



# Heritage Report

2016/2017



Canal &  
River Trust

September 2017

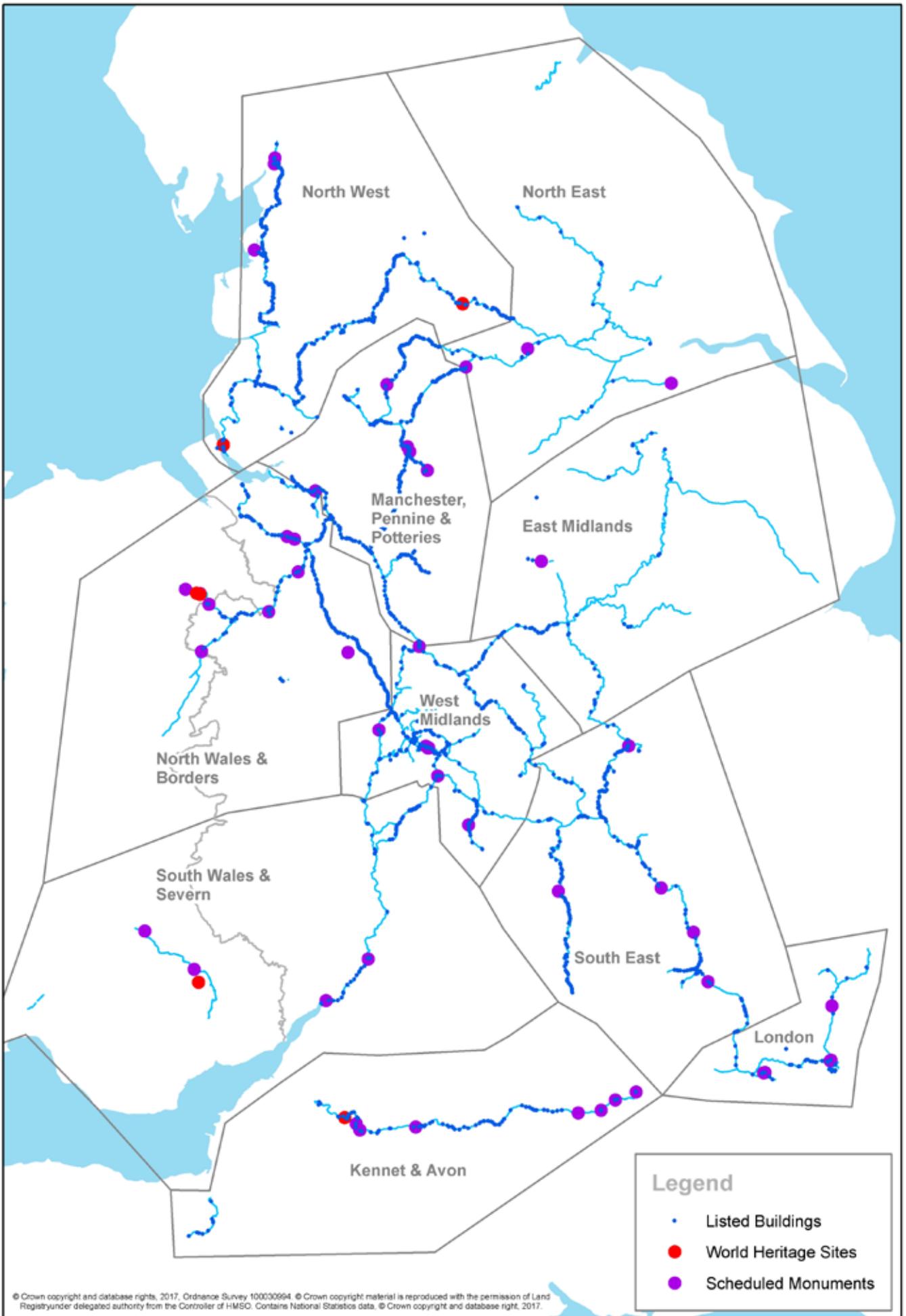


Fig 1. Distribution of designated heritage assets owned by the Canal & River Trust

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# Foreword

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**Nigel Crowe**

*National Heritage Manager*

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The Trust's waterways heritage is a unique national and local asset that attracts and intrigues people. 2016/17 saw new volunteers joining us, more visitors to our open days, and greater community engagement than ever before. At the same time, high quality repairs and developments were much in evidence in our core work of engineering and property, our highest profile project being the reconstruction of flood-damaged Elland Bridge on the Calder & Hebble Navigation.

In 2016/17 our heritage advisers worked closely with fundraising colleagues to develop informed bids for grants for a variety of projects. We also increased our media coverage for heritage through events like *Birmingham Heritage Week* and our own *War on the Waterways* campaign. This was timed for Armistice Day and Remembrance Sunday 2016 and built around our short film on canal-side defensive installations which was placed on YouTube.

Once again, in 2016/17 we prioritised our work to remove Heritage at Risk assets from the official registers and continued to develop our bespoke National Listed Building Consent Order with Historic England and the Department for Communities and Local Government. This is a pioneering example of the charitable and public sectors working together to create a new framework for managing heritage assets.

We also benefited during the year from the advice and guidance of our voluntary Heritage Advisory Group, an independent panel of leading heritage experts ably chaired by Sir Neil Cossons, who, after five years as Chair, stood down in March 2017. We are immensely grateful to Sir Neil for all he contributed to our heritage activity during the first few years of the Trust.

Heritage Counts 2016, the annual audit of England's heritage, contains indicators that measure the vital contribution that the historic environment makes to a number of things including wellbeing and quality of life, improving places, engaging young people and reinforcing local identity. It records that the historic environment is considered 'beautiful' by all age groups. In 2016/17 our heritage work at the Canal & River Trust reflected this and contributed to these important indicators.



Heritage is an essential part of what we do at the Trust and this report shows the huge strides we are making in fulfilling our charitable objective of protecting and conserving the waterways' heritage.

