

**It's time to protect
our canals and rivers.
It's time to inspire and
excite. It's time to put
our waterways at the
heart of everyday life.
This is the draft of our
manifesto but now we
need your thoughts
and ideas...**

Name and job title

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Organisation and address

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Email

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Data protection*

**Manchester and Pennine
Waterways Partnership**



Canal &
River Trust

Our canals and rivers are a national treasure. Running through, past, over and under the places we live, work and play, they are an enduring link to the past that offers exciting potential for the future.

As guardian for this precious resource, the Canal & River Trust is committed to a sustainable and evolving canal and river network that is accessible to and cherished by all.

It's time to protect our canals and rivers. It's time to inspire and excite. It's time to put our waterways at the heart of everyday life.

The National Picture

Our vision

A sustainable and evolving canal and river network that is a national treasure – accessible to and cherished by all.

Our purpose

To act as guardian for the canals and rivers of England and Wales – ensuring that history, nature and communities are central to everything we do.

Our mission

To inspire people to connect with our canals and rivers.

We will do this by:

- Being passionate about what we do
- Encouraging those with an interest in our work to become part of it
- Reaching out to those who have yet to discover this national treasure
- Ensuring our financial security.

The Manchester and Pennine Partnership Vision

We fully support the national vision, mission and purpose. We also recognise that the canal networks were built for industrial and commercial purposes and over time they have been absorbed and integrated into their particular local settings and geography.

The canals of Manchester, Cheshire and the Pennines flow through a diverse spectrum of localities; from dense major urban conurbations, regional towns and villages, through to open countryside that varies from tranquil to wild and dramatic. As such the impact they have on the local economy, the landscape, the environment and the quality of life of the people living in the region also varies in scope and scale depending on the setting through which they flow.

We have reflected those differences in separate and specific visions for our three distinct network areas. These more focused visions respect what has evolved over time and give us a platform on which to enhance the multiple benefits that the canals can bring in the future.

They provide a simple signpost of what we are seeking to achieve and indicate how the canal network can make a major contribution to the aims and aspirations of the many other bodies seeking to improve the quality of life of the region. We will use these visions as part of our process for engaging with that wide variety of regional stakeholders and will seek to work with them to develop measurable indicators on which we can judge our joint success.



Manchester

The canals of Greater Manchester will play a recognised, valuable and integral part of city living – making a significant contribution to the economy and quality of the life of the city.



Cheshire

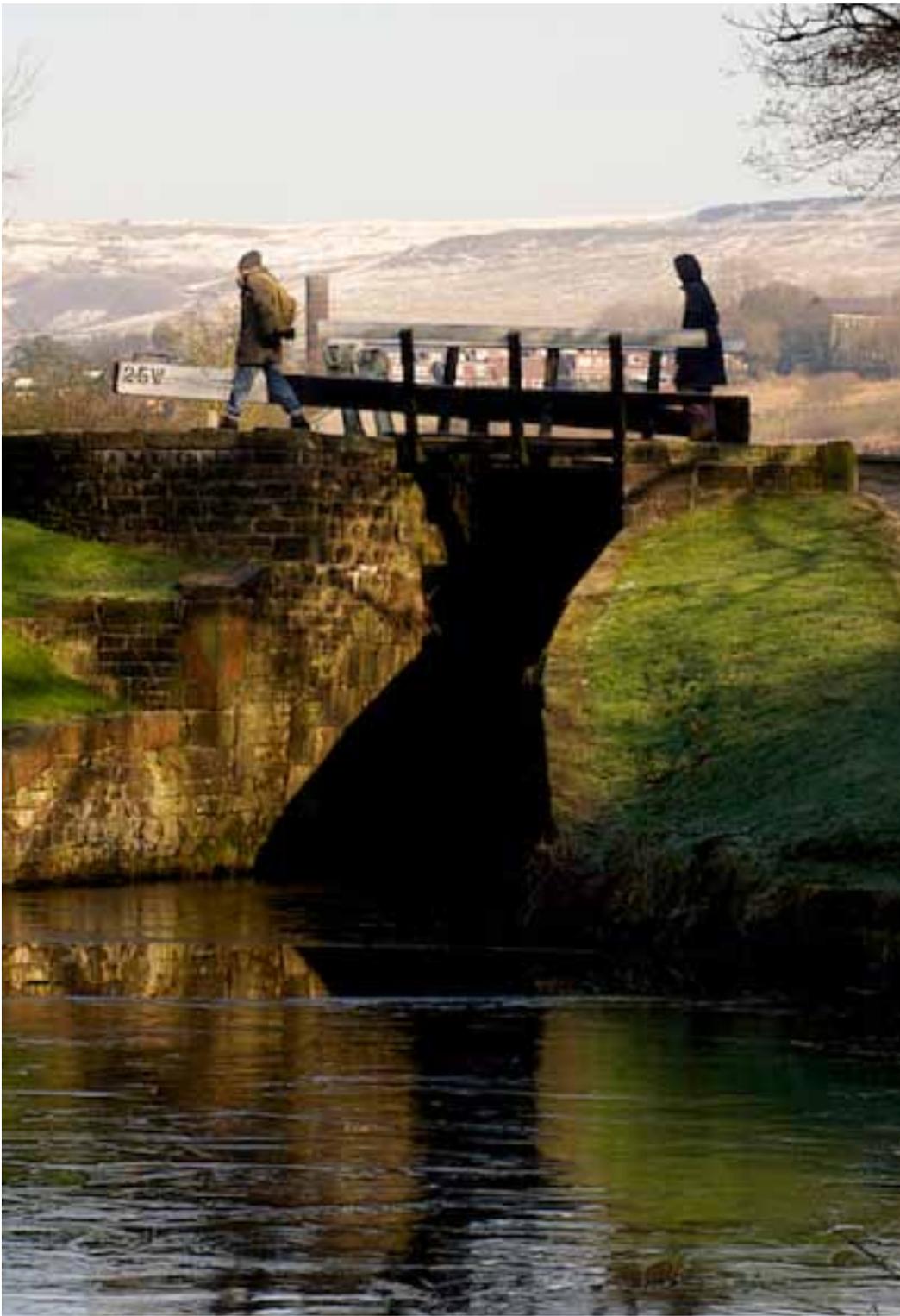
The canals of Cheshire will continue to provide tranquil retreats and flourishing eco-systems whilst enhancing the vibrancy and economies of the communities through which they flow.



