links together the many historic villages and hamlets found along its length. The deep cuttings and embankments provide a contrasting experience to that found on the remainder of the network and are havens for wildlife.

Context

- The southern section of the main line was the last trunk narrow canal route to be built in England. It was not completed until 1835 and it was the last civil engineering achievement of Thomas Telford who did not live to see its completion.
- The many long embankments, cuttings and grand bridges were developments of the railway age and allowed the canal to have fewer locks. The stretch from Tyrley to Atherley Junction has only one lock over 25 miles.
- The remnants of the Shrewsbury & Newport Canal can be seen at Norbury Junction which is the focus of a restoration initiative by local groups.

Opportunities and Big Ideas

- Opportunity to connect and engage with adjoining communities to encourage adoption and improve the facilities.
- Improve towpath condition throughout this section to enable links into local footpaths and trails.
- Opportunity to develop educational links based on the exceptional engineering and natural features.
- Support restoration initiatives with canal expertise and sharing best practice.



Our Objectives

- 1 For People** — our objective is to improve social and community well-being by making waterways welcoming and accessible to all. We aim to encourage a strong physical and emotional connection leading to a sense of pride and ownership.

Our priorities are:

- a. Building, strengthening and broadening community engagement.**
- b. Growing and widening volunteering.**
- c. Encouraging positive and responsible behaviour towards the waterways.**
- d. Demonstrating the relevance and value of the waterways.**
- e. Encouraging people to use the waterways as a 'natural health' service.**

Action plan examples:

- Develop an inclusive engagement plan with identified priority target areas to develop relationships in the North Wales and Borders area.
- Secure funding for a local community liaison officer along the Ellesmere Port to Chester corridor to raise profile and awareness to canal side communities.
- Liaise with health providers to encourage investment in and use of green infrastructure to deliver health benefits.
- Develop the national programme for Waterway Explorers with local schools to encourage young people to positively engage with their local waterway.
- Promote and establish Community adoptions across the network.
- Recruit and develop Volunteer leaders and Young leaders from local communities to develop opportunities for local community participation.
- Secure funding for Arts projects which will encourage local pride.
- Develop environmental and access projects to create a sense of place along the waterways.
- Develop canoeing access points including family paddling zones.

- 2 For Prosperity** — our objective is to improve the economic well-being and resilience of local communities on or beside the NW&B waterways. We intend to work with partners to increase use and activity, to create an environment that attracts investment and to support productivity, creativity and innovation.

Our priorities are to:

- a. Improve the waterways and their environs.**
- b. Encourage regeneration along the waterways.**
- c. Raise aspirations and the skills of the local people to improve employability.**
- d. Ensure effective management of water resources.**
- e. Support sustainable restoration to expand the network.**
- f. Contribute to the prosperity and diversity of waterway businesses.**

Action plan examples:

- Identify and nurture ambassadors within local authorities and partner organisations to highlight the value of the canals.
- Develop Pontcysyllte Aqueduct and Canal World Heritage Site as a cross border icon and a gateway to North Wales by developing and implementing an improvement plan.
- Support Chester in becoming a ‘waterway embracing city’ through the delivery of the waterways strategy for Chester including opening up the Dee link.
- Develop opportunities to continue and expand the Trust’s apprenticeship scheme.
- Support the Heritage Lottery Skills for the Future programme.
- Seek opportunities to continue the restoration on the Montgomery canal and improve boat access to the Llangollen Canal through Hurleston Locks.
- Gain an understanding of the needs and issues of our tenants.

Our Objectives

- 3 For Places** — our objective is to improve the quality of places along the waterways. We intend to cherish, conserve and enhance the distinctive heritage and environmental qualities of waterways so that they become welcoming and interesting places to visit, live close to, work by and enjoy.

Our priorities are:

- Maintaining and enhancing the waterways as safe, good quality and a lively place for all.
- Conserving, promoting and interpreting the industrial landscape and cultural heritage.
- Improving the natural environment and biodiversity on and around the waterways.
- Promote innovative developments which respect and enhance the waterway corridors.