**Richard Parry**

*Chief Executive*

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# Managing Our Heritage

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Our waterways were once the arteries of Britain – the first Industrial Nation. Through them the mercantile ambitions of an emerging manufacturing people were realised – creating an economic spectacle that was a wonder of the World. Canals transformed Britain and re-drew its map, with new industrial cities, landscapes and markets.

Today this two-hundred-year plus inheritance is turned to other uses and although its heritage assets are still in many cases in everyday use, they require careful management and increasing repairs to maintain them into the future.

The Trust cares for a huge, geographically diverse historic environment that includes many thousands of heritage assets, many of which are designated. The heritage we care for is free to access and use; it provides an everyday, local connection to our past.

Conserving the waterways heritage is one of our most important objectives and the Trust employs a specialist heritage team that works with other colleagues and volunteers, including our own Heritage Advisory Group, to support this objective. Our work is based around a Statement of Principles for the Waterways Heritage which says that 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 Group to advise us on our policies and to monitor performance.**



**Sir Neil Cossons**

*Chair of the Heritage Advisory Group*

Here we celebrate another year in which the Canal & River Trust records its outstanding conservation successes. Its achievements are prodigious, reflecting not only the diversity of the Trust's heritage assets – of which there are thousands – but the range of skills needed to care for them.

Much of the appeal of the waterways' estate stems from the refined simplicity of many of the structures, demanding the utmost sensitivity in preserving their integrity. Elland Bridge on the Calder & Hebble Navigation and Church Bridge on the Pocklington Canal, are examples. Success in skills training and youth engagement should ensure that these standards are enhanced still further in coming years.

As I sign off after five years as Chair of the Heritage Advisory Group, my thanks are to my colleagues for their steadfast commitment to the waterways heritage; to Nigel Crowe and his team and the wider staff of the Trust and, not least, the members of the Advisory Group. My successor will, I feel sure, find in the Trust a body of professionalism second to none.

It is particularly satisfying too that after this report was written confirmation was received from HLF of funding for Finsley Gate Wharf, Burnley, one of the Trust's longstanding conservation challenges.



*Elland Bridge reconstruction completed*

#### Case Study

## **Elland Bridge reconstructed**

Throughout 2016/17 high profile works were ongoing to rebuild Elland Bridge on the Calder & Hebble Navigation and finally reconnect the town of Elland with its main road links to Halifax and the motorway network. The loss of the original 1811 bridge in the Boxing Day floods of 2015 affected the local community and created a set of challenges. These include installing a temporary bridge and re-routing vital utility services and designing and agreeing a replacement that could cope with modern use but not lose the spirit and memory of the original bridge.

From a heritage perspective it was important to explain to the community that the reconstruction would utilise every voussoir, stringer and parapet

stone from the original bridge as well as re-dressed stone from under the arch for the spandrels. No new stone was imported for the new bridge.

In November 2016 over 800 visitors attended the Elland Canal Bridge Open Day to listen to talks by Trust staff about the reconstruction project and to look at artwork produced in collaboration with the Trust by children from Years 5 and 6 at Elland Church of England Primary School.

The completed bridge has date-stones marking the year 2016 and future interpretation under the new concrete arch will capture the feelings of the local community experiencing the loss of their original bridge and the gain of their new one.

## Control house repairs – Anderton Boat Lift

The Trust is a key member of the Saltscape Partnership, launched at the start of 2015 to deliver a range of projects designed to protect, restore and celebrate mid-Cheshire's unique salt heritage. The partnership is HLF funded and is expected to generate £1.4 million of investment in the Weaver Valley during its three year life-time.

One of the partnership's projects relates to Anderton Boat Lift, which was originally constructed in 1875 as a commercial boost to the regional salt and pottery industries by linking the Trent & Mersey Canal with the River Weaver. The project involved the repair of two river gate control houses that sit at the foot of the Lift. They were built in 1908 when the structure was converted from hydraulic to electric operation. The original function of the buildings was

to provide shelter for staff and house the control boxes used for operating the Lift's river gates.

The buildings have been repaired to replicate their original construction. A full measured survey, condition assessment and repair schedule were carried out before work started. Many of the bricks had weathered and had to be replaced after careful matching of old and new. The floors were renewed with limecrete and re-tiled and the walls lime-washed. A new interpretation panel, also funded through Saltscape, explains more about the buildings and how they were used.

The project cost £90,000 and was jointly funded by public donations to the Trust and the HLF supported Saltscape Partnership.



*Anderton control houses after completion of works and Heritage Open Day 2016 (Inset)*

## Chisnell Lift Bridge repaired

There are 21 wooden lift bridges remaining on the Oxford Canal, 19 of which are listed Grade II. They have become iconic symbols of the canal, giving it much of its visual and architectural character. Some carry a right of way, others allow farmers to access their fields. They are an example of simple, affordable construction at a time when the canal company faced financial constraints.

After the partial collapse of two bridges in 2015, an emergency holding repair agreement was drawn up between the Trust and Cherwell District Council (where the majority of the bridges are located). The condition of the lift bridges was reassessed, involving underwater dive surveys which revealed extensive areas of voiding and cracking within their abutments and wingwalls. Eight bridges were identified for repair over a period of five years.

Chisnell Lift Bridge was repaired in 2016 following the granting of listed building consent. All four of its wing walls had

suffered from complete or partial collapse and their abutments were unstable. Works carried out included pressure pointing of the stone wall below water level, replacement of missing or spalled brickwork, brickwork repointing and rebuilding of wing walls.

Many bricks used in the repair were found in the bottom of the canal, but new bricks were also required and as an identical brick could not be found in time for the project, a different but sympathetic brick was chosen as a demonstration of honest repair. Dealing with past repairs led to further discussion of balancing historic integrity and durability.

A heritage partnership agreement is currently being drawn up between the Trust and the Council. This will outline the repair works that can be undertaken without the need for listed building consent. Lessons learnt from Chisnell Lift Bridge will be used as guidance for a strategic repair approach for the remaining bridges.



