



Canal &  
River Trust



# Marple Locks & The Upper Peak Forest Canal.

## Management Plan 2015 - 2017

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## 1. Objective

This plan has been prepared to give all stakeholders a clear overview of how the Upper Peak Forest Canal is currently managed and our priorities for the future.

It describes:-

- The physical infrastructure.
- The organisation in place to manage aspects of the canal, and achieve our aims and objectives.
- Our objectives and operating principles.
- The management systems in place to maintain and enhance the network.
- Baseline data on its condition and usage.
- Key Performance Indicators and measures of success.
- Identified 'Plan Targets' that we hope to deliver over the planning period.

## 2. Audience

This plan has been written to address the needs of a number of stakeholders.

- Staff
- Contractors
- Users of the Canal
- Regulators
- Local Authorities
- Volunteer Organisations
- etc

We recognise the need for these Plans to be living documents and to reflect the views of our many stakeholders.

This is the first time a plan has been prepared for this canal and it has been predominantly developed internally. Going forward this plan will be used as a document for us to capture the views of our many stakeholders and we will be seeking their views on future updates.

Appendix C contains a map of our significant stakeholder relationships.

## 3. Structure

This document does not set out to be a fully comprehensive manual on how the canal is run. By virtue of the size, scale and complexity of the operation this would fill many volumes.

It is intended to be an umbrella overview document that gives sufficient information for stakeholders to understand.

- What asset we are managing.
- What we are trying to achieve.
- How we are doing it.
- How we measure success.
- Our short/medium term targets



Much of the supporting asset information and documentation is held on a comprehensive Intranet and Geographical Information System (GIS). Within the GIS system there are separate layers that address the many facets of managing a complex infrastructure.

These include:-

- Key physical asset data
- Heritage aspects
- Environment and Ecology

This plan references a number of core documents that are stored on the Trust Intranet system. For those outwith the system, who do not have access to that resource we have also included directions to publicly available web links.

We hope, however, that we have included sufficient overview details for the majority of our stakeholders. If you wish more detail, or you would like copies of the referenced core documents, please contact:-

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We have identified a number of priority Plan Target items that we hope to deliver during the plan period. Where possible these relate directly to the Upper Peak Forest Canal. In a number of areas however, the way that the data is collected and the method by which resources are allocated, the Targets are written at a Waterway Partnership level.

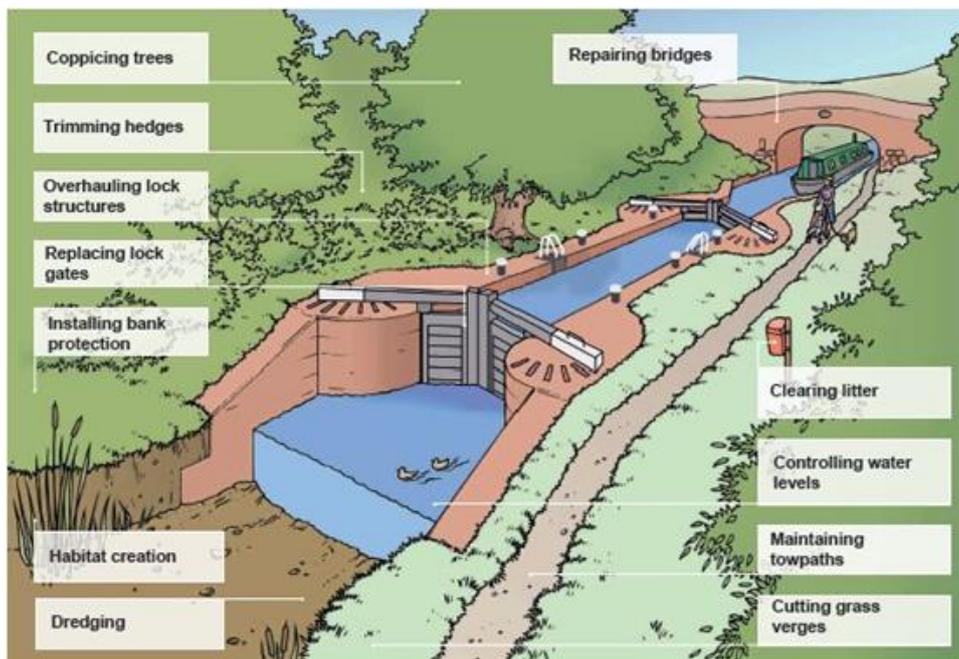
## 4. Scope

This management plan relates to the length of canal encompassing Marple Aqueduct, Marple Locks and the Upper Peak Forest Canal – which is managed by the Manchester and Pennine Waterway of the Canal and River Trust.

The canal:-

- The Upper Peak Forest Canal runs for 11km between Marple, south east of Manchester to Bugsworth Basin in the village of Buxworth, Derbyshire.
- Branches of the canal connect to Whaley Bridge and Bugsworth Basin at its terminii.
- There are two Scheduled Ancient Monuments
  - The grand, three-arch Marple Aqueduct which carries the canal 100 feet above the River Goyt and
  - The historic Bugsworth Basin -one of the best-preserved canal-tramway interchanges.
- There are 16 locks at Marple where the "Upper Peak Forest Canal connects to the Lower Peak Forest Canal.
- In general only the tow path on one side of the canal is under the direct control of the Trust.
- The Marinas situated on the canal are under private ownership and are not in Scope for this Plan.
- The feeder Reservoirs in Whaley Bridge are not included in this Plan
- The canal is administered from the Waterway main office at Red Bull, Kidsgrove. Operational sites within the management plan area are:
  - Marple Service Block.
  - Marple Lock Flight depot.
  - Bugsworth Basin Customer Services
  - Whaley Bridge services

The key operational aspects of running the canal are illustrated schematically below





## 5. Marple and The Upper Peak Forest canal

The Peak Forest Canal is one of 7 canals managed under the Manchester and Pennine Waterway.

# Our waterways

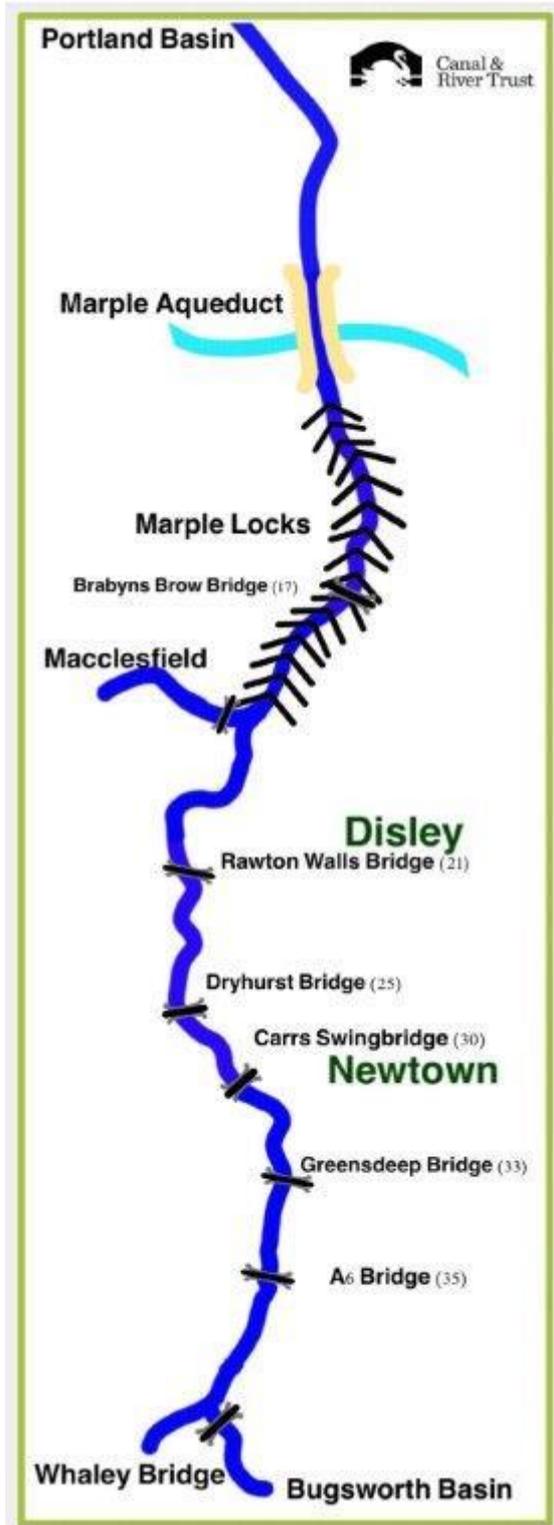
### Key

- Ashton Canal
- Huddersfield Narrow Canal
- Macclesfield Canal
- Manchester, Bolton & Bury Canal
- Peak Forest Canal
- Rochdale Canal
- Trent & Mersey Canal
- Other Trust Waterways
- Non-Trust Waterways
- ➔ Coastal Gateway





## Management Plan for Marple and the Upper Peak Forest Canal



### Overview

The whole canal is a little under 15 miles long from Dukinfield Junction on the Ashton Canal (Ashton-Under-Lyne) to Bugsworth Basin, with a short branch to Whaley Bridge.

The canal is in two distinct parts. The upper section, one of the highest summits in the country, runs along the valley of the River Goyt and the lower along that of the River Tame.

Separating the two is Benjamin Outram's splendid stone Marple Aqueduct together with its slightly higher railway viaduct neighbour running parallel, and flight of 16 locks rising over 210 feet (64m).

It is Marple Aqueduct, the lock flight and upper part of the canal that are the subject of this management plan.

At Marple the canal joins the Macclesfield Canal, the access point for many people to use the canal while travelling the Cheshire Ring of canals

The canal is ostensibly rural, departing Greater Manchester in Marple passing in countryside through the villages and small towns of Disley, Newtown, Furness Vale and terminating in Whaley Bridge where there are two canal branches.

The first travels to Whaley Bridge town, with its Transhipment Warehouse.

The second terminates at Bugsworth Basin in the village of Buxworth,

While the whole canal length is owned by Canal & River Trust, Bugsworth Basin is operated and generally maintained by the Bugsworth Basin Heritage Trust under the terms of an operating memorandum.



### The History of the Canal

The Peak Forest Canal was promoted and financed by the Peak Forest Canal Company (PFCC), a company formed in 1793 to promote the building of a canal from the limestone deposits in the Peak District to the existing canal network. It was promoted by a number of prominent local businessmen who saw the opportunity of improving transportation links within the district. The proposed canal ran from the Ashton Canal to Bugsworth, with a short branch to Whaley Bridge.

The Act of Parliament authorising the building of the canal was granted on 28<sup>th</sup> March 1794, with construction work commencing on the 20<sup>th</sup> May 1794. The Consulting Engineer appointed to oversee this work was Benjamin Outram. The Surveyor and Resident Engineer was Thomas Brown of Disley and Manchester.

The upper level of the canal from Bugsworth to Marple opened on 31<sup>st</sup> August 1796, with the earliest surviving permit for the delivery of limestone to the limekilns at Marple being dated the 31<sup>st</sup> July 1797. The branch that stretched to Whaley Bridge was also completed in 1796. Due to financial difficulties the lower level from Marple to the Ashton Canal was not completed until 1799, with the Marple Aqueduct being opened in 1800.

At this stage the financing difficulties that the canal had experienced throughout its short life meant that the proposed lock flight at Marple could not be constructed. This limited the serviceability of the canal as it was essentially two separate waterways with no through traffic. This problem was solved in the short term by the opening of an inclined tramway at Marple linking the two sections, however, this solution was far from ideal as it required goods to be transferred from boat to tramway and then back to boat costing time and money.

As the trade along the canal built up, the necessity of transshipping the cargo at each end of the tramway caused a frustrating bottleneck, even working at night, and eventually the funding was found to construct the flight of 16 locks to link the upper and lower pounds, which opened in 1804.