Pennines

The canals of the Pennines will make an on-going significant contribution to the inspirational landscape and industrial heritage of the area. They will continue to support flourishing eco-systems whilst enhancing the vibrancy and economies of the communities through which they flow.

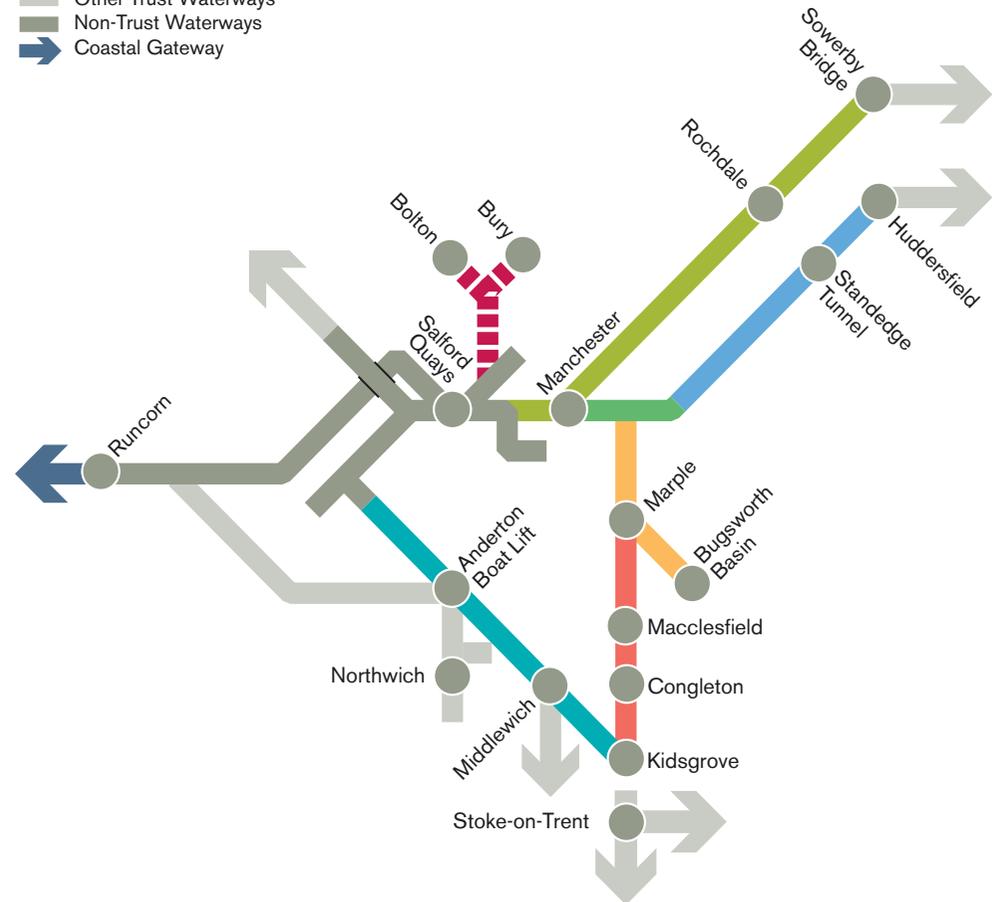
Our partnership members are volunteers who work very closely with the executive team. The whole group meets every two months, but they work on specific topics as and when it's needed. The Partnership supports The Trust through leadership, guidance, planning and partnership working to champion and enhance our waterways.



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





“Imagination
is more important
than knowledge –
knowledge is limited.”

----- Albert Einstein

Principles to stand by

Vision and ambition

We aim for the highest common factor rather than lowest common denominator. We need bold, visionary ideas – ‘good enough’ isn’t good enough, what would truly outstanding or genuinely ground-breaking look like?

Sustainable development

It’s about sustainability. It’s about economic, social and environmental change. It’s about connectivity.

Waterways are elements in a very much bigger picture and we must replace vicious circles with virtuous circles.