*Chisnell Lift Bridge, Oxford Canal*



Case Study

## Pocklington Canal project

The Pocklington Canal is unusual amongst English canals in that it passes through no built up area and there is scarcely a building in close proximity that was not there at the time of the canal's completion in 1818.

In 2016 the Trust secured HLF funding for a three year project to repair Church Bridge and Swing Bridge No.7 at Melbourne, improve wildlife habitats and update signage along the canal, to a value of £50,000. A key objective of the project is to unlock the potential of the canal as a destination for learning and enjoyment. A visitor interpretation plan and conservation management plan have been prepared to support this objective.

The canal environment supports a high level of ecological diversity and includes a variety of built structures, notably a series of characterful Grade II listed bridges and locks. The lock gates have an unusual form of paddle gear operated by large six-spoked wheels. Most of the locks have been fully or partially restored with the help of the Pocklington Canal Amenity Society (PCAS), a key local partner, whilst three remain derelict.

In tandem with the repair works, there will be an accompanying programme of community and education events, wildlife identification workshops, guided heritage walks and an archaeological dig.

## Finsley Gate Wharf

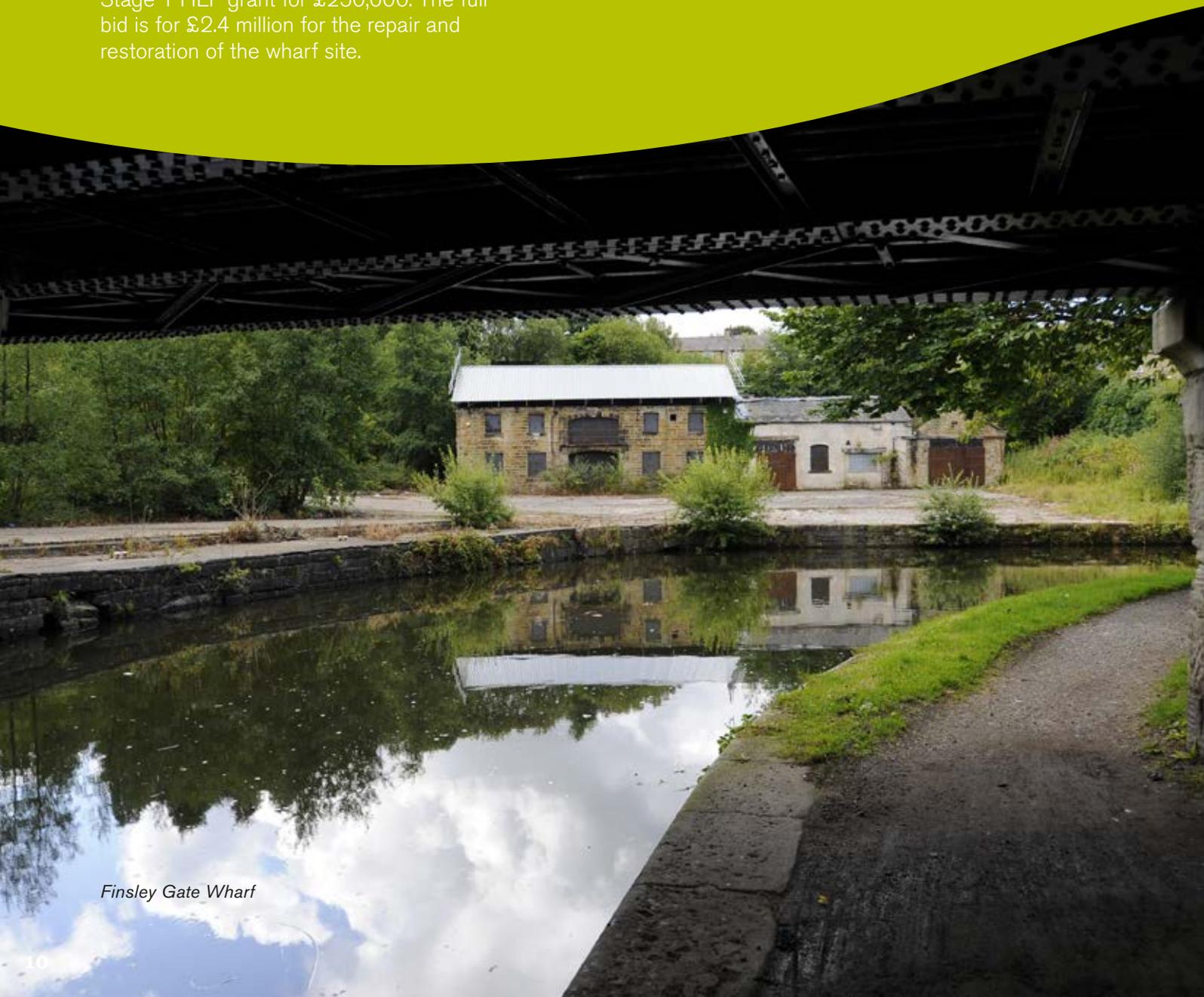
Nestled within the Weavers Triangle in a well preserved urban landscape of weaving mills and workers terraces in Burnley, lies Finsley Gate Wharf on the Leeds & Liverpool Canal.

Built between 1700 and 1800, the site includes Grade II listed buildings and comprises a blacksmith's forge, carpenter's shop, warehouse, dry dock and an engineer's house which predates the canal. The site originally functioned as a boatyard and last saw use as a British Waterways depot.

Over the past 20 years the buildings have fallen into disrepair and attempts to find tenants came to nothing. But in 2016/17 the Trust was successful in securing a Stage 1 HLF grant for £250,000. The full bid is for £2.4 million for the repair and restoration of the wharf site.