The hilly nature of the landscape called for several tunnels and aqueducts, including one almost 100 feet high across the River Goyt and a major flight of locks at Marple, where the difference in height between the two level pounds was 209 feet.

The engineer on the canal, Benjamin Outram designed the three arched aqueduct carrying the waterway 97 feet above the River Goyt, just north of the Marple locks.

One of the principle backers of the canal was Samuel Oldknow, who constructed lime kilns close to the top of the Marple locks (where a local road bears his name). Here, limestone from the Peak quarries was turned into lime for agriculture and building. There are remains of the Lime Kilns, in the ownership of Stockport Council. They are a Scheduled Monument included on Historic England's At Risk Register. Through the Heritage Lottery Fund project Canal & River Trust are working with the Council, Historic England and local organisations to re-establish the Kilns' prominence and to safeguard their future.



For the next few years the canals prospered, carrying stone, coal, cotton, grain and manufactured goods, but this was to be short-lived as the canals became overtaken by the building of the railways.

In 1848, the Manchester, Sheffield and Lincolnshire Railway bought the Ashton, Peak Forest and Peak Forest Canals in order to feed goods into their railway system. This helped to keep the Peak Forest Canal active and the carrying of limestone continued to thrive, but traffic slowly declined into the early part of the twentieth century and the tramway from the quarries closed in 1925, giving the Peak Forest very little traffic south of the Peak Forest Canal junction.

The Marple locks, together with the Ashton Canal and lower level of the Peak Forest became neglected and difficult to navigate and by 1962 it began to look as if they might be officially closed. However, interest in using canals for leisure was growing and the Peak Forest and upper level of the Peak Forest began to attract craft for cruising.

Following a period of dereliction in the 1960s, restoration was begun by local volunteers and the length between Marple and Dukinfield was reopened along with the Ashton Canal in 1974. This now forms part of the Cheshire Cruising Ring.

In 1964, the Peak Forest Canal Society was formed and, with the Inland Waterways Association, fought to keep the Peak Forest and Ashton Canals open and to restore them. Their campaign led to the restoration of the Ashton Canal in 1974 and the re-opening of the Cheshire Ring of canals for leisure use.

In 1999, the Basins at Bugsworth (where the village is now known as Buxworth) were re-opened after extensive restoration, offering a tranquil mooring for narrowboats. Sadly, serious leaks continued to affect the Bugsworth arm and it was closed again after only six months. Major remedial work was carried out with the Basin opened permanently again in 2005..

### **BUGSWORTH BASIN**

Bugsworth Canal Basin is a Scheduled Ancient Monument and a destination for many boats from the main canal network that pass through Marple. The basin is the terminus of the Upper Peak Forest Canal and close to the Peak District National Park which is viewed from the elevated level of the canal.

Stone was brought down from the quarries to Bugsworth Basin and then taken by boat to Manchester. By the end of the 19th century the basin was handling over 600 tons of limestone per day. Other cargoes included coal, cotton, grain and manufactured goods, with commercial traffic continuing on the canal until 1959, though Bugsworth Basin had closed in 1926.

The basin includes:

- A water area of approx. 5 acres
- Is accessible to a wide range of abilities throughout.



- Is a Scheduled Ancient Monument with Industrial Revolution Features explained.
- Open to the public at all times.
- 48 Hour mooring for at least 60 boats.
- Offers a high standard of grounds maintenance throughout the year – grass cutting, vegetation management and tree maintenance.
- Has a volunteer “Manager” to ‘Meet and Greet’ most times throughout the season.
- An information Centre together with indoor and outdoor models.
- Boating facilities and toilets
- Shop selling Ice Cream, souvenirs and Information booklets about the Basin.
- Guided Tours for Groups by arrangement.
- Good public transport services to well known Tourist Venues like Buxton, Chatsworth, Bakewell etc.
- Facilities for other stakeholders such as the Canoe Union.
- Off site Talks by arrangement.
- Displays in Local Tourist Offices promoting Bugsworth Canal Basin
- Adjacent to the Navigation Inn offering food, drink and B&B.

More information about the site is available at <http://bugsworthbasin.org/>



## **6. The Organisation.**

The Canal & River Trust is the charity entrusted with the care of 2,000 miles of waterways in England and Wales. It is a national charity and management of the individual canals is devolved to a number of waterways for local governance and operation.

The Upper Peak Forest Canal lies within the Manchester and Pennine Waterway – which is also responsible for 6 other canals.

- Trent and Mersey
- Peak Forest
- Rochdale
- Huddersfield Narrow
- Ashton
- Manchester Bolton and Bury

As such the resources used to manage and maintain the canals are a mixture of:-

- Central expertise and resources from the national Canal & River Trust organisation
- Regional Manchester and Pennines staff
- Staff dedicated to the Upper Peak Forest Canal

At present there are 42 Permanent staff and 6 Seasonal staff within the Manchester and Pennine Waterway.

The full time employees of the Trust are supported by a number of contractors (both nationally and regionally controlled) and with the assistance of a significant number of volunteers.

The most significant contracts are nationally let “framework contracts”. The contract specification and prices are set nationally but the programme of work is agreed locally and forms part of the planning and budgetary process.

Appendix A contains:-

- A regional Waterways Partnership organogram.
- An overview of the national support provided for specialist issues (heritage, legal, water management etc)

Appendix B contains:-

- A summary of the main framework contracts in place to support the Upper Peak Forest Canal.

## 7. Vision and Values

### 7.1 Our Vision.

#### *Living waterways transform places and enrich lives*

This vision sets out our ambition for the future. It's there to guide and inspire us. It helps us to understand what our common goal is and how we can all help to achieve it. It also helps others to know what we stand for, what we believe in and where we want to get to.

**Living waterways:** we make sure our waterways are repaired and in a safe condition, but we also want them to be vibrant and at the centre of communities – alive with people, boats, wildlife and activity.

**Transform places:** canals can define the character and personality of a village or town, something that explains its history and makes it special today

**Enrich lives:** waterways provide a unique environment and special places to visit – for recreation, relaxation and wellbeing. They make people's lives better.

The Upper Peak Forest Canal is part of the group of canals in the Cheshire Region, which have a specific identity and for which the Manchester and Pennines partnership has developed a more focussed vision.

*The canals of Cheshire will continue to provide tranquil retreats and flourishing eco-systems whilst enhancing the vibrancy and economies of the communities through which they flow.*

### 7.2 Our values

Our Values set out the sort of organisation we want the Trust to be; how we do things and engage with others. They guide our thinking, behaviour and decision making.



Caring



Open



Local



Involvement



Excellence

These have been selected as our Values because they are central to our way of working if we are to achieve our Vision. They are characteristics that we have not always been strong in. Our new status as a charitable trust requires that we change our culture.

We want to engage with all the people who have a part to play in the waterways. We need to show that we care; to be open in our communications; to promote local ideas and support local communities; and that we offer genuine involvement in our work. And, of course, underpinning all of this we strive for excellence in everything we do.



## 8 Budget and Planning process

### 8.1 Overview

The Canal & River Trust is a National Charity. Whilst much of the operational management is devolved to the local Waterway Partnerships, there is an overarching budgetary and planning process. This ensures that the income for the Trust is allocated to the highest priority action areas.

On an annual basis each waterway partnership develops their own draft business plans that reflect the local priorities.

The individual waterway business plans are aggregated centrally and budgets agreed in discussions with the Partnership Chairs and Waterway Managers.

This allows the Business Plans for each Waterway Partnership and for each of the Trusts central functions to be made firm.

At the time of preparation of this Plan – the National and Waterway Business plans were in the process of being finalised.

Where necessary, this plan will be updated to take into account the impact of any changes as that process is completed.

### 8.2 The Budget

The Manchester and Pennines Partnership is expected to have a directly allocated budget of some £3.1 million.

In addition a further £2 million is allocated centrally – but spent locally – on medium scale maintenance tasks (e.g. lock gates, wash walls, vegetation management) The total resources expended by the Waterway are thus of the order of £5 million per annum.

Local expenditure on the Peak Forest Canal is itemised below.

Scope	Value (£,K)
Vegetation	£50K
Waste Managment	£6 K
Mechanical & Electrical	£1.3K
Property Maintenance	£.5K
Civil Engineering	£633K
Scada	£6K

## **9 Asset Management.**

### **9.1 Background and Context**

The canal infrastructure is extensive, widely varied in its scope and in many cases is some hundreds of years old.

The scope of our Asset/Infrastructure Management and Maintenance activities encompass not only the canal itself and the associated structures (bridges, locks etc) but also a number of operational premises.

We also operate a maintenance regime to ensure all of the operational plant and equipment satisfies our legal obligations and is fit for use.

### **9.2 Objectives and Principles.**

Our objective is to ensure that none of our assets present a risk to our users, or our staff, and that we ensure maximum availability of the free passage of the network.

In doing so we adopt a risk management approach where asset condition is combined with an assessment of the consequence of failure to generate an overall risk score. It is this aspect that drives our work prioritisation and our budgetary process.

### **9.3 Management Systems and Processes.**

The infrastructure is split into Principal and Non-Principal Assets – all individually referenced and managed via a comprehensive GIS database.

The Principal Assets include both the key operational structures, the failure of which would lead to major disruption and the Operational buildings. The Non Principal Assets comprise the other important infrastructure elements e.g. Tow Paths

The Principal Assets are allocated both a condition grade and a consequence of failure score.

The Conditions Grades vary from A : Very good to E: Bad - about to collapse/ fail in short space of time (<5 years)

The Consequences of Failure are ranked from 5 multiple deaths (eg widespread flooding of urban area) to 1 (single minor injury)

These assets are Inspected on a risk based cycle and associated inspection reports produced.

*Inspection Regime:-*

A comprehensive inspection regime is in place for the assets, outlined below.

The inspection frequency reflects the current condition grade and the consequence of failure.



**APPENDIX 6 - Principal Inspection Maximum Cycles**

Maximum Cycles in Years				Condition Grade					
Obj. Type	Description	Inclusion in Matrix based on	CoF Restrictions	CoF	A V. Good	B Good	C Fair	D Poor	E Bad
Matrix 1									
001	Aqueduct	Potential deterioration rate due to water ingress	None	5	15	10	10	5	5
010	Lock	Operational value and potential rate of deterioration	4 & 5 not allowed. Flood Lks 4 allowed	4	15	10	10	5	5
				3	20	15	10	10	5
				2	20	20	15	10	5
				1	20	20	15	10	5
					A	B	C	D	E
Matrix 2									
003	Public Road Bridge	Accepted industry best practice and guidelines	5 not allowed	5	10	10	10	5	5
011	Pumping Station	Operational value and high MEICA component	4 and 5 not allowed	4	10	10	10	5	5
019	Dock	High profile nature and commercial value of asset		3	10	10	10	10	5
020	Boat Lift	Highly specialised inspection	1, 2, 3 not allowed	2	10	10	10	10	5
				1	10	10	10	10	5
					A	B	C	D	E
Matrix 3									

- Reservoir Surveillance Inspections - Weekly (sometimes twice weekly) for reservoirs under the Reservoirs Act
- Length Inspection - Monthly (usually) walkover visual inspection for change and operability. Recorded electronically (IPad), notifications for maintenance created in SAP. Done by Waterway Inspections Operative, dedicated to the role
- Annual inspection: More detailed annual review by inspector and engineer  
Sail through and validate Length Inspections
- Principal Inspection: 3 years to 20 years cycle – Principal Assets only (unless specifically requested) – cycle based on risk matrix. Only done by certified inspector

**9.4 Key Performance Indicators**

**Principal Assets**

The current status of the assets on the Peak Forest Canal is shown below.