Action plan examples:

- Maintain and exploit the status of the Pontcysyllte Aqueduct and Canal World Heritage Site and Trust ownership to create a high quality visitor destination.
- Develop key destinations and links to other networks including infrastructure improvements and interpretation.
- Work with relevant Trusts and Societies, such as the Saturn Project, to promote interpretation and learning.
- Explore opportunities on the Marshalls Arm, Northwich to improve biodiversity and natural environment.
- Support the Trust's national priorities including hedgerow restoration and linking of riparian habitats.
- Working with All Wales and South Wales and Severn Partnerships to promote the inclusion of the canals as key green infrastructure in Wales.
- Influence planning briefs and responses to plans to ensure the landscape, environmental and amenity value of the corridor is enhanced.



How we work as a Partnership

The Waterway Partnership has a key advisory role bringing local knowledge, skills and experience. Partnership members do not represent single interests but act in the best interests of the Trust committing time, talents and energy.

Principally they are outward looking, able to influence, lobby and forge new local relationships. They help Trust staff to open doors, develop local engagement and participation and secure new funding. Significantly they understand the national picture and have been given the particular task of influencing and endorsing the Waterway's annual business plan as well as producing a ten year Waterway Strategic Plan.



Members of the Partnership visiting the Montgomery Canal in May

The Partnership meets every second month (or more frequently subject to need) with actions from meetings being posted on the Canal & River Trust's web site.

Our Partnership



Jim Forrester, Waterways Partnership Chair

Former Director at Imperial War Museum North in Manchester Jim has spent the last 27 years working within charities in a variety of roles; from boat conservator to director of a new branch of a national museum in the region, in his earlier years Jim was also a boat builder on the canals.

Belinda Davenport is the owner and manager of a successful farm shop and tea room in the Weaver Valley. She is also a member of the Inland Waterways Association, a Weaver Valley Partnership Board member and a member of the Cheshire Wildlife Trust.

Gillian Edwards is a Regional Fundraiser for Leukaemia & Lymphoma Research and Member of Weaver Valley Partnership Board.

Bill Furniss is a Marine Engineer by background and has been involved with canals for many years, he is a Director of Welsh Canal Holiday Craft Ltd.

Chris Koral was the former Cheshire Area Manager for the North West Regional Development Agency. He currently chairs the Local Nature Partnership Board, and Cheshire Wildlife Trust and is a member of the Weaver Valley Partnership Board. He is also a Board Member of Groundwork Cheshire.

Helen Paterson is Chief Executive of Wrexham County Borough Council, and has a lifelong interest in waterways and canal boating.

Alan Platt is a Financial Management Consultant, a Trustee and NW Regional Chairman of the Inland Waterways Association and member of the Montgomery Canal Partnership.

Dr Jane Staley is the Executive Director of Groundwork Cheshire

Steve Stamp was previously the Emergency Services Manager at the Stanlow petrochemical complex, he is a boat owner and canal heritage enthusiast.

Wendy Capelle, Waterway Manager, Wendy, a qualified Management Accountant, has worked for British Waterways and then the Trust since 1999.



Looking forward: our Strategic Waterway Plan

A key role for each Waterway Partnership is the production of a ten year plan together with a focused three year action plan. After much deliberation we are now ready to share our vision and set of strategic priorities which, when combined with those of other partnerships, will create the national 'family' of plans which will shape the future activity of the Trust.



How to get involved

- What do you think about the broad strategy?
- What would you like to see prioritised in the strategy?
- What do you think about the proposed objectives and actions. Are there others we should be including?
- What plans or policies do you have that we could complement or enhance?
- How can we work together on community, economic or environmental projects?
- Would your local school, organisation or community like to get more involved in your local waterway's future?

Email: enquiries.northwalesborders@canalrivertrust.org.uk

Write to us, by 31 October 2013, at:

Strategic Waterway Plan Feedback:
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CW8 1BH

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Check our noticeboard for updates;
canalrivertrust.org.uk/north-wales-and-bordersboard