So far, the following works have been undertaken: the engineer's house and blacksmith's forge have both had temporary roofs installed to prevent further water damage, removal of vegetation and repairs have also been carried out to the interior of the engineer's house and an unsightly modern building has been demolished. The work has been informed by a conservation management plan, a specialist timber conservation report and Level 3 archaeological recording.

With Stage 2 HLF funding confirmed, the Trust's proposals for the site include: bed & breakfast accommodation, a micro-brewery, a community café and education and learning facilities.



*Finsley Gate Wharf*



*Selby Lock Cottages after refurbishment*

*Inset – Top Lock Cottages, Marple Junction where refurbishment works commenced in 2016/17*

#### Case Study

## Heritage properties refurbished

Since its inception in 2010, our Residential Heritage Properties Programme has seen considerable investment into some of our most important historic dwellings across the country. The principal aim of the programme is to conserve and refurbish canal-side properties to attract or retain good quality tenants, increase rental incomes and where possible improve thermal performance to reduce carbon emissions and heating costs. Originally intended to last four years, this work will be extended until all 34 properties covered by the programme have been refurbished.

With an allocated budget of £250,000 a year, by the end of 2016/17 we had spent around £1.5 million and refurbished 16 properties, including dwellings at Hanwell Locks on the Grand Union Canal, Salterhebble on the Calder & Hebble Navigation, Vale Royal on the Weaver Navigation and others on the Selby, Oxford and Trent & Mersey canals. Some of this work has been largely cosmetic, such as re-painting, replacing windows and repairing chimneys.

Other works have been more extensive and involved re-plastering, replacement of rotted timber flooring and creation of new living spaces.

Works are currently ongoing at Top Lock Cottages in Marple, at the junction of the Peak Forest and Macclesfield canals. Here, one of the two semi-detached listed properties has been completed and work on the second has commenced. The works include removal of damaged plaster and re-plastering in lime, re-roofing in Welsh slate, removal of unconsented porches and extensive repairs to original sash windows. The project also includes creation of a visitors' Welcome Station in the original toll office.

The programme has further to go, but is leading to tangible benefits, including: improved rental income, good relationships with local authorities who can see improvements to listed buildings, and positive feedback from tenants, the public and stakeholders.

# Maintaining High Standards

The Trust undertakes a range of regular inspection activities to identify defects in our structures, to help prioritise maintenance programmes and provide a safe and secure network for our customers. Our principal assets undergo a detailed inspection every ten years. This is followed by an annual inspection to identify changes to their condition that might occur between principal inspections. All principal assets are assigned a condition grade.

At the end of 2016/17, 85% of our listed structures were assessed to be in Fair condition (minor defects may develop into structurally significant defects in long term (generally >10 years)) or better, with no change on the previous year. Most of the structures that have changed condition have improved from Fair to Good.

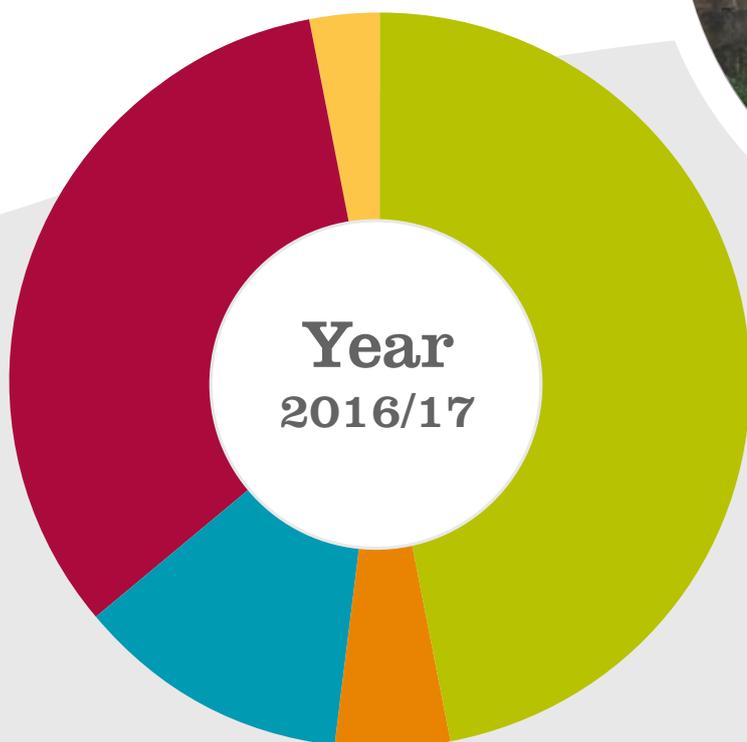
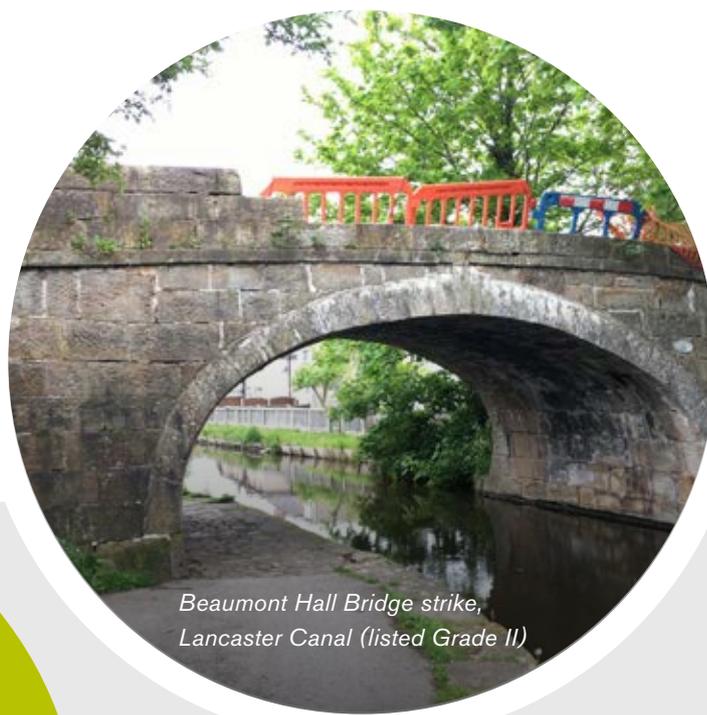
In addition to this asset inspection regime, each section of canal is visited every month by length inspectors and any changes in the condition of structures, defects or hazards are noted. Over the year our length inspectors identified 860 separate incidents of damage to our designated and non-designated historic structures (e.g. bridges, aqueducts, locks etc.), an increase of 10% on the previous year.