Count of Functional Loc.	Column U				Grand Total
Row Labels	A - Very Good	B - Good	C - Fair	D - Poor	
001 Aqueduct		1	7	3	11
002 Accom Bridge	1	5	12	4	22
003 Public Road Bridge		5	3	1	9
004 Turnover Bridge		1	3	2	6
005 Culvert	3		18	5	26
006 Cutting	2		4	1	7
009 Embankment	1	4	26	11	42
010 Lock			9	7	16
013 Sluice	1	1	1	3	7
015 Tunnel			1		2
016 Weir			1	4	5
<b>Grand Total</b>	<b>7</b>	<b>2</b>	<b>19</b>	<b>35</b>	<b>153</b>
7 assets are recorded with asset condition - either lost or under review					
There are no condition grade E assets on the Upper Peak Forest canal.					



### Non- Principal Assets

The non-principal assets are primarily towpaths. These are divided up into 1Km lengths – each of which is allocated a condition grade.

For the Peak Forest Canal there are 25 identified canal lengths.

Historical data indicates that the condition of the towpaths is steadily increasing over time.

		Towpath				
		A	B	C	D	E
2013	No. of Km	1	0	14	10	0
	%age Km	4	0	56	40	0
2014	No. of Km	2	1	7	4	11
	%age Km	8	4	28	16	44
2015	No. of Km	4	1	12	5	3
	%age Km	16	4	48	20	12

### Prioritising works

Each week a schedule of urgent safety related maintenance tasks are issued to the waterways for action. These will typically be required to be completed within 7 days.

Following each monthly inspection cycle the newly identified maintenance tasks are reviewed by the engineering team, assessed for priority/ urgency of repair requirement; and put to the programme planning team for appropriate action. The programme team determine the schedule of works and issue this to the maintenance teams for action in priority order.

### 9.5 Core Documents

- Mandatory Standard – covering inspection of operational infrastructure, operational buildings, lock gates, and M&E assets
- Asset inspection procedures 2014

### 9.6 Plan Targets.

- We will manage and maintain our principal assets such that the % graded D and E remain less than 23%.
- Within a three year period 90% of our 'popular' tow paths will be graded B or above and 75% of the total remain graded C or above.



## **10 Heritage Management**

### **10.1 Background and Context.**

The Trust recognises that its waterways are a national asset of intrinsic value, reflecting Britain's emergence as the first industrial nation. This heritage comprises the structures, landscape, setting and context of the waterways, museum collections, archives, historic vessels and associated skills.

The Trust is responsible for one of the world's greatest historic estates and the third largest collection of heritage assets in Great Britain, after the Church of England and the National Trust. These include bridges, aqueducts, locks, mileposts etc.

The Peak Forest Canal is important in heritage terms. The two Scheduled Ancient Monuments, and the Grade 2\* warehouse at Whaley Bridge give it a high level of statutory protection. Together with the many Grade 2 listed assets and the fact that nearly all the study section falls within one Conservation Area or another ensures there is little that is undesignated.

The canal was constructed at the height of Canal Mania and the Industrial Revolution, in what is known as the Heroic phase, between 1780 and 1835, when the canal engineers attempted daring feats to send water where it had no natural right to go! It is felt that the flight of 16 locks at Marple and the soaring Goyt Aqueduct are testimony to that heroism.

### **Designations**

The Goyt Aqueduct, and Bugsworth Canal Basin and Tramway are both Scheduled Ancient Monuments.

The Goyt Aqueduct is also Grade 1 Listed.

The Canal Transhipment Warehouse at the end of Peak Forest Canal at Whaley Bridge is Grade 2\* and is currently on the Historic England Buildings at Risk register.

The remaining 27 assets are Grade 2. The list includes the Toll House opposite Top Lock at Marple, also Grade 2.

A full list of designated assets is provided overpage.



### Designated Assets within the Peak Forest plan area

Goyt Aqueduct (that part in Marple) – Grade 1 and SAM – Peak Forest Canal Conservation Area

No. 16 bridge – Peak Forest Canal Conservation Area

Marple Locks No.1 and adjoining footbridge – Peak Forest Canal Conservation Area

Marple Locks No.2 and adjoining footbridge – Peak Forest Canal Conservation Area

Marple Locks No.3 and adjoining footbridge – Peak Forest Canal Conservation Area

Marple Locks No.11 and adjoining footbridge – Peak Forest Canal Conservation Area

Marple Locks No.6 and adjoining footbridge – Peak Forest Canal Conservation Area

Marple Locks No.7 and adjoining footbridge – Peak Forest Canal Conservation Area

Marple Locks No.4 and adjoining footbridge – Peak Forest Canal Conservation Area

Marple Locks No.5 and adjoining footbridge – Peak Forest Canal Conservation Area

Marple Locks No.8 and adjoining footbridge – Peak Forest Canal Conservation Area

Marple Locks No.10 and adjoining footbridge – Peak Forest Canal Conservation Area

Marple Locks No.9 – Peak Forest Canal Conservation Area

Marple Locks No.15 and adjoining footbridge – Peak Forest Canal Conservation Area

Marple Locks No.12 and adjoining footbridge – Peak Forest Canal Conservation Area

Junction Bridge, No.1 – Peak Forest Canal Conservation Area

Posset Bridge, No.18 – Peak Forest Canal Conservation Area

Marple Locks No.13 – Peak Forest Canal Conservation Area

Marple Locks No.14 and adjoining footbridge – Peak Forest Canal Conservation Area

Marple Locks No.16 and adjoining footbridge – Peak Forest Canal Conservation Area

(Toll house opposite Top Lock – Peak Forest Canal Conservation Area)

No. 21 (Routing Walls Bridge) Strines – Peak Forest Canal Conservation Area

Aqueduct south-west of Peers Cottages, Strines – Peak Forest Canal Conservation Area

Stanley Hall Bridge No.23

Dry Hurst Bridge No.26

Greenshall Bridge No.27

Aqueduct Bridge near Station Road

Canal Warehouse at end of Peak Forest Canal – Grade 2\* - Whaley Bridge Conservation Area

Canal Cottage and stable, Canal St. Whaley Bridge - Whaley Bridge Conservation Area

#### **Approach channel to Bugsworth Basin**

Horse Tunnel

Bugsworth Canal Basin and Tramway – SAM – Buxworth Conservation Area

There are also Scheduled Monument Management Agreements in place for Marple Aqueduct and Bugsworth Basin.'

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### 10.2 Objective and Principles

In recognition of this one of the principal Charitable Objects of the Trust is:

*‘To protect and conserve for public benefit sites, objects and buildings of archaeological, architectural, engineering or historic interest on, in the vicinity of, or otherwise associated with inland waterways.’*

In furtherance of its charitable duties, the Trust has adopted the following six principles.

We will:

- Base our policies and practice on a sound understanding and recognition of the history and significance of the waterways heritage.
- Apply the optimum conservation standards to maintain the integrity and authenticity of our heritage assets.
- Accept a presumption in favour of conservation of these heritage assets, while recognising the wider aims, objectives and resources of the Trust.
- Work with others to secure the conservation of the wider context and setting of our waterways.
- Benchmark and report on our heritage conservation performance at regular intervals.
- Maintain a Heritage Advisory Committee to advise us on our policies and to monitor performance.

Where balances and judgments have to be made between competing resources and activities, we will take a long term and strategic view that assumes a presumption in favour of preserving the waterway heritage.

### 10.3 Management System and Processes.

The Upper Peak Forest canal is designated as a Conservation Area along its complete length.

As such a detailed approach to managing those assets is in place.

An “Approved Process” has been developed to describe ‘best practice’ standards for works of repair to heritage assets (i.e. historic waterway buildings and structures). The purpose of these standards is to ensure a consistent, approved approach to practical heritage conservation on the Canal & River Trust estate.



## Approved Process: HERITAGE MANAGEMENT

### Management brief

This Approved Process describes the processes (Appendix 1) by which the Canal & River Trust fulfils its general objectives and statutory duties relevant to build heritage assets and archaeology. The purpose of this process is to ensure a consistent, approved approach to heritage management on the Trust's estate.

It is a key value that all heritage assets, whether designated (i.e. legally protected - Appendix 2) or non-designated, are given the same level of beneficial treatment and protection.

This Approved Process should be drawn to the attention of anyone managing, developing, disposing, maintaining or specifying works to the Trust's heritage assets. It should be read in conjunction with the Mandatory Standard: Heritage (2012).

This process supersedes the BW Direction: Heritage Management (February 2008).

**Status:** This process should be followed by default and is effective from 17 September 2012. It will be reviewed annually and will apply until an updated or revised version is formally issued.

### Responsibility

It is the responsibility of all responsible line managers and line managers who deal with heritage assets to ensure that these approved processes are followed. It is especially important that all Trust staff working on heritage assets communicate with heritage advisors before and during works, particularly where unforeseen circumstances arise.

### Performance monitoring

- **Routine checks** – responsible line managers and line managers will monitor compliance with the approved processes via BWISE.
- **Operations compliance** – the heritage team will perform quarterly heritage compliance checks and report to the Operations director.
- **State of the Waterways Heritage report** – the head of heritage will produce an annual report (by July) summarising the progress in meeting the objectives of this process and the Trust's Mandatory Standard: Heritage.
- **Non-compliance** – all incidents of non-compliance will be recorded as a ZQ notification. Unauthorised works to designated assets will be reported to the head of heritage who will investigate and ensure remedial action.
- **Internal audit** - will periodically look at the effectiveness of this process.

### Authorised by:

Operations Director

Date: 17<sup>th</sup> September 2012

Custodian: Nigel Crowe, Head of Heritage

MS-Tech-40 Issue 3

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Sept 2012

The Canal & River Trust will give all its heritage assets, whether designated (i.e. legally protected) or non-designated, the same level of beneficial treatment.

The process is applied for:-

- Contract Works, both Major and Minor
- General Works Programme
- Emergency works
- 3rd party
- Non-operation property
- Development of property
- SCADA
- Utility
- Operational property

Almost all works to heritage assets, apart from minor repair or maintenance will require some form of assessment, including an Environmental Appraisal with supporting photographs (before, during, after). An appraisal may well point the way to further assessment, including one of the following:-



- Heritage impact assessment
- A full-blown heritage assessment (sometimes referred to as a heritage study or heritage survey)
- A conservation statement
- A conservation management

In addition Heritage Works processes are applied. These include best practice guidance on repairs to heritage structures including the use of lime mortars and pointing, timber repairs, ironwork repairs and graffiti removal

Heritage skills training can also be provided where required.

## HERITAGE WORKS

### Joint preparation

1. Joints are cleaned out to a minimum depth of 25mm and never to a depth less than their width.
2. Great care is taken to avoid damaging the arrises of the stones or bricks, particularly where dense repointing has been done in the past.
3. Cutting out is usually performed with quirks and long-necked jointing chisels with parallel faces, not wedge shaped chisels which damage the arrises.
4. Cutting out using powered tools such as chisels, grinders or discs should be avoided.
5. Cutting out should leave a clean square face at the back of the joint to provide optimum contact with the new mortar.
6. Joints are brushed and flushed out with water to remove dust and loose material.
7. Spillage from the preparation process is prevented from falling into the canal or river.



Cutting out

### Wetting

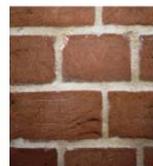
Prior to repointing, sufficient water should be applied to the masonry to ensure that water is not drawn out of the new mortar too quickly. This may require the walls to be soaked the night before to ensure a good reservoir of water is in the fabric and then moistened up on the morning of the work. Clearly the need for this depends on the type and condition of the masonry and the prevailing weather.

