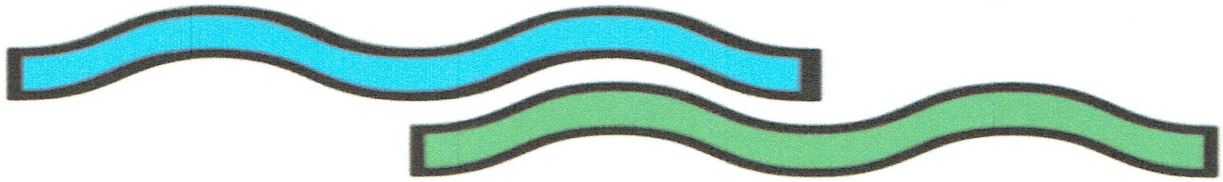


Manchester & Stockport



Canal Society

WHO ARE WE ?

The Canal Society was set up for the purpose of restoring this branch canal from Clayton to Stockport.

WHERE DO WE OPERATE ?

Along the line of the old Stockport Branch Canal, presently forming the footpath and cycleway between Clayton and Gorton reservoirs , commonly know as “The Yellow Brick Road” (Sketch plan attached).

WHAT WE ARE DOING ?

Phase 1 of this restoration follows the line of the footpath and cycleway which runs from the junction with the Ashton Canal at the Police training school, to Lower Gorton reservoir.

Even Phase 1 of this restoration project will take several years to materialise and cost several millions of pounds.

However, there is a great deal of preparatory work that can be carried out with this final goal in mind which will enhance the quality of this green corridor meanwhile, improve the area generally and sympathetically transform the corridor into a high quality cycle, pedestrian and boating thoroughfare.

WHY ARE WE DOING IT?

The restoration of the canal has the backing in principle of both Manchester & Stockport local authorities. Steps have been taken and are still being taken to ensure the canal is recognised by the relevant Local Planning Authorities to protect the line.

The canal has been identified as a feature worthy of recognition in the forthcoming GMSF and the corridor’s blue/green credentials conform with the recently published paper on these issues relating to Greater Manchester.

The owner & operator of Lower Gorton reservoir has given their approval to the reservoir being used by canal boats and, subject to technical approval would allow a marina to be established on the waters, thereby bringing safe & pleasant mooring opportunities to attract visiting boaters to Manchester.

Increased boating traffic along the Ashton Canal and the other many canals associated with Manchester can only benefit the area by attracting more visitors and commerce to the area.

HOW WILL WE DO IT ?

Preparatory work comprises :

- Establishing and maintaining a “litter free” corridor
- Clearing the area of unsightly scrubland and undergrowth
- Removing self-seeded trees that are excess to the requirements for an orderly managed public space.
- Removing trees that will eventually impede the line of the canal and replant replacements in suitable locations

We are aware that there are several community groups already carrying out litter picking and other small tasks along this route; we would like to assist in their coordination toward a longer term endeavour.

We see these improvements taking place in three stages:

Stage 1: Setting up informal litter picking teams who can carry out their tasks at their own pace and in their own time. To achieve this we shall need-

- Equipment to enable them to collect litter in a safe and ergonomic manner
- Awareness training for participants
- Publicity material to advise potential volunteers of the schemes in place
- Involvement of schools and youth organisations
- Arrangements with local Council Neighbourhood teams to facilitate the collect of litter bags from agreed collection points

We have already held initial meetings with Gorton Neighbourhood Team members about collection points for litter bags. We are awaiting a meeting with Neighbourhood Teams in other areas along the canal line

Stage 2: Clearing of unnecessary undergrowth and shrubbery that is growing unchecked along the pathways, harbouring further litter. This will need

- Surveys of what trees, shrubs, animals and birds occupy this environment and discover their value in that environment (this would heavily involve schools)
- Decide the ways forward to manage the corridor environmentally whilst improving access for leisure purposes
- Equipment such as mechanical brush cutting equipment, rakes and protective clothing
- Training in the use of equipment and safety
- Arrangements with Council Neighbourhood teams to facilitate the removal and/or disposal of brash
- Publicity material to advise the Community of what is being done and why

Stage 3: Selection of feral trees and trees encroaching on the canal line which require removal and other trees reinstated elsewhere. This will need

- Community consultation in which trees are to be removed and what to replace them with and where
- Training in tree surgery techniques to carry out the work.
- Hire and/or purchase of equipment
- Replanting of saplings (a school related activity)

Each of these stages involves reaching out to the communities alongside this corridor and giving them the opportunity to participate in shaping the future of their Blue/green space.

WHAT BENEFITS DO WE SEE IN THIS PROJECT?

We obviously believe the restoration of the canal has its advantages, that is the nature of our society. But we also see the gradual improvement of this area as part of that metamorphosis into a high quality pedestrian, cycling & boating corridor, opening the area up to greater public access and leisure opportunities.

The reopening of the canal itself as a waterway provides the opportunities for water sports such as canoeing, paddle boarding & angling, as well as providing reflective and peaceful enclaves for all to enjoy.