Scope

Geographically we work at every scale, from Manchester and The Pennine Ring down to the super local, such as helping the local community in Disley, Cheshire to improve their towpaths. Our waterways also embrace a whole range of functions and potential functions – economic assets, cultural spaces, city cooling corridors, transport infrastructure, opportunities for health improvement, tourism destinations and so on...

Timescales

We are planning for the next ten years and we recognise the need to think long term. In some cases, such as climate change adaptation, that could mean looking 200+ years ahead. We also need immediate action and ‘shovel ready’ programmes in place to attract future funding.

Evidence

In these times of austerity we need credible economic evidence for anything we do, in the language of economics, growth and enterprise.

Leverage

Waterways are assets to be maintained, discovered and treasured. We must find new ways of leveraging resources, whether that’s people or money.

Stakeholders

We must encourage ownership by our stakeholders, and we must encourage challenges from our economic, social and environmental stakeholders. It’s also worth keeping in mind that, for successful engagement, we should work with the grain of other people’s priorities.

Flexibility

This is not about set in our ways or keeping a closed mind – we must be opportunistic and pragmatic in order to achieve real results on the ground.

Communications

We’re telling a story of the waterways: its past, present and future. It goes without saying that everything we communicate needs to be inspiring and compelling.

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We want to ensure that relationships with local authorities work for everyone. We have to find ways to make sure cash-poor local authorities can get involved in our waterways. Help, innovation, cost effectiveness and community benefit are always front of mind – but what else should we consider?
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Issues and challenges

Challenging perception, improving reception

The South Pennine Ring (SPR) has a reputation for poor reliability; for always being closed and boats getting stuck; lack of water; people being attacked in parts of Manchester, or a general 'fear' of going to the area. This stigma, and the fact that parts of the waterways can be unreliable, keeps boating numbers low.

There are issues around the legacy of maintenance works. During canal reopening projects, some works were left undone because of limited funds, making structural failures far more frequent than in other waterways, leading to general unreliability. As a whole 27% of the waterway's assets are categorised as in bad or poor condition – this is well above the national average of 17%. And as the focus on keeping the SPR canals running takes priority,

other issues, such as towpath condition inevitably take a back seat. This is a real, and understandable, source of dissatisfaction amongst towpath users and local communities.

To address these issues, we have seen it as a key challenge to try and increase boat numbers in the north of the waterway. The logic for this lies in the fact that more boats creates a greater sense of security, which in turn creates more interest and value from the surrounding communities... and then with greater numbers of people using the waterways there's increased security and even more boats and towpath users enjoying the canals. In the last three years, we have invested over £2 million just replacing lock gates to ensure their operation, but there is still an enormous amount to do.



Supplies and maintenance

Water supply to the northern areas is limited – there are far fewer reservoirs available to us than when the canals were originally working and, in some cases, there are legal arrangements in place with utility companies that cap our water supply over the year. This means that we are very cautious with water, at some point this will be a stopper to increasing boating use. Improving water security has been a key driver for our business plan for the last two years and we expect that to continue but it will be at the expense of other maintenance requirements, for example sealing leaks will take precedence over other repairs.

Local authorities provide funds towards maintenance of the reopened canals totalling around £1m per year. Those with long-term maintenance agreements are Kirklees, Oldham, Tameside,

Manchester, Rochdale and Calderdale. An important relationship exists between the authorities; who's contributions are greatly valued and needed, and ourselves who make the maintenance choices. A key challenge for the Partnership will be to ensure that the views of these organisations are fairly represented, while at the same time addressing any challenges to these arrangements as the authorities struggle with their own financial positions. Key questions for this manifesto include 'How can we make these relationship work to the benefit of everyone?', 'How can we make sure cash-poor local authorities can get involved?' and 'How can we, as the Canal & River Trust, help all the local authorities in the area?'