### Filling the Joints

1. The materials in the mortar are carefully selected and accurately batched to provide joints which are consistent in colour and texture.
2. Joints which have dried out since cleaning are re-wetted.
3. Joints are thoroughly filled with mortar, placed and packed using appropriate sized pointing keys without encroaching over the arrises or faces of the stone/brickwork.
4. Deep cavities are repointed in two stages. Dry mortar is packed in the back of the joint before the standard repointing mortar is used to complete the process.
5. After achieving an initial set, new mortar is beaten with a chum brush, to expose the aggregate, compact the surface and remove excess mortar from the joint face.
6. New mortar is protected against the harmful effects of the weather and protected from too rapid drying out – see below.
7. In underwater work, the canal or lock is not refilled until the mortar has cured sufficiently to prevent damage. Underwater joints are finished flush.
8. Mortar in above water situations is not placed in areas of chipped, broken or damaged brick/stonework. It is kept to the joints.



Purpose made repointing keys



High quality, flush jointed repointing

The Greater Manchester Heritage Partnership Agreement (HPA) covers the top section of the Upper Peak Forest Canal where it passes through the Stockport Council area. The HPA is based around a traffic light system of agreed works to our structures that are listed buildings, categorised in terms of requiring consent (red), agreement first from local authority) or permitted works (green).

**Non-compliance** – all incidents of non-compliance will be recorded on our incident tracking database. Unauthorised works to designated assets will be reported to the



head of heritage who will investigate and ensure remedial action. Serious incidents and any instance of statutory non-compliance will be reported to Directors.

#### 10.4 Key Performance indicators.

**Routine checks** – responsible line managers will monitor compliance with the approved processes vis our in-house monitoring software.

**Operations compliance** – the heritage team will perform four heritage compliance checks annually and report these to the Operations Director.

**State of the Waterways Heritage report** – Nationally the head of heritage will produce an annual report summarising the progress in meeting the objectives of the heritage management process and the Trust’s Mandatory Standard: Heritage.

#### 10.5 Core Documents.

Heritage – Mandatory Standard	MS-Tech-76	Sept 2012
Heritage Mgmt– Approved Process.	S -Tech - 40	May 2013
Heritage Works – Approved Process	P-OPS-93 Issue 2	Sept 2012
Greater Manchester Canals – Heritage Partnership Agreement		Jan 2012

#### 10.6 Plan Targets

- During the 3 year plan period more than one third of Partnership staff and volunteers will have received Heritage Training.
- We will achieve a score of 100% in the Heritage balanced scorecard metric (CHASE) on an annual basis.
- We will work with local stakeholders to produce a commercially viable development plan for the Whaley Bridge Transhipment Warehouse.
- Complete the £2.3 million HLF funded project “Revealing Oldknows legacy” at Marple. Information about the project is provided at Appendix D



# 11 Environmental Management

## 11.1 Background and Context

Although our waterways were not built for wildlife, they have now become an important part of our countryside, providing the much needed habitat to support a wide variety of plants and animals, some of which are now quite rare, such as floating water plantain, otters and water voles.

Our waterways provide an incredibly important natural corridor for the movement of wildlife bringing the countryside into the hearts of our towns and cities, as well as some of our more intensively farmed landscapes providing access to green infrastructure for millions of people. Animals such as bats and kingfishers use canals and rivers extensively for foraging and commuting, these excellent habitat corridors bypass the perils of roads and provide vital links in an increasingly fragmented countryside.

The public recognise and value the environmental benefits of the canals and consistently rank that value highly.

	Importance (mean score out of 10)	Biggest Loss (%)	Would MOST encourage to		
			Donate (%)	Volunteer (%)	Vote (%)
They are a haven and escape for people	8.5	20	12	5	19
They are a haven for wildlife	8.4	18	13	6	12
They allow us to be on or beside water	8.3	10	5	2	12
They provide an open space network	8.3	10	6	4	1
They are the countryside in your town	8.1	9	5	3	7
They provide a waterways network	8.0	7	4	2	3
They are a British icon	8.0	4	3	3	3
They are our cultural heritage	7.9	8	6	2	4
They are our industrial heritage	7.8	10	8	3	4

In recognition of its conservation value, many parts of our network have been designated as protected nature sites. The Canal & River Trust owns or part owns

- 1,000 wildlife conservation sites
- 59 Sites of Special Scientific Interest (SSSIs)
- 18 European Natura 2000 Sites
- 600 miles of hedgerow
- 400 miles of Conservation Area



There are three designated environmental Local Sites along the Upper Peak Forest Canal.

- Peak Forest Canal (South), from the aqueduct to near bridge 23 (within Stockport Council);
- Peak Forest Canal, from Bridge 23 to Newtown (within Cheshire East Council);
- Peak Forest Canal, Furness vale, from Bridge 29 to Bridge 32 (within Derbyshire).

Canals are well known as wildlife corridors allowing animals to move across the landscape and through unsuitable habitats. The corridor function on this Canal is particularly important because it runs close to the river in a number of locations and because the canal runs from the Peak District down into urban Greater Manchester it helps animals to travel from the rich habitats of the hills into the urban environment.

These have been designated for the range of aquatic plants present and the invertebrates such as dragonflies and damselflies. We have records of kingfishers along the canal and know that otters use the area around the canal as well, linked to the river. The area around the transshipment warehouse is important for feeding bats.

There are also a further number of plenty of Local Sites along the canal, but outside our ownership. However, one 'Brabyns Wood' (along the Marple flight just up from the aqueduct) is partly within Trust ownership.

Taking a Cross-Section of the network at any point reveals that it supports:-

- Hedgerows & trees
- Wildflower rich grassy towpaths
- Marshy, waterway fringes
- Linear pond

At the other end of the spectrum we also have recorded a number of non-native invasive species on the Upper Peak Forest Canal including Giant Hogweed, Japanese knotweed; giant hogweed, Himalayan balsam and signal crayfish.

Hedges, and especially laid hedges, are of key importance for wildlife and landscape value. We have plans to increase the hedging on the Peak Forest Canal and plan to get some volunteers days out to start this in the winter 2016/17 and then into 2018.

### **11.2 Objectives and Principles.**

The Trust is committed to promoting the conservation of biodiversity and raising awareness, and we regularly work in partnership with other organisations and volunteers to help deliver biodiversity gains.

We have dedicated programmes to enhance the quality of the waterway environment and have developed innovative ways of retaining and creating biodiverse habitats that will benefit a wide range of species.

For example, soft bank protection is favoured where practical, as it is suitable for water voles, as well as providing an excellent breeding ground for aquatic insects and fish. This in turn creates great hunting grounds for kingfishers and otters, two top predators of the waterways.



During the Plan period we aim to further develop the concept of “Environment as an Asset” – extending our Asset Inspection Programme (AIP) to cover soft estate management.

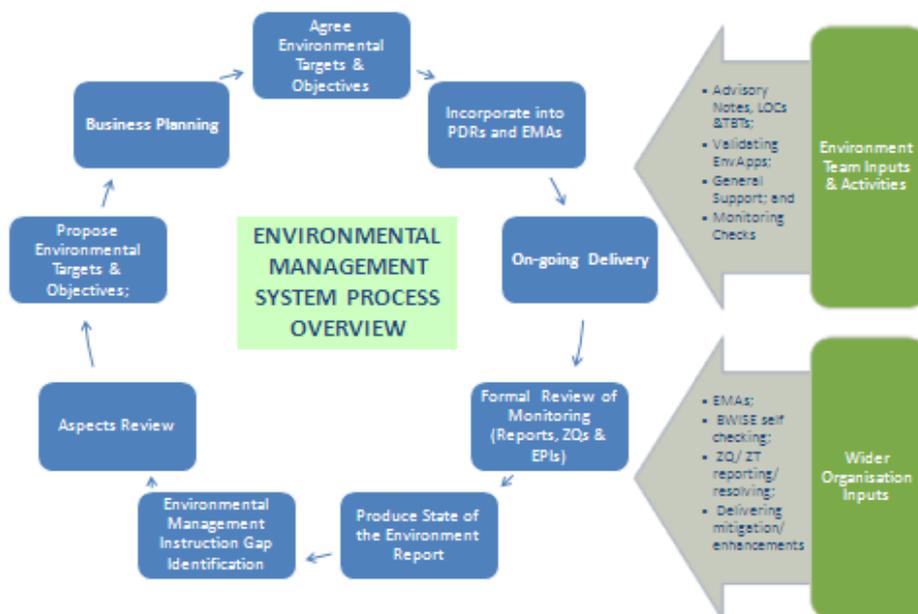
### 11.3 Management Systems and Processes.

In order to protect our valuable biodiversity the Canal & River Trust has a dedicated team of highly qualified environmental scientists and ecologists.

At the Canal & River Trust conservation is a core part of our business. Almost every activity we undertake is related in some way to the environment of the waterways. As such we have a formal Environmental Management System consistent with the principles of ISO 14001 - but not formally accredited.

*The environmental impacts of all C&RT activities are appraised in accordance with the requirements of the Environmental Management System Standard and our statutory duties. An environmental appraisal is required for all of C&RT activities including maintenance and major works, but also other activities such as water control, procurement, facilities management, regeneration projects, utilities and estates agreements, property development, consenting any third party works (including new moorings and marinas) and visitor management or events. The Environmental Appraisal process ensures that C&RT complies with relevant environmental and heritage legislation and also identifies appropriate improvements that can be delivered through the activity to benefit the waterways environment*

### Protection of the waterway environment.



### Vegetation Management.

Vegetation management is one of many aspects of waterway management where the Trust endeavours to balance various and sometimes conflicting requirements for safety, conservation of the natural and built environment, and recreational activity in



a cost effective manner. Our management aims to respond sensitively to waterway character and level of use as well as statutory influences arising from safety, wildlife and other legislation.

Vegetation management is a key concern for our customers and we publish information on the approach that we adopt on our web-site, which can be accessed via this [Link](#).

**Towpath mowing** – our approach to towpath mowing depends upon the waterway character and the type of towpath, its location, its surface makeup, its width, the type of edging and level of use. We aim to provide safe access for boating, walking, and where appropriate other activities whilst optimising biodiversity interest. Typically in urban locations the grass is cut frequently across the full width of the towpath; in more rural areas grass fringes may be permitted to develop along the front and/or rear of the towpath. Even in rural locations safety has priority so lock sides and landing areas will be cut frequently even when the surrounding area isn't. The Trust has a set of Towpath Mowing guidelines to inform management decision making. Further information on o

**Tree Management** – We estimate that Canal & River Trust owns about a million trees. For general stewardship we regularly survey the condition of trees to identify remedial works required to prevent harm to the public resulting from fallen trees or fallen limbs. A risk-based approach is taken to prioritise the most hazardous trees in the areas of highest use.

In addition we maintain trees that overhang the waterway channel and towpath to ensure that they remain clear for boats and towpath users. Unless work has been identified as being urgent (on safety grounds) we plan a programme of work to be carried out each winter starting in September and ending by the middle of February to avoid conflicting with nesting bird period, and delivering the most urgent tree maintenance recommendations.

**Hedges** – Much of our network, including lengths the Upper Peak Forest Canal, is bordered on the towpath side by hedges that require regular maintenance to ensure that the towpath remains passable and can be used safely. On the Upper Peak Forest Canal the hedgerows are cut annually, typically between October and February to avoid conflicting with nesting birds. We have recently undertaken a programme of surveying our hedges, the outputs of these are expected to be available on our GIS network shortly. The surveys identify areas where the hedgerows may be improved by gapping-up or laying as well as areas where they may be extended.

**Invasive Weeds Control** – Several invasive weed species have been recorded on our waterways. Some weeds have the potential to significantly impact upon the enjoyment safe use of our waterways by impacting upon navigation and/or operational water supply. Others pose a threat to native biodiversity and, in some cases, human health. To date Japanese Knotweed and Giant Hogweed are the most common concerns recorded on the Upper Peak Forest Canal.