Most incidents (47%) were the result of vandalism and half of these incidents can be attributed to graffiti. In one notable case the wing walls of

the Grade II Rotten Park Turnover Bridge, on the Icknield Port Loop, Birmingham, were covered in graffiti within days of having been repaired, repointed and cleaned.

Less frequent, but often more significant, are incidents of damage caused by boat or vehicle impact. There were 99 reported incidents of damage to historic canal bridges caused by road vehicles in 2016/17. Vehicle impact usually results in damage to part of the bridge parapet and can sometimes require the road to be closed until the damage can be repaired.

In 2016/17 there were no reported incidents of unauthorised works to designated structures by the Trust, its contractors or volunteers and the Trust remains justifiably proud of its record for legal compliance.



## Heritage Incidents

- VANDALISM
- MISUSE
- VEHICLE STRIKE
- BOAT IMPACT
- THEFT



*Top Lock of the Hanwell Flight, London, which is subject to a management agreement with Historic England.  
Inset – Hawkesbury Pump House*

## Heritage at Risk

At the end of 2016/17 there were 22 individual assets on national and local Heritage at Risk (HaR) registers. These include listed buildings (Grade II and II\* structures) and two scheduled monuments. In addition, there were 31 conservation area HaRs through which our waterways pass. These include Trust-owned assets and third party buildings and structures that are beyond the Trust's control.

There was an overall decrease in the number of heritage assets since 2015/16 with three listed buildings removed from the local authority registers after a programme of repairs and conservation at Saul Junction Lock (Grade II) and James Bridge Aqueduct (Grade II) and a conservation management plan produced for Hawkesbury Pump House (Grade II) in advance of it being taken off the at Risk register. Work has progressed at Fox's Kiln (Grade II) at Gloucester Docks and Watton Limekilns (Grade II) on the Monmouthshire & Brecon Canal. Work started on Soulbury Pump House (Grade II) earlier in 2017 and its rear elevation has been underpinned and the roof to its extension removed in readiness for restoration of the building.

We are delighted to have gained £3.2 million HLF funding for the Roundhouse, Birmingham (Grade II\*) and work on the repairs will start there later this

year. At Engine Arm Aqueduct (SAM) a first phase of works (relining the cast iron trough) was completed last summer with funding from Historic England. The next phase will see repointing and repair to the elevations of this Gothic Revival style aqueduct.

Wet abutment repair and consolidation works to several of the Grade II listed Llangollen Canal bridges are programmed for 2017 and it is hoped that several of these will be removed from HaR registers thereafter. Other structures, including Semington Aqueduct (Grade II) on the Kennet & Avon and the lime Kilns at Llangynidr (Grade II) on the Monmouthshire & Brecon Canal have had remedial works and funding bids are in progress to address their current state of conservation.

Joint working with partner organisations is helping us to tackle more problematic structures such as Sawbridgeworth Crane & Wharf (Grade II) in Hertfordshire and a management agreement for the Hanwell Flight of Locks (SAM) in London will provide a way forward for necessary repair and maintenance works to them.



*Saul Junction Lock restored  
Inset – Saul Junction Lock repairs in progress*



#### Case Study

## Saul Junction Lock

The redundant Grade II listed lock at Saul Junction at the crossing point of the Stroudwater and Gloucester & Sharpness canals was restored in September 2016 with its gates replaced to the (possibly original) pattern shown on drawings dated 1880 in the Waterways Archive. The chamber had not been emptied for over twenty years but was found to be in generally good condition. An archaeological survey of the lock included a dendro-chronological report on the old lock gates which showed that in fact they dated from around 1916 and had survived for 100 years (the lock was disused by 1945).

The gates have a lasher board paddle mechanism and piggyback beams, a rare formation only found on the Leeds & Liverpool and Glasson Branch canals in the North. The lock is a key element in the Cotswolds Canals restoration project. Restoration of the lock and removal from the local authority Heritage at Risk register have been instrumental in revitalising Saul Junction as a visitor destination.

During the repair works, volunteers were actively involved in lime mortar repointing in the lock chamber and environmental improvements around the lock-side. Junction Bridge House opposite the lock has also been completely re-decorated and the visitors' car park resurfaced. Taken together, these improvements have restored what was a classic and much photographed canal scene to its former glory.

## Archaeology

In 2016/17 numerous archaeological investigations were undertaken in connection with the Trust's programmes of repair, restoration, enhancement and development. These included desk-based assessments and interpretative surveys of historic structures to set-piece excavations and archaeological monitoring of works.

In many cases, such as Saul Lock, Gloucester & Sharpness Canal, Soulbury Pump House, Grand Union Canal, and Bunbury and Beeston Locks, Shropshire Union Canal, archaeological recording of

historic fabric was commissioned pre-emptively to inform the scoping and design of repairs. In others, for example the substantial rebuilding of Elland Bridge, Calder & Hebble Navigation, and repairs to Sheffield Lock, Kennet & Avon Canal, and Chisnell Lift Bridge, Oxford Canal, an archive record of elements under threat of removal or obscuration was made prior to the works.

Archaeologists were also mobilised at short notice in response to unexpected discoveries during works, illustrated by the following mini case studies.



### Case Study

## Hampstead Road Lock

At Hampstead Road Lock on the Regent's Canal, during routine refurbishment of the southern chamber, subtle traces of Colonel William Congreve's short-lived hydro-pneumatic caisson system were observed in the early 19th-century brickwork.