Manchester

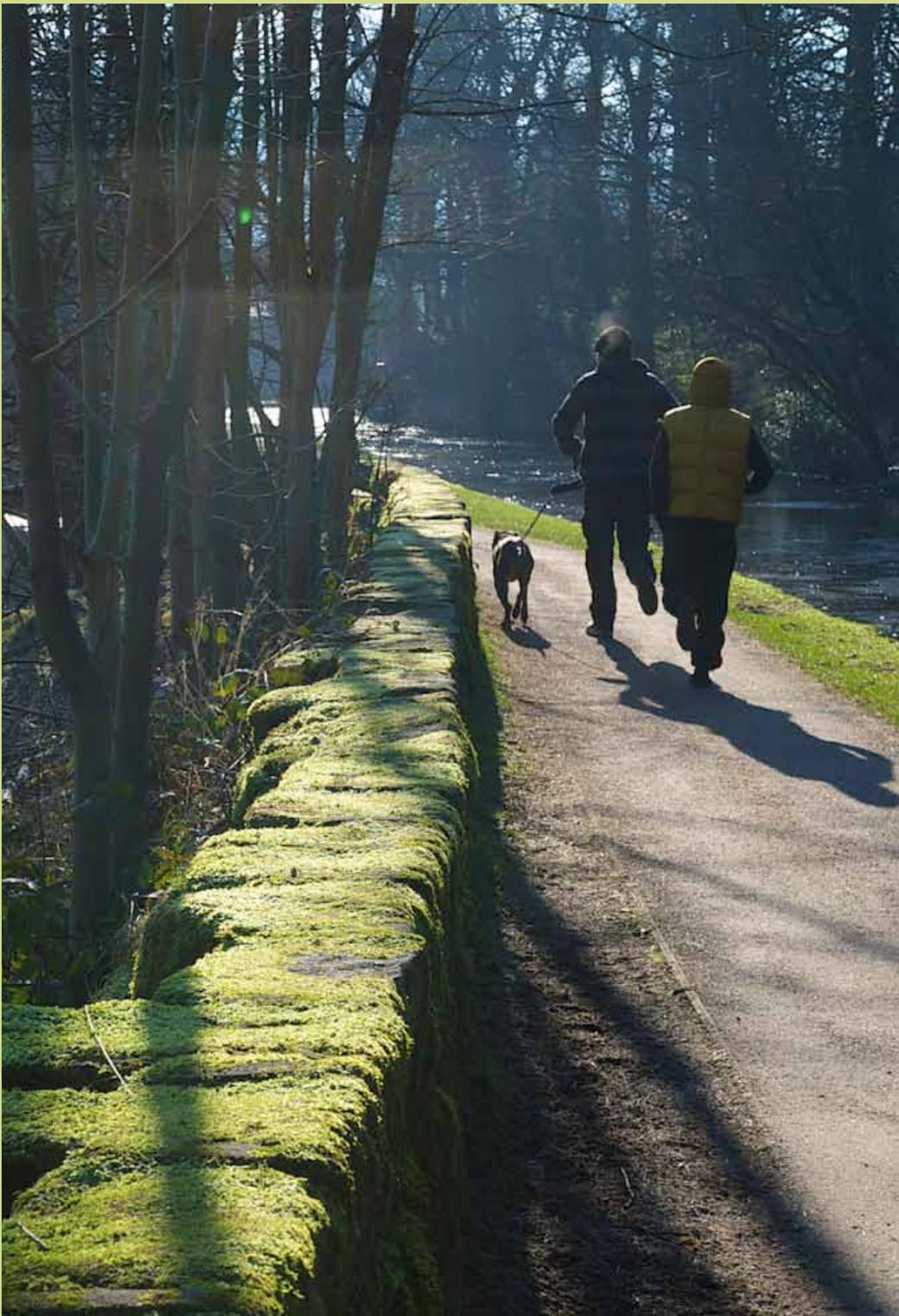
Sitting astride the South Pennine and Cheshire Rings is Manchester where the two rings intersect in the centre of the city. Until relatively recently these urban canals had been regarded as places to avoid. But, with the regeneration of Castlefield and Salford Quays and development in east Manchester associated with the Commonwealth Games, people started to wake up to the benefits a waterside location could offer.

The potential for waterways to play a valuable and integral part of city living is now increasingly recognised, and the opportunities for walking and cycling around the city makes them critical to the sustainability agenda.

This has resulted in action being taken by public/private/voluntary sector partnerships, not only to improve navigability but also to enhance towpath surfaces, lighting, pedestrian access and security. There is still work to do, for example around the Piccadilly/Dale Street area of the city centre, but more and more there is a perception that the city's canals are an asset to those who live and work there and an attraction for visitors.

Greater Manchester has nearly 200km of river and canals running across all ten districts.

All residents of Greater Manchester live within twenty minutes of a waterway and nearly one million people live within a mile of a canal or river.



Cheshire

At 97 miles long and with a total of 92 locks the Cheshire Ring takes in parts of the Trent and Mersey Ashton, Peak Forest, Macclesfield and Bridgewater Canals passing through Stretford, Manchester, Ashton-Under-Lyne and Marple then on through Macclesfield, Sandbach, Middlewich, Northwich and south towards Kidsgrove.

Unlike the Pennine waterways, many of the canals of the Cheshire Ring remained open and in use throughout the 20th Century – and those that didn't have been open again since the early 1970s. They are recognised as a well-established and valued feature of both the town and countryside environment.

The ring passes through pleasant agricultural countryside and attractive towns and villages, offering the opportunity for people to explore the canal network and its surrounding areas. For these reasons the waterways of the Cheshire Ring will continue to provide tranquil retreats and flourishing eco-systems whilst enhancing the vibrancy and economies of the communities through which they flow.

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The Trent and Mersey canal is often dubbed the M6 of the waterways – with 8,000 boats passing through it every year it is one of the busiest canals in the UK.

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Our first ever emergency appeal to repair the breached canal bank at Dutton Hollow near Preston Brook raised almost £25,000 in donations from the community.

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South Pennine Ring

With a total of 198 locks and stretching for 70 miles the South Pennine Ring takes in the Rochdale, Huddersfield Narrow and Ashton Canals. It passes through Uppermill, Stalybridge Ashton-Under-Lyne, Manchester, Failsworth and Littleborough and then continues on through Todmorden, Hebden Bridge, Sowerby Bridge and Huddersfield.