Our approach to the management of invasive weeds is guided by internal processes for Invasive Weed Recording and Management and the Use of Pesticides. The occurrence of invasive weeds is reported though our Length Inspection procedures and by the public. We do not have sufficient resources to deal with all the invasive



weeds

recorded on our estate so we adopt a risk based approach to prioritising weed control, targeting those weeds which pose the greatest threat to health and safety, and the operation and enjoyment of our waterways. Most weed control for high-priority species is undertaken by our framework contractor and comprises chemical or mechanical treatments. The management of some lower priority species is achieved working in partnership with local volunteers and community groups (e.g. Inland Waterways Association Himalayan Balsam work-parties).

### 11.4 Key Performance Indicators

A balanced scorecard of environmental aspects – measured by audit on a quarterly basis, and recorded in CHASE.

### 11.5 Core Documents

National Policy/ Procedure/ Process:

- Mandatory Standard: Environmental Management System
- Mandatory Process: Environmental Appraisal
- Mandatory Process: Badgers and Embankments
- Mandatory Process: Use of Pesticides
- <https://canalrivertrust.org.uk/our-work/vegetation-management/grass-cutting>
- Direction: Towpath Mowing Guidelines

### Local Plans/ Local Operating Controls

- Environmental Protection Plan
- Management of Risks Associated With Algae and Blue-Green Algae Blooms
- Environmental Appraisal: Local Procedure for Manchester & Pennine Waterway
- Waste Management – Manchester & Pennine Waterways

### 11.6 Plan Targets

- Conduct an Environmental Baseline Survey of the Upper Peak Forest Canal and populate a separate GIS layer with this information.
- Achieve 100% in the Environmental Balanced Scorecard metric (CHASE)
- Deliver six environmental enhancement projects through our volunteer programme. This will include a programme to increase the hedging on the Peak Forest Canal, using volunteers days, to start this in the winter 2016/17 and then into 2018.



## **12 Environmental Protection**

### **12.1 Background and Context.**

Whilst we have the opportunity to enhance the ecological aspects of the canal and its environs, we also face the challenge of managing and influencing a number of external threats to those features that our visitors value most highly.

These include:-

- Litter
- Dog fouling
- Fly-tipping
- Graffiti/Vandalism
- Pollution
- Degradation of sites on the of-side of the canal route which we do not own or control.

In addition we have adopted systems and processes to manage the negative environmental impacts of our operational activities:-

- Waste
- Carbon emissions

### **12.2 Objectives and Principles.**

We will seek to educate and influence the behaviour of our visitors and canal users to minimise the negative environmental impacts of visits and canal usage.

Where appropriate we will arrange provision for the collection of waste but recognise that with a long linear infrastructure, much of it remote from access, due regard has to be given to the logistics of emptying such receptacles. We will seek to work in partnerships with others (e.g. Local Councils) in that provision.

We have in place systems to react to instances of pollution, fly tipping and graffiti. These are dealt with on a prioritisation basis dependent upon their nature, severity and risk.

For our own waste we will apply the principles of reduce, reuse, recycle, replace to minimise the amount of our waste that goes to landfill.

We will look to conduct our operations in a way that minimises our organisation's carbon impact.

### **12.3 Management Systems and Processes.**

The Trust has developed a "Green Plan" which aims to promote

- Reduction in carbon emissions arising from energy use and travel;
- Procurement and use of sustainable resources;
- Sustainable waste management practices and reduction in waste going to landfill

Our website includes information relating to this [here](#).



This plan identifies how we are managing our vehicles and logistics to reduce the carbon impact of travel.

We work in partnership with “Trolleywise” to ensure that any shopping trolleys that end up in the canal are recovered and recycled.

We continually seek ways to recycle and re-use our own operational waste. This includes recycling old lock gates into benches through to using dredged material locally as bank enhancement.

For our boating community waste facilities and sewage pump out facilities are provided at designated locations on the network.

Litter bins and dog waste receptacles are placed in a limited number of areas on the network. These tend to be where we have high footfall and at locations of access and egress where we are able to negotiate with local councils for their periodic emptying.

#### **12.4 Key Performance Indicators.**

Thankfully we have limited numbers of adverse environmental incidents. Where they occur they are logged within our incident management software and taken towards resolution. Incident numbers are summarised here.

Incidents over 12 months in 2015	Manchester & Pennine Waterways	Peak Forest Canal (Marple Aqueduct to Whaley Bridge)
Abandoned Vehicles	1	0
Animal Carcass	5	1
Blue Green Algae	2	1 (Combs Reservoir)
Fly Tipping	62	1
Invasive Plants Aquatics	27	0
Invasive Plants Terrestrial	73	6 (Including Bugsworth Arm)
Invasive Animals	3	0
Land Pollution	6	0
Water Pollution	38	1
Wildlife Incident	3	0

The single water pollution incident arose from a report by a member of the public concerning a paint slick on the water surface.

#### **12.5 Core Documents**

- Approved Process: Environmental And Other Non Health & Safety Incident Reporting & Investigation

#### **12.6 Plan Targets**

- To maintain statutory Compliance at 100% over the Plan period.

## **13 Water resources management.**

### **13.1 Background and Context**

As operators of a water network we have responsibilities both in relation to the quantity of water and also the quality of that water resource.

Within the Trust network, the Peak Forest Canal forms an integrated part of the system, providing critical water resources. This resource is stored in the local Combs and Toddbrook reservoirs, which are then used to supply the Peak Forest Canal. This in turn feeds Ashton Canal (and into Manchester), and the Trent & Mersey Canal, which ultimately feeds into both the Trent and Mersey Rivers.

Through-out its path, the water is managed and controlled. This is to maximise its potential for boat navigation, along with providing for valuable abstractions for differing parties and organisations, whilst ensuring that the environment along its length is protected and enhanced

### **13.2 Objectives and Principles.**

The Trust aims to keep restrictions and closures on our canals and rivers to a minimum using a range of approaches to ensure adequate supplies of water in the network.

We aim to work with others to ensure that the water quality is maintained at a “good” grading to ensure a healthy environment for the many species that depend on the water quality

### **13.3 Management Systems and Processes.**

Over the past decade the Canal & River Trust has made significant leaps in the technology which allows it to monitor and control water levels.

#### *Monitoring water*

A bespoke SCADA system (Supervisory Control and Data Acquisition) has been designed by the Canal & River Trust to help keep track of water levels in the canals in real time.

Nationally over 500 sensors, which keep track of water levels and flows, have been placed in strategic points along the canals and on some reservoirs. Anyone working for the Trust can access SCADA and receive the latest data on their computer or mobile phone at any time, allowing an instant reaction to any situation.

This can include high water levels during flood events as well as low water levels in the summer months. The system can sense a drop in water levels, send an alert and indicate a possible problem. Often the cause of a sudden drop in water levels is due to vandalism at a lock or paddles left open.

In parallel with the automated SCADA system, weekly levels are taken at additional locations along the canal, and at the feed reservoirs, providing both a manual back-



up, and allowing experienced water controllers on the ground to fine tune control structures (weirs and sluices).

The Trust's Water Management and Environment Teams, also assess all applications for discharging into canal, and planned abstractions. This reducing the level of risk on available resources, whilst also providing a level of protection to the local environment.

### *Modelling and managing water*

By using data taken from manual readings, the SCADA system, and past years, the Water Management Team can predict how long the available water supply will last, how they can best manage the water there is and whether extra measures such as temporary pumps need to be used.

In addition, by looking at rainfall data from as far back as 1920, the team can gain an idea of what to expect in the future. This then allows the Water Management Team to produce detailed weekly Water Budgets and Strategies, to maximise and protect resources over the drier periods of the year. In addition, weekly 'Water Resource Risk Indicators' (WRRRI) reports are produced, highlighting areas that may be at risk, allowing pro-active measures to be put in place – these based on past data, showing varying risks of drought and are issued by canal catchment each week.

### **13.4 Key Performance Indicators**

The available water resources are measured and monitored by the CRT Water Management Team, with weekly reports issued throughout the year.

The quality of the water is measured and monitored by the environment agency.

The whole of the Peak Forest Canal is meeting required standards and is graded "Good".

Section 12 contains data on environmental incidents. All of which were resolved using our incident response procedures.

### **13.5 Core Documents**

- Weekly Water Budgets
- Weekly Reservoir Reports
- Weekly Water Resource Risk Indicator (WRRRI) Report
- Surface Water Discharge Application Process

### **13.6 Plan Targets**

- Utilising the SCADA system, maintain water levels within 50-75mm of the assigned datum levels.



## **14 Safety, security and incident management**

### **14.1 Background and Context**

We have a duty under law to ensure the health and safety both of our employees, and also all those who interact with the canal. This includes volunteers, boaters, visitors, other customers and contractors.

### **14.2 Objectives and Principles.**

We have policies, standards, processes and procedures to ensure that, so far as is reasonably practicable, our facilities can be operated or maintained by our customers and employees with minimal risk to health and safety.

### **14.3 Management Systems and Processes.**

We have a comprehensive health and safety management system. This is based upon a rigorous process of risk assessment that leads to detailed work management processes, trained and competent staff, all of which is assured by a detailed programme of audits and inspections.

Risk assessments are available for the operation and use of the canal by our boating community, the tasks and processes involved in maintaining and improving the network and also for the plant and equipment used during our operations.

With regard to the safety of our boating users we have risk assessed the primary activities of the canal (lock operations, usage of tunnels etc.). The outcome of those risk assessments have been incorporated into our “Minimum Standards for Navigation”.

For casual visitors we recognise that for those using the bank/ towpath the proximity of the water itself poses a risk. The Trust has a standard for its risk assessment of public safety that includes guidelines on the consideration or otherwise of the provision of Public Rescue Equipment (PRE).

Locations with deep water, fast flowing or turbulent water, locations where there is considerable congestion on the towpath or locations where there is a history of people entering the water would all be locations where provision of PRE would be actively considered. The Upper Peak Forest Canal environment is relatively shallow, especially at the bank; is slow flowing and does not have congested towpaths so the provision of rescue equipment is rare. This is reviewed through the cycle of completion of Visitor Risk Assessments.

### **14.4 Key Performance Indicators**

We collect significant data on health and safety incidents both for our employees and volunteers and, where we are made aware, our users and visitors.



### 14.5 Core Documents

We have a total of 17 standards addressing aspects of the visitor safety. The major standards are:

- Health and Safety Policy
- Approved Standard for: Public Risk Management 2014
- Minimum Standards for Navigation
- Approved Safety Guidance – The provision of public rescue equipment – June 2013

We also aim to follow the best practice from:

- Managing Visitor Safety in the Countryside (Visitor Safety in the Countryside Group, 2012).

### 14.6 Plan Targets.

- 90% of reported safety related failure in the condition of our infrastructure, facilities and equipment to be fixed or made safe within 48hours.
- A combined employee, volunteer and contractor RIDDOR accident frequency of 0.15 will be achieved.

## **15 Visitors and Users.**

### **15.1 Background and Context**

Almost 50% of the population lives within 5 miles of our network of canals, rivers and towpaths. We believe the true potential of our canals and rivers, and their long-term survival will only be secured if we fully engage with our visitors, neighbours and business partners.

We have many stakeholders

- Boaters/other water users
- Walkers
- Fishermen
- Cyclists

As will be appreciated a number of these key stakeholders and users have different views on priorities and expected behaviours for the canals. There are also inevitably conflicts between the views of our users, and our duties to protect the environment and heritage aspects of the canal.

We have undertaken an analysis of the economic and social context of the Manchester and Pennine waterways by examining the extent to which the waterway flows through, or in close proximity to, areas of social deprivation.

The Upper Peak Forest Canal flows through a predominantly rural landscape and where it does flow through more urban areas (Marple etc) they are not areas of significant social deprivation.

It is however one of the busiest waterways in the context of boating numbers and attracts some 4000 to 6000 boats per year.

Because of its many attractive qualities it also attracts significant numbers of casual towpath visitors as is shown on the mapping below.

Predominant amongst the visitor destinations are Marple and Bugsworth Basin, both of which are designated as “Hidden Gems” of the Canal Network.