*Hampstead Road Lock undergoing repair and archaeological recording*

### Case Study

## Type 22 pillbox, Cowley

Groundworks to form a vehicular entrance for a boaters' bin store at Cowley, on the Grand Union Canal in Hillingdon, exposed remains of a World War II, Type 22 concrete pillbox built in 1940, which was archaeologically recorded then carefully protected beneath the new surface

*Type 22 pillbox, Grand Union Canal, Cowley, during excavation*





Case Study

## Brick Lock, River Stort

Reconstruction of the chamber wall of Brick Lock on the River Stort Navigation revealed well-preserved remains of its timber substructure.

*Brick Lock, River Stort, during archaeological recording*

Case Study

## Kentish Town Lock

Enabling works at a third-party commercial development site adjacent to Kentish Town Lock on the Regent's Canal resulted in the discovery of a remnant of the historic back-pumping system. The developer's archaeological response here was guided by the Trust's heritage team.

*Kentish Town Lock, details of pumping chamber remains. Photograph – Compass Archaeology Ltd*



Case Study

## Whitehouses Pumping Station

At Whitehouses, on the Grand Union Wendover Arm, preliminary investigations of buried and surface remains of the original pumping station and cottages were carried out by members of the Buckinghamshire Archaeological Society. As well as contributing directly to archaeological research into the historical development and use of this site, the survey informed the Trust's application for a HLF Stage 2 grant for restoration of the Wendover Arm in partnership with the Wendover Arm Trust.

*Buckinghamshire Archaeological Society on site at Whitehouses Pumping Station*

# Engagement

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## Volunteers

Volunteers provide much needed support to the Trust's heritage team. From assisting with day-to-day administration to undertaking research and recording, the heritage volunteers bring knowledge, skills and enthusiasm to help the Trust care for its heritage assets. Heritage volunteers contributed a total of 697 hours of their own time in 2016/17.

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### Case Study

## Birmingham University student placements

The heritage team in the West Midlands has been working with Birmingham University since 2015, hosting undergraduate students from the College of Arts and Law at the Trust's Cambrian House office. The students undertake a 120-hour placement with the Trust and help with social media, historical research and the production of heritage reports. In late 2016 they contributed to the *War on the Waterways* social media campaign as well as researching the history of the World War II Kings Norton pillbox, a rare two storey example located close to Bourneville Station.

### Case Study

## Architectural Heritage Survey revisited

The purpose of the British Waterways Board Architectural Heritage Survey (AHS) which was undertaken in the late 1980s to mid 1990s was to record built heritage features of the waterways from small items to major buildings. The AHS now needs updating in order to record and understand changes to the canal landscape and its heritage assets. In 2016/17 volunteers assisted with ongoing updates to the AHS records for the Monmouthshire and Brecon and the Leeds & Liverpool canals. They updated the records using digital cameras and GPS mapping equipment, analysed the new data against the historic AHS and archive material, and uploaded the revised information to the Trust's GIS database. This is vital work, helping us better to manage and protect the waterways for years to come.

### Case Study

## Watton lime kilns restored

Volunteers continued their work of restoring the extensive set of limekilns alongside the Monmouthshire & Brecon Canal in South Wales in 2016/17. The project at the kilns involves removing ivy growth and undertaking traditional repairs to the stonemasonry using lime mortar. The kilns are listed Grade II and this work is essential to prevent them falling into further disrepair.

The kilns are an important part of the canal's history, a heritage training ground for volunteers and contractors and a home to the rare lesser horseshoe bat species. Vegetation management on the site included retention of a large ash tree above the kilns, which provides a signpost for bats to find their roost.

*Watton lime kilns restored by volunteers, Monmouthshire & Brecon Canal*

## Partnerships

Case Study

### Marple Red Wheels

The Transport Trust's Red Wheel scheme celebrates Britain's rich historic legacy in the development of transport by highlighting key locations of engineering and transport importance.

Since British Waterways and the Transport Trust began a partnership in 2009 (now continued by the Canal & River Trust) 28 waterway-based Red Wheels have been unveiled to date. In June 2016 Marple Aqueduct and Marple Locks and Tramway were included in this list.

Marple Aqueduct is a scheduled monument and Grade I listed and is the tallest aqueduct in England and the tallest masonry-arched aqueduct in Britain.

It was designed by the engineer Benjamin Outram and opened in 1800. Built of dressed ashlar and pink rock-faced stone, it carries the Peak Forest Canal 100 feet above the River Goyt.

Outram also designed the steep Marple flight of locks (16 locks rising 62.7 metres over one mile) and the accompanying tramway. The horse-drawn tramway linked the Upper and Lower Peak Forest canals in 1800-05 during the period when the locks themselves were being constructed.

A list of waterway Red Wheel sites can be found on the Transport Trust's website.



*The Transport Trust's Red Wheel, celebrating Marple Aqueduct*



*Every Mile Counts volunteers,  
Barrowford, Leeds & Liverpool Canal*

#### Case Study

## Every Mile Counts

As part of the Leeds & Liverpool Canal Bicentenary Celebrations in 2016 the Trust's North West Waterways launched Every Mile Counts. This HLF funded project aimed to restore all 127 mileposts along the length of the canal. During the year 31 missing mileposts, 3 quarter-mile posts and 68 damaged or missing distance plates were replaced.

The project worked to engage with local communities, connecting them to their local waterway. Installation of the new mileposts was undertaken by a wide variety of volunteer,

community adoption and business groups and involved young people from local schools and the Prince's Trust. Eight of the local groups buried time capsules along with the new mileposts.

Every Mile Counts saw more than 100 volunteers contribute over 1,500 hours of their time and this legacy continues with volunteers helping to maintain the Leeds & Liverpool's mileposts. Additional donations received from the public have enabled the commissioning of a further 20 new half-mile posts and these will be installed in 2017/18.