The Rochdale Canal was opened in 1804 and was the first trans-Pennine waterway; the Huddersfield Narrow Canal followed in 1811. The canals are testament to the engineering prowess of the industrial age – both were built to carry goods through a difficult landscape. But during the Industrial Revolution they both struggled to compete with the railways and were eventually closed to commercial traffic in the mid-20th Century – the Huddersfield Narrow Canal in 1944, the Rochdale Canal in 1958.

Happily, both canals were re-opened at the start of the 21st Century. Today, the Huddersfield Narrow and Rochdale Canals are excellent gateways to the stunning scenery and fascinating heritage of the South Pennines. Travelling along both canals is a challenging task. The steep Pennine gradients that need to be tackled mean that both canals are 'heavily locked' with 91 on the Rochdale and 74 on the Huddersfield Narrow – leading to The South Pennine Ring being considered by many as the 'Everest of the canals'.



Standedge tunnel is the longest, highest, deepest canal tunnel in the UK.



The Rochdale Canal and Huddersfield Narrow were lost in the 40s and 50s when they closed, they reopened at the start of the 21st Century thanks to significant investment.





It's about our people

People make our canals and rivers. They are the families, visitors, investors, students, interest groups and communities that bring life to waterways. Millions of people use them in all kinds of different ways. But there are millions more that can't or don't. It's time to increase accessibility, to inspire more people, to extend the benefits and support a thriving community on our waterways.

The Manchester and Pennine Waterways enjoyed nearly 3,500 days of volunteering in 2012 and this number is growing. Traditionally, they get involved in cleaning and maintenance of our waterways, and often take on tasks such as painting benches and weeding just to improve the general look of the area. These volunteers are driven by social,

community and economic interests, and it's time we harnessed this further – prompting even more ownership – to make them even more central to the day to day lives of our waterways.

We also need to think about the people who visit the adjoining countryside and heritage attractions, woodlands, Areas of Natural Beauty (AONB), Sites of Special Scientific Interest (SSSI), National Trust sites, national trails, cycle routes and so on... Our waterways can become a focus, the associated impacts and can stretch beyond their banks.

But to do this effectively we will need to develop people's skills and our support to ensure we are making the most of each and every one of our volunteers. We need to encourage ownership and pride in the waterways. And we need to do sustain this interest for the long term. After all, people are seen by many as our greatest resource.

Case Study: Calder Valley OWLs

OWLs Observers Waterway Lengths is based on a traditional country role of parish Lengthsman, whereby a local resident volunteered to look after his/her parish, keeping any eye on things, doing odd maintenance jobs, reporting back issues to the local council for action as well as ideas for improvement.

Over a 22km stretch of the Rochdale Canal from Sowerby Bridge to Walsden, individual community members – some regular canal visitors and some boaters – have been assigned a length.

As part of their normal visit to the canal OWLs are encouraged to look out for issues or incidents on the canal and report findings. Canal issues handled by The Trust include flooding issues, tree and overhanging branches, debris hazards in canal, vandalism, obvious repairs needed to towpath, fences, walls, locks. General issues like graffiti and litter/fly tipping are handled by Calderdale Customer First.

OWLs are also encouraged to maintain an inventory of their length, recording structures, areas and setts that would benefit from some attention. These inventories can then be used to build a volunteer activity plan for an adoption group or work party sometime in the immediate future.

The OWLs are also a great example of the strength of close working partnerships. In this scheme Calderdale Council, local interest groups (coordinated through the Linear Park Group), Canal & River Trust, Calderdale Countryside Services, local volunteer groups and individual residents are all contributing to its success.

The benefits to us are immense – we can be much more responsive to canal maintenance and safety issues, build closer relationships with communities, enhance our understanding of a wider customer base. Alongside these, there are the cost benefits and the opportunity to attract new members to our cause.

Every individual should be entitled to create special memories on and around our waterway. For those that want to be hands on we will develop their skills to benefit us and the next generation of people, flora and fauna. For the cyclists, runners, walkers, dog lovers, and boaters we will create an environment they want to cherish and return to, time and time again.



It's about our economy

You can't talk about our waterways without talking about the economy, the very reason the canals exist was to connect cities, business, goods and markets. Today, our waterways continue to be integral to sustainable growth, even though their original role for trade may have waned.

Those areas with a thriving canal network prosper. Whether it's directly supporting businesses in boat repair, sales and maintenance; providing a source of water and drainage to utility

companies; providing a desirable and unique landscape for development and, in turn, increasing property value; becoming the back drop to retail, tourism and cultural events; or even reducing pressure on the NHS through health and recreation opportunities... our waterways and economy are undeniably and intrinsically linked.

But our waterways are undervalued. Yes, plenty of people pay lip service to their importance but there is so much more we could reap if we took advantage of the opportunities. And with our canals and rivers moving to charity status in 2012, we all have a stake in the economic future of our waterways.

Tourism and leisure. An extra income stream...

Boaters, cyclists, visitors... everyone who visits our waterways contributes to the local economy.

Calderdale	£26,605,000
Rochdale	£9,829,000
Manchester	£9,507,000
Kirklees	£23,150,000
Tameside	£4,515,000
Oldham	£11,334,000
Total direct spend	£84,940,000

Ref: Tourism and leisure expenditure attributed to the Rochdale and Huddersfield Narrow Canals by boaters, cyclists, and visitors, shown by Local Authority 2004-2010. Figures from Jacobs Report 2010.