### **15.2 Objectives and Principles.**

Our objective is to inspire more people to enjoy the canals and rivers and support our work.

We will seek to balance the needs and views of our many users and visitors to ensure maximum enjoyment for the majority – whilst also defending our need to fulfil our wider societal and legal obligations.

We will seek to ensure that, where appropriate, visitors are provided with suitable and sufficient information about the assets and their history.

We will seek to provide suitable and sufficient mooring facilities on the Upper Peak Forest Canal



We will provide appropriate avenues for visitors and users to contact us and, where necessary complain.

### 15.3 Management Systems and Processes.

We have a number of channels by which we promote our activities and provide information for visitors. These range from local signage and interpretation to a comprehensive web and social media presence where we promote our more high profile locations.

The Trust maintains a well-resourced visitor section on its website including an “In your area” feature which is post code searchable for local attractions/ areas of interest.

<https://canalrivertrust.org.uk/see-and-do>

The trust is active on Twitter and Facebook and has a considerable number of followers.



@CRTManPennine  
@CanalRiverTrust

We have a local Manchester and Pennine Noticeboard at:

[www.canalrivertrust.org.uk/noticeboard/manchester-and-pennine-waterways](http://www.canalrivertrust.org.uk/noticeboard/manchester-and-pennine-waterways)





## Sharing the resource.

The towpaths are limited spaces and attract many different categories of users (walkers, joggers, cyclists, fishermen etc) who may have conflicting views of how they should be used.

In order to help resolve the inevitable conflicts the Trust has recently completed a significant stakeholder consultation which has resulted in the publication of "Better Towpaths for Everyone - A national policy for sharing towpaths" and the launch of the "Share the Space –Drop your pace" publicity campaign.

## Complaints

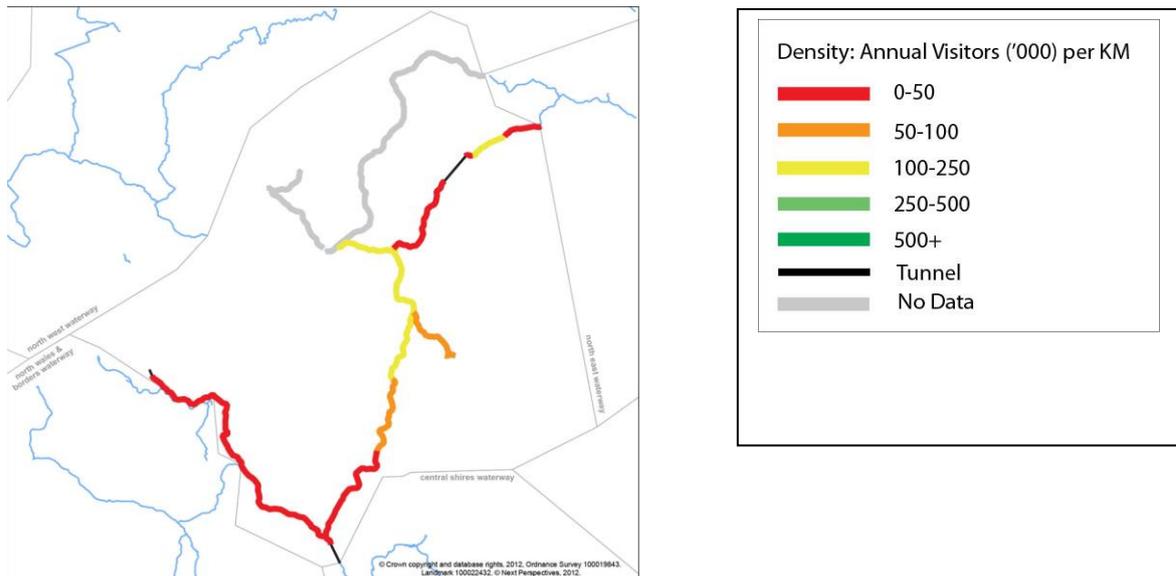
We recognise that not all visitor and user experiences may be fully positive and the Trust has a developed formal process for dealing with complaints. We actively encourage waterway visitors to use our complaints procedure so that issues and concerns can be raised with the Trust's senior management and addressed appropriately. There are two levels to the process.

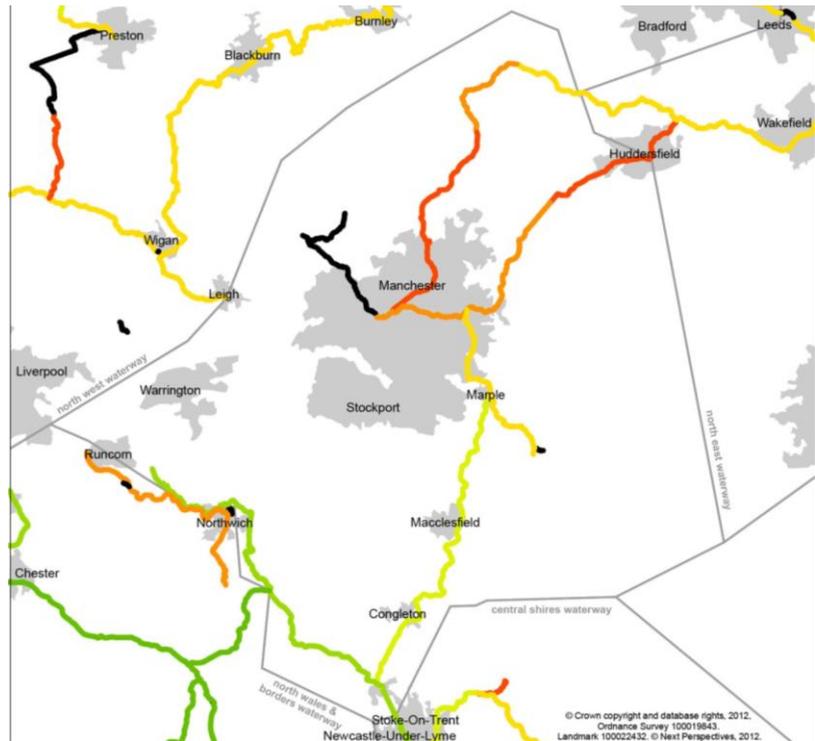
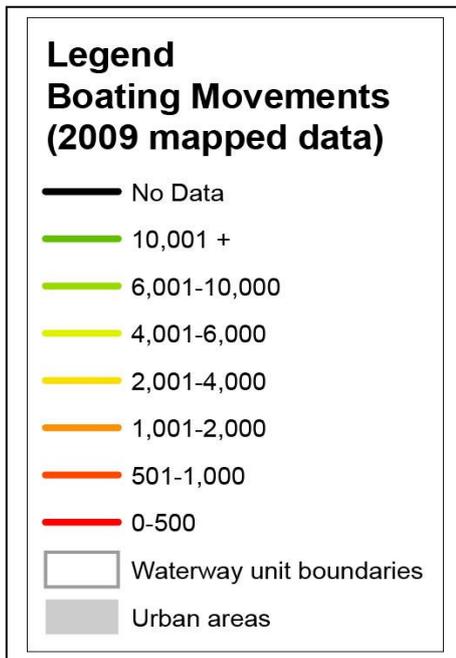
The first level is dealt with via the customer services team at our waterways office (0303 040 4040 or email [customer.feedback@canalrivertrust.org.uk](mailto:customer.feedback@canalrivertrust.org.uk)). If the complaint has not been satisfactorily resolved at the first level it can be elevated to the Trust National Customer Service Team.

The correspondence will be passed on, with any other supporting evidence, to one of the Trust's executive directors or appointed senior managers who do not have direct line management responsibility for the area of the complaint. This helps to ensure that concerns are dealt with fairly and on the merits of the case

Whilst we strive to resolve concerns or complaints internally, customers may refer their complaint to the Waterways Ombudsman for consideration. The Ombudsman is independent and impartial. ([www.waterways-ombudsman.org](http://www.waterways-ombudsman.org))

## 15.4 Key Performance Indicators





### 15.5 Core Documents

<https://canalrivertrust.org.uk/contact-us/making-a-complaint>

Better Towpaths for Everyone - A national policy for sharing towpaths

### 15.6 Plan Targets

- To Complete our signage review along the Peak Forest Canal using the recently developed Trust signage/branding to ensure information is up to date, accessible and public friendly
- Work with the Bugsworth Basin Heritage Trust to establish a visitor welcoming station at Bugsworth Basin.
- Create a welcome Station at the Marple toll house
- Complete the HLF funded project at Marple - "Revealing Oldknows Legacy"
- Implement an "audio app" throughout Marple as part of the Oldknow Project as a way to inform visitors of the history and significance to the area
- Customer Service training to be given to 95% of staff.
- Customer Satisfaction rating of 80%
- Increase visitors and users by 5%

## **16 Development & Community Engagement**

### **16.1 Background and Context**

We seek to convert those who visit and use the canals into more committed supporters of our organisation through our friend's scheme, and through our programme of volunteers and adoptions.

A key part of our charitable aims is to ensure that the canals and towpaths are central to community living, not only as a way to improve the aesthetics of an area, but also to be central to people's lives, improving wellbeing, health, economy and local prospects.

We work with local people to help develop and sustain local groups, which meet both the aims of the Canal and River Trust and the communities themselves, so that this aspiration is brought to life and more people can appreciate and recognise the contribution the waterways can bring.

The Peak Forest Canal is just under 15 miles long and crosses through 6 Local Authority areas. These areas are vastly diverse, ranging from areas of affluence, to more deprived and complex communities. This brings a range of challenges and opportunities to the way we operate and work in partnership with local people and organisations, so that the full potential of the network is recognised and utilised.

### **16.2 Objectives and Principles.**

- To develop deeper relationships with our partners, volunteers and communities in which we work.
- Strive for long term sustainable relationships which deliver quality outputs and measurable benefit for the waterways and the communities who live around them.
- Provide individuals and communities with opportunities to work alongside our people to gain a better understanding of the Trust and our cause.
- Our 10 year ambition is for the Trust to be regarded as an established and trusted volunteering charity which is capable of attracting and retaining over 10,000 regular volunteers, contributing over 120,000 days to waterway management, conservation, promotion and restoration by 2022.
- We will provide suitable opportunities for our stakeholders to provide feedback to us on a regular basis.
- We will expand our FRIENDS Scheme to encourage regular support and financial donations to the trust.
- 

### **16.3 Management Systems and Processes.**

Where possible, we aim to increase engagement (both direct and indirect) with everyone who uses the towpath and waterway. We do this through a range of different routes such as, user forums, open days, educational programmes,



involvement in local festivals and events, campaigns, partnerships, welcome stations on-line (social media and website), public notice boards and direct face to face contact on the towpath.

Our reporting structure for the waterway is made up of a local Partnership Board, all of which represent different interests and communities linked to the waterway. Therefore at the core of what we do, we ensure that local people have a voice and can feed into the decisions and plans being made.

Where necessary we will hold specific consultations to gain a wider view of communities who may be affected by any changes being made. We will do this within community buildings, so we can ensure we have reached a wider audience and more specifically with those who may not be in touch with their local waterway.

Due to the nature of our work, there is often a balance between managing expectation and need, therefore trust and communication is key to managing such expectations. Whilst we know we won't be able to please everyone all the time, we will always strive to be open and transparent in how we feedback any decisions made.

We have created a post of volunteer co-ordinator to both maximise the number of volunteers on the Network and to ensure that they obtain maximum satisfaction from their involvement.

In addition we aim to encourage organised groups to "adopt" a length of the Upper Peak Forest Canal and play an active part in its upkeep, maintenance and improvement.

To keep our volunteers and contributors engaged and informed we produce a M & P Volunteering Newsletter on a monthly basis

On an annual basis we will hold a Manchester and Pennine "Outburst Conference". At this event we will provide details to our major stakeholders of our plans and priorities and seek their input into our future planning.