#### Case Study

## Heritage Heroes

The Canal & River Trust is working with the charity Help for Heroes on a two year programme to offer wounded servicemen and women the opportunity to gain new skills and qualifications for a life outside the Armed Forces.

In September 2016 service veterans worked with the Pocklington Canal Amenity Society volunteers to repair Grade II listed Thornton Lock. The project involved repairing historic brickwork to the lock chamber and replacing the timber lock gates.

The group has a range of expertise and to enhance this further, practical lime mortar training was delivered to the group before they embarked upon the work.

The veterans also created a new nature trail around the pond at Melbourne Arm, making it accessible and now available for school trips. Currently the canal is unnavigable above Melbourne and these works will support the wider HLF funded project to enhance the area which is a Site of Special Scientific Interest.

## WHS canoe access points

This pilot scheme to encourage outdoor activity by creating three canoe access points within the Pontcysyllte Aqueduct and Canal World Heritage Site (WHS) is a partnership between Canoe Wales, the National Canoe Group and the Canal & River Trust. The project was funded by Natural Resources Wales and the Canal & River Trust and its Friends Fund.

Given the sensitive location, care was taken to source materials that would fit comfortably within the WHS, so bricks and copings were selected to match adjacent brickwork and the canoe ramps comprised a mix of rough-hewn slate laid on edge, within a framework of hefty oak edging.

The works required scheduled monument consent and as part of the conditions of that a heritage toolbox talk was given to site staff to raise awareness of the significance of the WHS and the high quality of workmanship required in this high-profile setting. An archaeological watching brief was also carried out as part of the project. It took several careful attempts to achieve the desired finish to the slate pitching and brickwork but the final work was completed to a high standard.



*Trialling new canoe access point in the Pontcysyllte World Heritage Site, Llangollen Canal*

# Social Media

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In the past year the Trust's heritage team made 168 tweets and gained over 8,000 profile visits. Some 1,679 followers have joined us on Twitter and an impressive 117,681 impressions were recorded. Social media campaigns such as *War on the Waterways*, commemorating the part that canals played in both World Wars, and the Birmingham

Heritage Week had a significant positive impact on overall numbers. The heritage team also published 23 blogs, on subjects ranging from the experience of being a volunteer heritage assistant to canal war memorials and 'Glasson Dock – a great place for a breather'.

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## Case Study

### War on the Waterways

As part of the Armistice Day and Remembrance Sunday commemorations in November 2016 the Trust's heritage team planned and delivered a special social media campaign.

The *War on the Waterways* campaign aimed to raise awareness of connections between waterways and both World Wars, and of the impact that war had on the people, places and heritage of our canals and rivers. The aim was to inform the public about a subject that they might know little about and in particular to engage with new digital audiences.

Volunteers from the University of Birmingham provided valuable content for our campaign by researching archives for information, photographs and maps. The heritage team researched and produced a number of blogs on topics such as Idle Women, canal war memorials, pillboxes and waterway defence lines.

The content was distributed through Twitter and Facebook, with very positive results: 10,000 impressions on Twitter and 30,000 on Facebook. A short accompanying film that we placed on YouTube was viewed over 4,600 times.

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## Case Study

### Birmingham Heritage Week

In September 2016 the Trust partnered Birmingham City Council as part of the *Heritage Week* festival that celebrated Birmingham's history. Amongst activities that promoted the City's canal network were tours of a historic working boat and the chance to meet the pioneering engineer James Brindley (skilfully played by an actor) who answered questions from visitors on the construction of canals.

Guided heritage walks took place along the canals and a specially commissioned heritage trail map was produced for the week along with a quiz. The Trust opened its buildings to the public, including a toll house, lock keeper's cottage (now the Trust's office at Cambrian Wharf) and the famous Roundhouse.

*Birmingham Heritage Week* was also an opportunity to work with volunteers who delivered some of the activities. The volunteers included two university students who carried out planning and research for the activities. The Trust's accompanying social media campaign (8,500 Tweet impressions in one week) was a great success.



*A USAAF P-47 Thunderbolt (41-6538) crash-landed in the Shropshire Union Canal at Wheaton Aston on 4 July 1944. Photograph – Imperial War Museum*

# Skills and Training

In 2016/17 the Trust continued its training work with heritage advisers and colleagues delivering a series of events. These included: three sessions at Induction days for new staff, covering an introduction to waterway heritage, four practical days covering brickwork repointing and lime mortar, eight heritage awareness sessions delivered to volunteers and colleagues in other departments,

and eleven team talks for the Trust's construction and customer operations teams around the country. In addition, a mixture of heritage competency and practical training was rolled out to contractors and sub-contractors and associated staff. Other training initiatives are described in the following two case studies.



*Heritage trainees receiving their Level 2 Award certificates from the Mayor of Richmond, North Yorkshire, on 24 March 2017.*

## Case Study

### Skills for the Future

The HLF supported Skills for the Future scheme is helping to fill the gap that employers like the Trust are facing as older staff retire and their skills and knowledge are lost. The scheme runs for three years and in 2016/17 all of the second year intake of Level 2 heritage trainees passed their NVQ Diploma in Heritage Conservation and Restoration of Britain's Canals and Waterways.

The Trust recruited seventeen more trainees in September 2016 and this cohort will finish in September 2017 following the completion of their training. Each trainee is assigned to one of the Construction teams which are part of the Trust's Direct Services. Rather than study towards a specific trade, the trainees are immersed into carpentry/joinery and stone masonry, which also includes

brickwork. In the latter subject they are taught to understand the science around the use of lime, and its relationship with the conservation of historic structures.

To supplement their practical on-site experience, the trainees each attend college for four days a month to learn about the historical, social, economic and cultural background to Britain's inland waterways.

The Level 2 trainees are supported well by the Trust and nine of the current seventeen have been recruited to progress to the Trust's Level 3 apprentices scheme and from September 2017 onwards will be able to develop their skills further as they work on the waterways.