Our waterways should be, without question, a fully integrated and mainstream part of economic planning and development.

It's about our heritage

Understanding our canal heritage is all about understanding innovation.

Rooted in a time when industry was king, our canals became our lifeblood: the connections, vessels and vehicles to trade and succeed.

And what of now? We pioneered industrialism then and we can pioneer again. Our cities, towns and countryside are brimming over with creative, innovative and hard working people – with talented engineers, tireless volunteers, canny ideas and working with our partners, together we can protect our waterways. And through heritage we will share more than just our past experiences, we will be able to develop a more integrated approach to environmental management.

There are projects that prove it is possible. The restoration of the Huddersfield Narrow was a project that took over thirty years to conceive and execute, combining challenging engineering, funding and boating conditions in what could have been a perfect storm. Today, it stands as a testament to what can be achieved and an inspiration for new design. Already we have pioneered Heritage Partnership Agreements (HPA), which are set to be rolled out nationally in the Growth and Infrastructure Bill, to help other owners of large heritage rich estates. These HPAs streamline the red tape around listed building, scheduled monuments and other non-planning statutory consents to make restoration and management more straightforward. It's our time to focus on our precious legacy: it's a different in so many ways, but we are loyal to what has been and everything we can be.

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We are the proud custodians of our canals, they are here for us today for our children and grandchildren to inherit in the future. In recent history we nearly lost our canals and we will never forget that. We will fight and we will shout and we will use our heritage as our driving force for everyone's future.
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A photograph of a canal with a reflection of a tree in the water. The water is dark and still, creating a clear mirror image of the tree and the sky above. The tree's reflection is the most prominent feature, showing its intricate branches and leaves. The sky is a pale blue, and the overall scene is peaceful and serene.

In surveys, heritage was most frequently identified as being important to people. Heritage interacts well with every group of canal users, it is seldom a controversial subject and often brings people together.

It's about our built environment...

In the past, too many developments have ignored the special nature of waterside environments, turned their backs to the canals. Developers, architects, local authorities and others continue to need encouragement to create stimulating waterfront buildings, distinctive watersides and vibrant waterspaces.

The Manchester and Pennine Waterways have plenty of built environment assets – not least 483 listed structures at the last count. We will champion and promote all of our unique historic assets; assets developed over more than two hundred years. In doing so, we also recognise the need for creativity and quality in their conservation and adaptation.

And how will we do this? The Canal & River Trust is a developer, working largely through joint ventures with carefully selected developers. It's also a charity and takes its responsibilities for the careful management of its assets very seriously. We will look to encourage partnership developments that maximise the value of the assets and contribute positively to the quality of the built and natural environment in which they are located.

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We recognise the need for creativity and quality in conservation and adaptation. We will look to encourage partnership developments that maximise the value of the assets and contribute positively to the quality of the built and natural environment in which they are located.  
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A photograph of a stone wall, likely part of a canal structure. The wall is made of dark, weathered stones. In the foreground, there is a pile of dry, brown grass. On the left side of the wall, there is a graffiti tag of a character's face, possibly a cartoon character with a wide, toothy grin. The text is overlaid on the right side of the image.

The Manchester and Pennine Waterways can boast 483 listed structures and three scheduled ancient monuments.

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The majority of our canals are in conservation areas.

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The Canal & River Trust is the third largest owner of listed structures in the UK after Church of England and National Trust
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## It's about our communities

Local community groups, canal related societies, interest groups, local residents, countryside skills groups, national partners, sector specific funding... you name them, we want to engage them on the future of our waterways.

We are committed to developing community schemes for social economic good; schemes where the canal and its surrounding area are the focus for activities. And there's a whole range of potential activities on offer – dry stone walling, willow fencing, canal

festivals, walking and cycling tours, canal adoption, conservation projects – that our target demographic is understandably wide and varied, just like the communities who live, work and play along our waterways.

We will also encourage positive guerrilla activities and ad hoc events – communities will help lead change on our waterways and everyone who comes into contact with the waterway should feel like they own it because with ownership there comes a special sense of pride and an urge to protect.

### Case Study: Ancoats Adoption scheme

Ancoats Canal Adoption project has been running for over a year, led by a group of enthusiastic local professional residents in Central Manchester. They've created an audio industrial heritage trail, been involved with the Rochdale Canal Festival, litter picking, weeding, lock painting, wildlife and plant surveys and guided walks in conjunction with the Canal & River Trust.

All the activity is funded by a grant from the local ward council. Local major business organisations such as NCP, Bruntwood and Deloitte have also been encouraged and engaged in 'on canal' activity days including 140 students over two weekends as part of the national annual challenge network.

With the help of Manchester Building College and under guidance from The Trust the group has made improvements to some of the heritage aspects of bridges, horse tunnels and re-laying towpath setts. A recent development is an initiative in conjunction with MERCI (a local sustainability and conservation charity) and other interest groups to develop 'pick and take' vegetable and fruit gardens for the local community, drawing on the success of Incredible Edibles Todmorden in the Calder Valley .