At a more focused canal level we will hold "North and South" regional users forums to give the canal users an opportunity to feedback their experiences of the network.

### **16.4 Key Performance Indicators**

Our 10 year ambition is for the Trust to be regarded as an established and trusted volunteering charity which is capable of attracting and retaining over 10,000 regular volunteers, contributing over 120,000 days to waterway management, conservation, promotion and restoration by 2022.

We currently have 7 formal adoptions along the Peak Forest Canal, as listed in the stakeholder table in Appendix C.

These groups provide a wide range of skills and time to the area they care for. We have recently completed a review of all our adoptions and with them we have developed a 3 year plan to help each group develop further and grow through our support and training.



We want to develop further adoptions along the Peak Forest as well as increase satisfaction levels across all our volunteers and groups.

2 people regularly volunteer as Lock keepers at the Marple lock flight. This is a customer focused role developing into minor preventive maintenance to the locks and mechanisms, as well as painting the facilities and surrounds.

In 2016 we will be implementing a Social Value Framework to the work we do locally, this means we will be able to measure and place a value on the work we and our volunteers do locally in terms of our impact on health, wellbeing, local economy and skills development.

### 16.5 Core Documents

- Canal & River Trust has a dedicated section on “getting involved” on the website. <https://canalrivertrust.org.uk/volunteer>
- Appendix C contains an overview of our significant stakeholder groups.

### 16.6 Plan Targets

- Implement social value framework to the projects carried out along the Peak Forest Canal
- Increase the number of volunteer days by 10%
- Achieve one more Adoption scheme on the Upper Peak Forest Canal
- Hold 2 user forums per year (North and South)
- Hold 1 Regional Annual Conference
- 88% of our volunteers are “satisfied” with their experience and would strongly recommend it to others.(Measured quarterly)



Volunteers assisting with  
vegetation management.



## **17 Summary of Plan Targets 2016 - 2018**

### **Asset management**

- We will manage and maintain our principal assets such that the % graded D and E remain less than 23%.
- Within a three year period 90% of our 'popular' tow paths will be graded B or above and 75% of the total remain graded C or above.

### **Heritage**

- During the 3 year plan period more than one third of Partnership staff and volunteers will have received Heritage Training.
- We will achieve a score of 100% in the Heritage balanced scorecard metric (CHASE) on an annual basis.
- We will work with local stakeholders to produce a commercially viable development plan for the Whaley Bridge Transshipment Warehouse.
- Complete the £2.3 million HLF funded project "Revealing Oldknows legacy" at Marple. Information about the project is provided at Appendix D

### **Environmental Management.**

- Conduct an Environmental Baseline Survey of the Upper Peak Forest Canal and populate a separate GIS layer with this information.
- Achieve 100% in the Environmental Balanced Scorecard metric (CHASE)
- Deliver six environmental enhancement projects through our volunteer programme. This will include a programme to increase the hedging on the Peak Forest Canal, using volunteers days, to start this in the winter 2016/17 and then into 2018.

### **Environmental Protection**

- To maintain statutory Compliance at 100% over the Plan period.

### **Water Resource Management**

- Utilising the SCADA system, maintain water levels within 50-75mm of the assigned datum levels.

### **Safety, security and incident management**

- 90% of reported safety related failure in the condition of our infrastructure, facilities and equipment to be fixed or made safe within 48hours.
- A combined employee, volunteer and contractor RIDDOR accident frequency of 0.15 will be achieved.



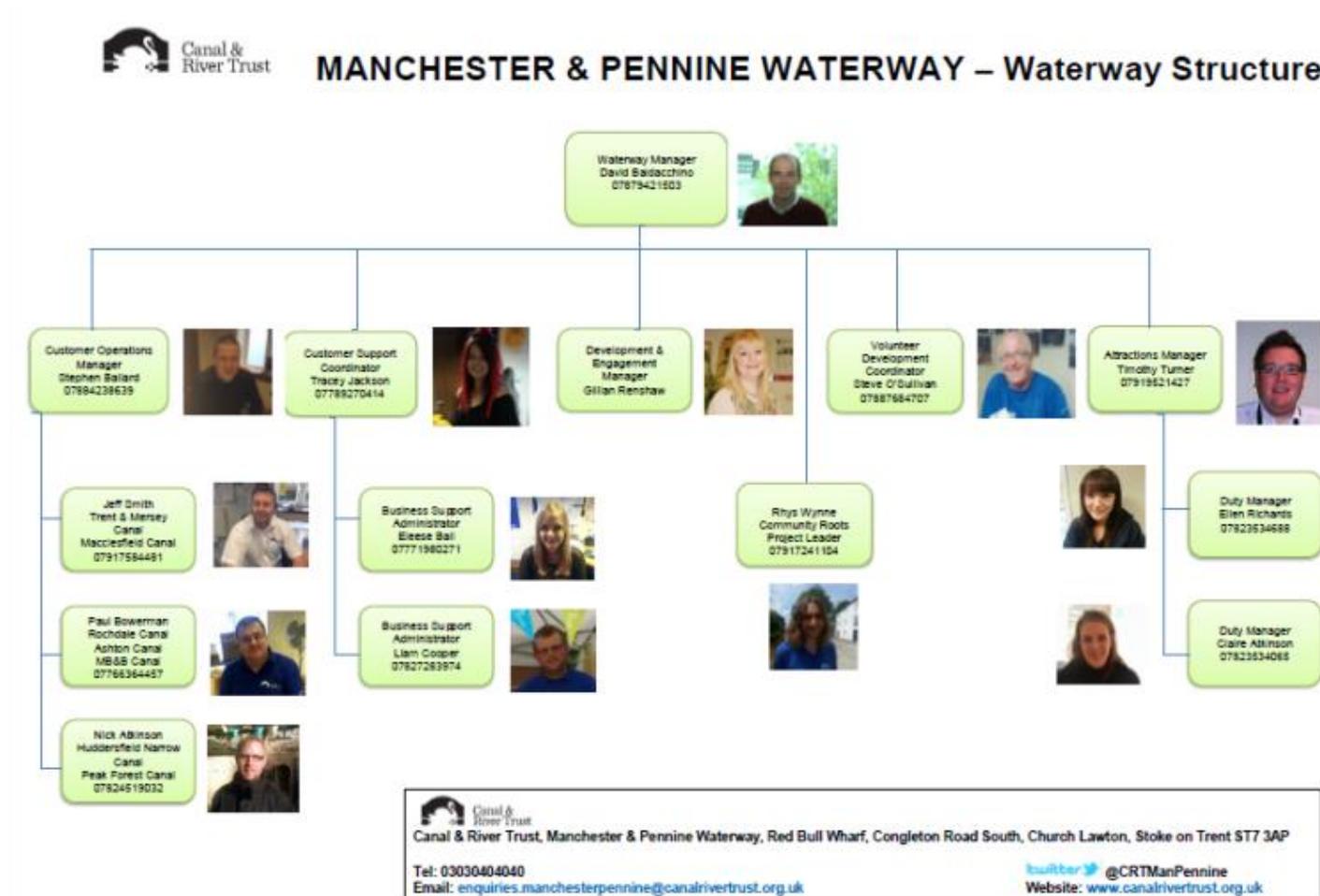
### Visitors and Users

- To Complete our signage review along the Peak Forest Canal using the recently developed Trust signage/branding to ensure information is up to date, accessible and public friendly
- Work with the Bugsworth Basin Heritage Trust to establish a visitor welcoming station at Bugsworth Basin.
- Create a welcome Station at the Marple toll house
- Complete the HLF funded project at Marple - "Revealing Oldknows Legacy"
- Implement an "audio app" throughout Marple as part of the Oldknow Project as a way to inform visitors of the history and significance to the area
- Customer Service training to be given to 95% of staff.
- Customer Satisfaction rating of 80%
- Increase visitors and users by 5%

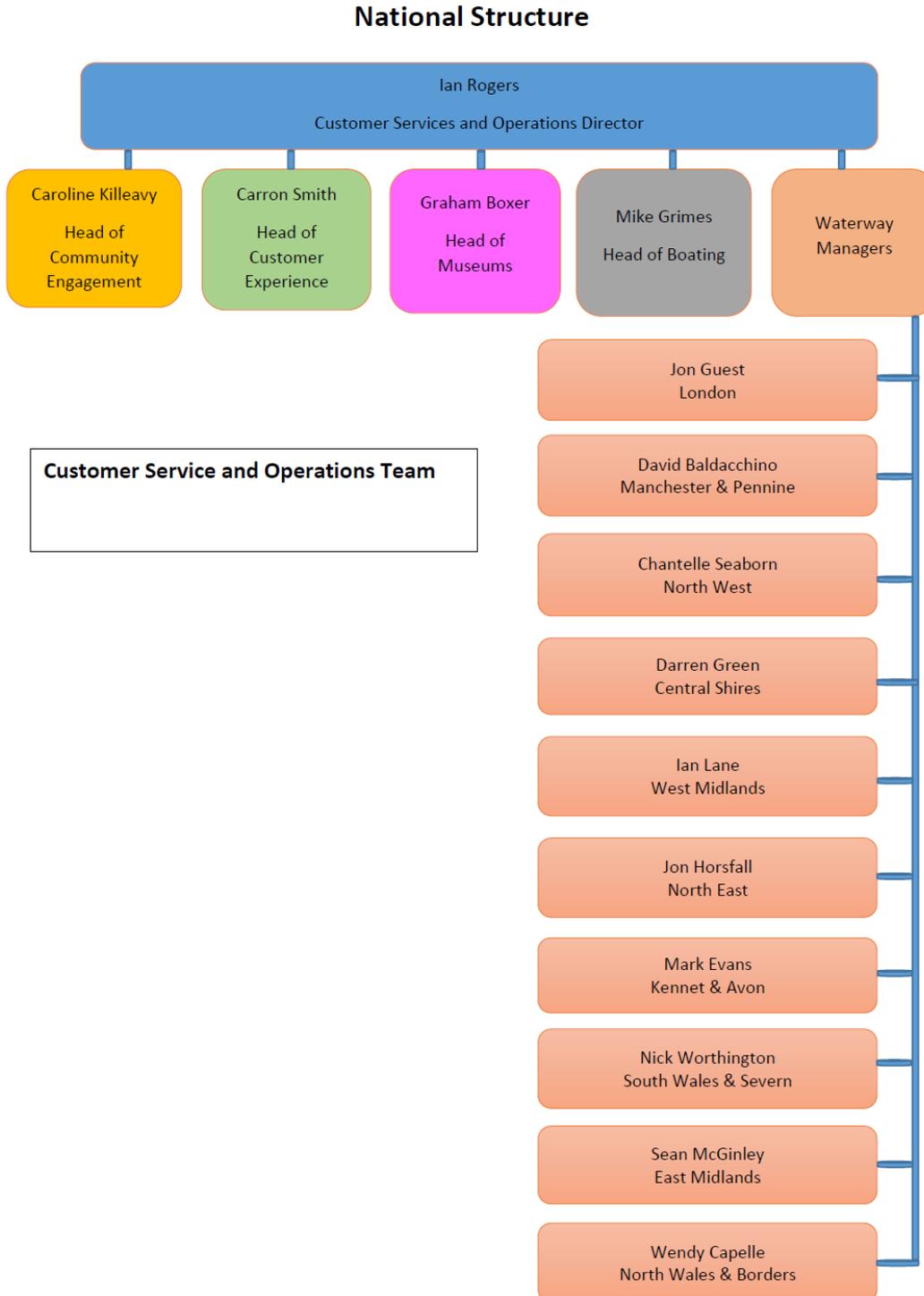
### Development & Community engagement

- Implement social value framework to the projects carried out along the Peak Forest Canal
- Increase the number of volunteer days by 10%
- Achieve one more Adoption scheme on the Upper Peak Forest Canal
- Hold 2 user forums per year (North and South)
- Hold 1 Regional Annual Conference
- 88% of our volunteers are "satisfied" with their experience and would strongly recommend it to others.(Measured quarterly)