## Birmingham City University canal course

In May 2016 the Trust's heritage team partnered Birmingham City University's (BCU) Conservation of the Built Environment postgraduate course and ran a joint two day module looking at waterways conservation, planning and sustainability. It involved site visits, a canal trip, lectures by Trust heritage experts and canal historians and a session on the conservation of canal vessels.

Twenty students from different backgrounds attended the course and after classroom-based lectures, made a site visit to see the issues involved with conserving a historic waterway at Ashted Locks on the Digbeth Branch Canal. This section of canal is included within the Warwick Bar Conservation

Area but faces huge pressure for development due to its proximity to the expanding BCU and the potential arrival of HS2. The practicalities of repairing locks during the winter stoppages and the need for health and safety works when residential developments are located next to historic lock flights were also examined.

Students undertaking other modules on the course were also occupied with writing canal-themed conservation management plans for waterway structures and sites. This specialist work is particularly beneficial to the Trust and has further enlarged understanding of the West Midlands' canals as valuable and significant heritage assets.



*BCU Students and Canal & River Trust staff with course leader Harriet Devlin, at Edgbaston Reservoir, May 2016*

## WHS Youth Ambassadors programme

The World Heritage Youth Ambassadors programme aims to empower young people (aged 13-25) to learn and have an active voice in their World Heritage Site. An HLF supported programme is already running at Blaenavon in South Wales, where the WHS includes part of the Monmouthshire & Brecon Canal. The group meet regularly and following training they attend local community events and contribute to the management of the site. The young people are accredited for their work via ASDAN (Award Scheme Development and Accreditation Network).

In October 2016 seven young people took part in a pilot project to trial a newly accredited WHS Youth Ambassadors course within the Pontcysyllte Aqueduct and Canal World Heritage Site.

The project provides opportunities for young people to develop the skills and confidence needed to be an Ambassador and to learn more about other World Heritage Sites.

The day was led by the Trust's youth engagement manager with support from the Trust's heritage adviser, staff from Wrexham County Borough Council and two local youth workers.

The young people, mainly from the local area, spent a day learning about the 11 mile WHS site through photography, group work and discussion and by exploring the site on foot, by bicycle and from a canal boat. They learnt about UNESCO and World Heritage status, the key features of interest (Pontcysyllte and Chirk aqueducts and the cuttings, embankments and tunnels) and how the site is managed.



*Youth Ambassadors learning about World Heritage Sites*

# Appendices

## Distribution of designated sites and structures per regional waterways

Waterway	Scheduled Monuments	Listed Buildings – CRT Owned	Conservation Areas	Historic Parks & Gardens	Battlefields	World Heritage Sites
North West	3	426	34	7	0	2
North East	3	157	21	5	2	0
Manchester, Pennine & Potteries	4	508	41	4	0	0
North Wales & Borders (England)	9	308	18	2	1	0.5
North Wales & Borders (Wales)	1	91	5	7	0	0.5
West Midlands	7	354	27	1	1	0
East Midlands	1	143	35	7	1	0
South Wales & Severn (England)	2	108	27	0	2	0
South Wales & Severn (Wales)	2	132	2	1	0	1
South East	5	281	38	3	1	0
Kennet & Avon	7	127	25	2	1	1
London	5	62	49	3	0	0
<b>Total</b>	<b>49</b>	<b>2701</b>	<b>350</b>	<b>42</b>	<b>9</b>	<b>5</b>

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## Listed buildings and scheduled monuments on the Heritage at Risk register per regional waterways

### North West

- Eastern & Western Locks No 91, Northern by-pass channel, Appley Locks, Leeds & Liverpool Canal (Grade II)
- Morton Aqueduct, Leeds & Liverpool Canal (Grade II)
- Aqueduct over Hainsworth Road & Silsden Beck, Leeds & Liverpool Canal (Grade II)
- Lydiate Hill Bridge, No.18, Leeds & Liverpool Canal (Grade II)
- Blue Anchor Bridge, Leeds & Liverpool Canal (Grade II)
- Stainton Aqueduct, Lancaster Canal (Grade II)

### North East

- None

### Manchester, Pennine & Potteries

- Transshipment Warehouse, Whaley Bridge, Peak Forest Canal (Grade II\*)

### North Wales & Borders

- Frodsham Lock, Frodsham Cut, Weaver Navigation (Grade II)
- Roundthorn Bridge, No.44, Llangollen Canal (Grade II)
- Greaves Bridge, No.52, Llangollen Canal (Grade II)
- Stanks Bridge, No.60, Llangollen Canal (Grade II)
- Pryce's Bridge, No. 68, Llangollen Canal (Grade II)
- Aberbechan Aqueduct, Montgomery Canal (Grade II) – Wales

### West Midlands

- Roundhouse, Birmingham (Grade II\*)
- Engine Arm Aqueduct, Birmingham Canal, New Main Line (Scheduled Monument)

### East Midlands

- None

### South Wales & Severn

- Fox's Kiln, Gloucester Docks (Grade II)
- Llangynidr Limekilns, Monmouthshire & Brecon Canal (Grade II) – Wales

### South East

- Soulbury Pumping Station, Grand Union Canal (Grade II)

### Kennet & Avon

- Semington Aqueduct, Kennet & Avon Canal (Grade II)

### London

- Crane, Sawbridgeworth, Stort Navigation (Grade II)
- Hanwell Flight of Locks and Brick Boundary Wall of St Bernard's Hospital, Grand Union Canal (Scheduled Monument)



## Get involved

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Read our blog at: <http://bit.do/CRTHeritageBlog>

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Mae fersiwn Gymraeg ar gael hefyd  
Welsh language version also available

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Our historic waterways have something for everyone.  
You can play a part in supporting our work by becoming a friend, donating, volunteering, or joining a community group and adopting a stretch of canal.  
Whatever you do will help preserve this amazing heritage for future generations.



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