Ancoats is also becoming a star of the small screen – the BBC featured the group as part of the Canal & River Trust launch and the area was used a filming location for a volunteer lock-keeper campaign. It's also embracing the digital world with social media and websites being used extensively to communicate with the community. As we look to the future, it all looks rosy as the new 'free' government backed primary school opens in September 2013 alongside the canal.

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**The waterway is part of the community.  
 We want every person in every community  
 to enjoy the canal and play a part in what  
 happens here. Our ultimate aim is to make  
 everyone in the community feel a sense of  
 ownership and pride in our waterway.**  
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# It's about our natural environment

There is an undeniable wealth of nature in and around our canals and rivers. But its existence cannot be taken for granted. It's time to turn our attention to protecting our wildlife, flora and fauna, to safeguard the water quality and supply and be part of adapting and mitigating against the effects of climate change.

## So why is the waterway habitat important?

- Our waterways provide an important habitat to support a wide variety of plants and animals, some of which are quite rare with grandiose names such as Luronium natans and some are cute such as otters and water voles. All are important.
- National and European designations demonstrate the environmental significance of the canal.

- Our canals are the M6 and M62 for our wildlife – animals such as bats and kingfishers use canals and rivers for foraging and commuting, these excellent habitat corridors bypass the perils of roads and provide vital links in an increasingly fragmented countryside.
- If bats had a choice (and money), we have no doubt they would be a monthly donator to the Canal & River Trust!

But it's not just about plants and animals. We are all dependent on the ecosystem services of the natural environment for food, materials, clean air and water and recreation – and waterways can provide all of these.

Our waterways could play a pivotal role in climate change adaptation. We could look at extending the canal network to boost water supply, act as a transport link or even help prevent flooding. We need to think beyond the everyday, extend our ambitions and integrate our waterways even further into environmental planning.

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Manchester and Pennine has:

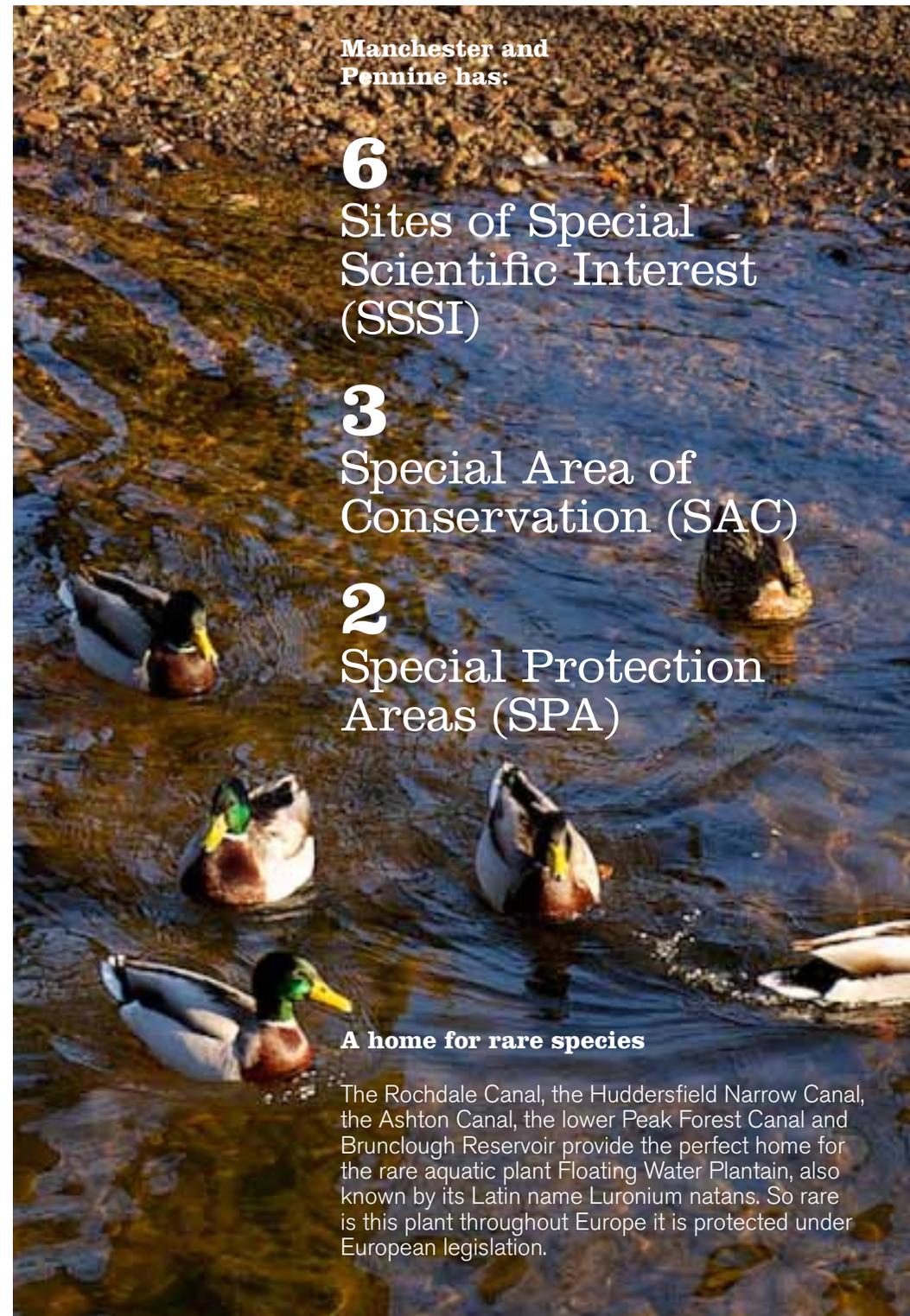
**6**  
Sites of Special Scientific Interest (SSSI)