## Appendices: A – Organisational Structure



## National Structure





## B. *Key Framework Contracts*

<b>Contractor</b>	<b>Scope</b>	<b>Approximate Annual Value (£, k)</b>
Kier	Mechanical & electrical Maintenance	£11.5k
Fountains	Vegetation Management	c£100k, variable dependant on degree of tree work
Kier	Civil Engineering	Varies dependent on projects: c£300K in 2014/5
Biffa	Waste Management	£9k
Property Maintenance	Vinci	£0.5k
Nomenca	Scada management	£3k
Land and Water	Dredging	None in 2014/5

## ***C Key Stakeholders***

Regulators	
Environment Agency	Natural England
Historic England	Defra
The Waterway Ombudsman	Local Resilience Forum (Derby & Derbyshire & AGMA Civil Contingencies & Resilience Unit)
Local Authorities	
Local Councils	
High Peak	Stockport
Derbyshire	Tameside
Cheshire East	Whaley Bridge Town Council
Current MP's	
Hazel Grove (Con) – William Wragg	High Peak (Con) – Andrew Bingham
Staleybridge & Hyde (Lab) – Jonathon Raynolds	Denton & Reddish (Lab) – Andrew Gwynne
Macclesfield (Con) – David Rutley	
Volunteer Groups	
Marple Volunteer Lock Keepers	Disley Towpath Action Group
Hyde & Romiley Group	Whaley Bridge Action Group
Marple Towpath Group	Marple Heritage Society
Oldknow Legacy Project	Bugsworth Basin Heritage Trust
Users	
Boating and trade operators	Marina Owners
British Canoe Union	Waterway Wanderers – Angling group
Waterway user contact list	Prince Albert Angling Society (Combs Reservoir)
Waterway businesses	Ramblers Association
Waterway Explorers	Event managers
Voluntary & Community Sector Organisations	
The Stockport Canal Boat Trust / New Horizons	Mellor Archaeological Group
Marple Civic Society	Wooden Canal Boat Society
Wildlife Trusts	Horse Boating Society
Scouts Association	Sustrans



## ***D – Revealing Oldknow’s Legacy***

### **REVEALING OLDKNOW’S LEGACY PROJECT**

#### **Overview**

The Canal & River Trust and Mellor Archaeological Trust and have joined forces to secure £2.3 million of investment, including a grant of £1.5m from the Heritage Lottery Fund to deliver Revealing Oldknow’s Legacy: Mellor Mill and the Peak Forest Canal at Marple. Running until July 2017, the project will reveal, conserve and interpret Oldknow’s Legacy, putting Marple on the map as a visitor destination. Further information is available on the first iteration of our website: <http://oldknows.com/>

#### **Contact**

Fiona Turpin Project Officer Mobile: 07880 476085 Landline: 01942 405 729 Web: Oldknows.com

Twitter: Oldknows\_Marple FB: Revealing Oldknow’s Legacy Project Marple

#### **Sites**

There are three main locations where physical works are being carried out:

*Mellor Mill* – a community archaeological dig of the Mill and its complex which operated here for 100 years before burning down, intends to open to the public as a heritage attraction in a country park setting.

*Marple ‘Grand’ Aqueduct* – England’s tallest, the UK’s tallest masonry-arched where repairs and conservation have enhanced and footpath improvements improved access to a ‘wonder’ of the industrial age.

*Marple Lime Kilns* – what is left of a large bank of Lime Kilns near the canal is Scheduled but at risk and has been bricked up to prevent unsafe access for 50 years. Survey work and investigation need to underpin interpretation and landscaping. It is hoped a Friends group will form for future projects.

#### **Activities & Aims**

At these sites archaeological excavation, repair, conservation, survey and research will consolidate the heritage assets and improve understanding of their significance. A maintenance regime will ensure that they are appropriately conserved and maintained in future. Physical, visual and intellectual access to them will be improved.

In addition to these physical and conservation works, new interpretation will bring the sites back together as key parts of Samuel Oldknow’s story, and put them into context as part of the wider changes in the Industrial Revolution.

Visitors will enjoy learning about Oldknow’s legacy in a variety of ways, including new walking routes, maps and traditional fixed interpretation boards and plaques. Innovative digital interpretation will form a large part of the visitor experience, making use of technology to enhance the visual and auditory experience of these locations and help visitors of all ages and abilities learn.

Visitors will also feel moved to participate and volunteer in a variety of ways through establishing local partnerships, initiatives to reach out to under-represented groups,



providing excellent opportunities for project support and on site volunteering and training opportunities which develop skills and employability.

The project will seek to learn from others and share experience through providing informative documents on our website, providing advice, articles and papers, mentoring other projects and inviting others to its sites.

The project aims are embedded in the aspirations of the local community, and we see ourselves as a crucial part in the wider Vision for Marple:

<http://www.marplecivicsociety.org.uk/A-Vision-for-Marple.html>

### Delivery Partners

#### Canal & River Trust (CRT)

#### Mellor Archaeological Trust (MAT)

Mellor Archaeological Trust was formed in 2000 following the discovery in 1998 of an Iron Age ditch in the garden of The Old Vicarage next to Mellor Church. Excavations continued to 2009 and have been described as the largest excavation for a generation of a hill fort in North West England "with results as important as those at Beeston Castle". There have been finds from Mesolithic, Neolithic, Bronze Age, Iron Age, Romano-British and Medieval times.

In 2007, the Trust extended its activities to cover the whole history of the whole Parish of Mellor. Digs, which are continuing annually, at the Bronze Age burial site of Shaw Cairn on Mellor Moor included finding nearly 100 beads of an amber necklace in 2008/9.

Current work is focused on Mellor Mill, the largest and most impressive cotton mill in the world when it was built in 1790-92. It was burnt out in 1892. The area became woodland, which is now being converted into a small country park showing the remains of the mill and other buildings. [www.mellorarchaeology.co.uk](http://www.mellorarchaeology.co.uk)

Stage 2 of the HLF Project runs from July 2014 to July 2017, but the Grant Period is for 25 years. This means that the Legacy Group established will need to show how they manage and maintain project outputs over that longer period. In particular the Conservation Management Plan and 10 year management and maintenance plan underpin this responsibility. To support the bid to HLF consultation work carried out by Marple Civic Society and others established a Vision for Marple (see link) and the project outcomes support this strategy:

[http://marplevisionpartnership.co.uk/downloads/MVP\\_Strategy.pdf](http://marplevisionpartnership.co.uk/downloads/MVP_Strategy.pdf)

There are remains of the Lime Kilns, in the ownership of Stockport Council. They are a Scheduled Monument included on Historic England's At Risk Register. Through the HLF project Canal & River Trust are working with the Council, Historic England and local organisations to re-establish the Kilns' prominence and to safeguard their future.

**Marple Lime Kilns:** In signing up to the HLF Project, Canal & River Trust with Mellor Archaeological Trust will be part of the legacy group responsible for ensuring the future safeguarding of Marple Lime Kilns.

- Owned and managed by Stockport Council the Kilns are now what is left of a large bank of Lime Kilns immediately adjacent to the Upper Peak Forest Canal and private marina at Top Lock.



- Neglected and little known, they were included as part of the project through discussions with the Civic Society.
- Built and initially operated by Samuel Oldknow the Kilns are a Scheduled Ancient Monument currently on Historic England's At Risk Register (Since 2011).
- The Kilns are thought to be unique in their size and neo-Gothic design. They had their own transport system of private tramways and canal arms.
- It is a project aim to enable their future removal from the Register through ensuring future safeguarding, including establishing a Friends Group.
- The Kilns were part demolished and bricked up to prevent unsafe access for 50 years and therefore survey work and investigation is needed to guide and underpin archaeological investigation and proposed on site interpretation and landscaping.
- A major research assessment has already been completed to inform this and provide historical background and information, which has been a step change in understanding the Monument and its significance as part of an industrial complex (coal mining, mineral mill, etc).
- One outcome of this assessment is Historic England's intention to re-assess the Monument's boundary.
- This included interpreting some non-invasive survey work (geophysical, topographical, etc) for which Historic England provided funding.
- A structural survey is underway and report anticipated March 2016.
- The community dig will take place October 2016 to investigate some of the 'lost' archaeology.
- Events will run around this, building on two previous successful 'discovery days'.
- Informed by all of the above, the landscaping and interpretation will be designed & implemented by May 2017.
- It is hoped a Friends group will form to support the Legacy and for future projects, and Marple Civic Society who were instrument. and have attracted grant funding from Historic England (then English Heritage) for survey work ahead of the HLF project.
- The project is working closely with Stockport Council, Marple Civic Society and the Services Club which sits at the top of the site



<b>Marple 'Grand' Aqueduct – Revealing Oldknow's Legacy HLF Project</b>		
<b>Phase 1 Physical Works</b>	Structural conservation and repair works programme	Completed (April 2015)
	Amenity tree clearance and viewing opportunities to improve visual access	Completed (May 2015)
	Towpath resurfacing (scope extended due to additional Friends Fund money) creation of steps, seating and footpath works to improve physical access	Completed (April 2015)
<b>Phase 2 Physical Works</b>	Visitor & Safety Measures to improve visitor experience, including physical and intellectual access and safer environment for users TBA (scope excludes proposed safety barrier to off-side)	Subject to Steering Group & HLF authorisation of expenditure  Works to be scoped and programmed for completion by May 2017
Telling the Oldknow Story	On site interpretation delivered as part of project wide contract by community interpreter, including consultation as part of the design process	Boards & information in place by April 2017
	Digital interpretation including locative audio tour via. Downloadable apps – the app build will include consultation and testing	<ul style="list-style-type: none"> <li>• Consultation and testing Spring/Summer 2016</li> <li>• App build by October 2016</li> <li>• (final tweaks Jan 2017)</li> <li>• This will be made available via project website (see below)</li> </ul>
<b>Getting Involved</b>	Walks, tours and events	<ul style="list-style-type: none"> <li>• March 11<sup>th</sup> &amp; 12<sup>th</sup> – Volunteer Task Days Spring Clean Aqueduct (supported/run by Waterway)</li> <li>• Late May (w/c 23<sup>rd</sup> TBC) -Transport Trust unveiling of red plaque event with taster guided heritage &amp; nature walks/talks over course of day &amp; media opportunity- possible tie in with proposed Locks plaque.</li> <li>• 2nd June – 19th August @Various Sites on specific dates- Guided Nature/history walks for families/ adults/ sensory walk? – bookable events</li> <li>• 11th June - Stall at Manchester Histories Festival (3 – 12 June)</li> </ul>



## Management Plan for Marple and the Upper Peak Forest Canal

		<ul style="list-style-type: none"><li>• 18th June Marple Carnival – Promote Family summer activity programme taster/ promotion.</li><li>• Monday each week of school hols - Family activities at each site Different theme and location each week - Practical &amp; hands on</li><li>• Feb 2017 TBC – Poss. Aqueduct Light-up &amp; Event ?</li></ul>
	Additional training/ volunteer opportunities	Project promotes sites for organisations to use to deliver – we are currently exploring opportunities with National Citizen Service with support from Youth Engagement Officer.
	Project Website	<p><a href="http://www.Oldknows.com">www.Oldknows.com</a> has launched as holding site April 2016 it will launch with full capacity and include:</p> <ul style="list-style-type: none"><li>• Virtual Oldknow Archive</li><li>• Digital Apps &amp; Tours</li><li>• CGI Images &amp; Downloadable Film clips from Oldknow Story</li><li>• Visitor &amp; Project Information</li><li>• Bookable Events promotion</li></ul> <p>The Website will be maintained for up to 25 years.</p>