**3**  
Special Area of Conservation (SAC)

**2**  
Special Protection Areas (SPA)

## A home for rare species

The Rochdale Canal, the Huddersfield Narrow Canal, the Ashton Canal, the lower Peak Forest Canal and Brunclough Reservoir provide the perfect home for the rare aquatic plant Floating Water Plantain, also known by its Latin name Luronium natans. So rare is this plant throughout Europe it is protected under European legislation.





## It's about our culture

A priority of the national Arts Council England Memorandum of Agreement with the Canal & River Trust is to “Enable a cultural engagement programme across the waterways network, beginning with agreed pilot projects. This is intended to establish and develop a mutually beneficial way of working for the partners that will enable them to nurture a productive long-term relationship.”

This national aim is clearly the starting point for anything we do at a more local level – it's all about developing mutuality, using arts and culture to benefit both the historic waterways, their local users and communities and wider physical and social surroundings.

The living culture of canals should look back and celebrate the ingenuity of a common industrial heritage, but also act as metaphor and creative catalyst for regeneration – and celebration – of both the myriad of communities and infrastructure that connect along the canals and their green corridors.

The present situation is a cultural watershed: the precedent has been set by how arts and culture has been embraced by previous British Waterways projects that placed arts and crafts at the heart of engaging diverse communities. Arts and culture can provide even greater service to canals, hybrid communities, and vice versa. We need to raise our ambition and put the role and benefit of the arts at an even greater level than before, to help create a legacy of creative empathy between real people and real places.

### Contemporary Arts Initiative

We are aiming for something called a ‘Contemporary Arts Initiative’ which you can read more about online [www.canalrivertrust.org.uk](http://www.canalrivertrust.org.uk)

This initiative focuses on widening the appeal of waterways and getting people directly involved in artistic and cultural projects. Part of the work is about improving practical aspects like lighting, landscaping and design to make places more inviting; but it's also about genuine animation of the place and making things happen on our waterways like arts, theatre, film, media and writing that encourage people to come and experience something different and unexpected – increasing visitors and awareness of everything our waterways can offer.

Partnership is obviously critical to this initiative and through new links to the Art Council England we will be developing new touring partnerships; linking to sustainable transport and public art opportunities; and getting involved in other organisations' strategic visions.

This will work towards expanding funding and resourcing using an established funding plan or levy and a distinct fundraising channel.

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The creative potential is that arts and culture can provide even greater service to the canals and its hybrid communities, and vice versa. We need to raise our ambition and put the role and benefit of the arts at an even greater level than before, to help create a legacy of creative empathy between real people and real places.
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## It's about our infrastructure...

Looking at a tranquil canal, so seemingly natural, it's easy to forget that everything you see – the locks, bridges, even the canal itself – was built by hand over 200 years ago. We are fiercely committed to looking after these historic structures, which often must be repaired rather than replaced. In fact, of the 267 locks on the Manchester and Pennine Waterway, seven are new; the rest are endlessly repaired originals.

Except, not quite endless. Three-quarters of those locks are on canals that were closed for (roughly) the second half of the last century. The re-openers worked wonders, but our assets are still not nearly in as good condition as on other waterways.

All this leads to real difficulties in terms of reliability for people who want to use the canals. We are determined to make the repair and maintenance of our infrastructure as sustainable and efficient as possible, now is the time to evaluate what needs to be done and how we're going to do it.

### Focus on: Water supply

Climate change poses a major challenge with increasing droughts and floods anticipated across the Manchester and Pennine area. Canals borrow water from all the rivers and streams they can, and drain the land they pass below, but where canals cross watersheds they need to catch water in their own reservoirs. What makes our waterways particularly vulnerable was the loss of reservoirs to two of our canals during the decades of closure. We are now developing smart ways of improving resilience to drought and flooding, and working out what investment will be needed to achieve national standards.

Flooding and extreme weather cost over £2.1m on the breached bank at Dutton Hollow near Preston Brook alone. The canal breach was bigger than 12 double decker buses and funding the repair meant lots of other planned work could not be done.

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We are determined to make the repair and maintenance of our infrastructure as sustainable and efficient as possible. The effects of climate change means we will need ever smarter ways of improving resilience of our waterway to drought and flooding.
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If you would prefer to email us your thoughts you can send them to [MP.Plan@canalrivertrust.org.uk](mailto:MP.Plan@canalrivertrust.org.uk)

Please note our Manifesto is currently in draft format therefore the images you see in this document are sample images only. We are commissioning photography for the final document that will represent our waterway.

\* By submitting this workbook, you will be indicating your consent to receiving the final manifesto document and relevant messages from Canal & River Trust relating to their activity.

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