The cycleway would be upgraded as part of the overall plan together with segregation from the walking public, making for a safer environment

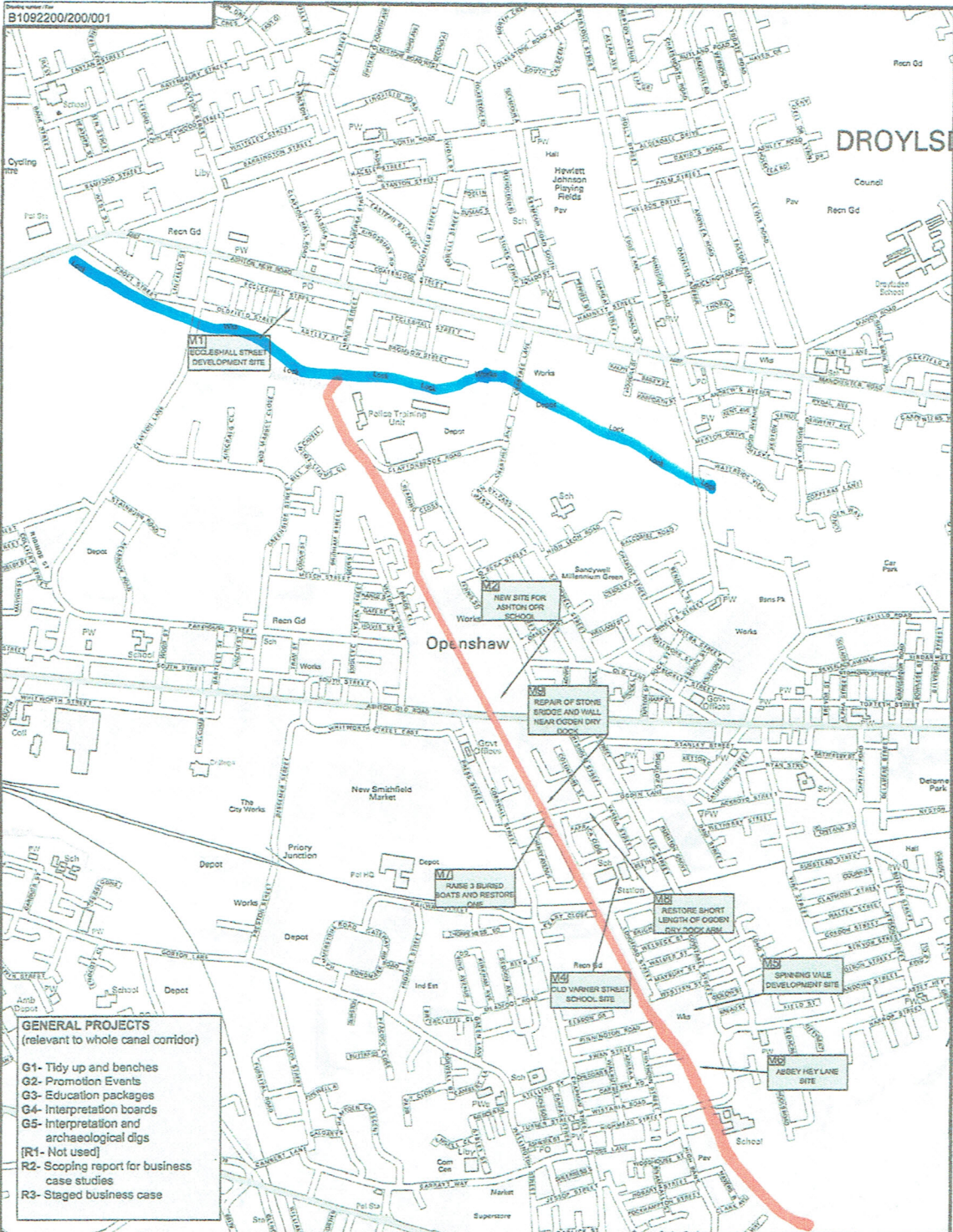
HOW LONG WILL IT TAKE ?

For stage 1, we anticipate a period of one to two years to decide if the initiative is proving successful.

Progress beyond then depends very much on Community uptake

From a physical point of view, the cleanliness of the corridor will demonstrate whether the work has been successful. From a Community viewpoint, the enthusiasm to proceed with Stage 2 will dictate whether we have managed to treat the malaise or just the symptoms.

B1092200/200/001



- GENERAL PROJECTS**
(relevant to whole canal corridor)
- G1- Tidy up and benches
 - G2- Promotion Events
 - G3- Education packages
 - G4- Interpretation boards
 - G5- Interpretation and archaeological digs
 - [R1- Not used]
 - R2- Scoping report for business case studies
 - R3- Staged business case

KEY	
	ROUTE OF THE MANCHESTER TO STOCKPORT CANAL
	GENERAL PROJECTS
	MANCHESTER PROJECTS (with ref)
	STOCKPORT PROJECTS (with ref)

JACOBS
100 Brook Street, London, W1K 1RA
 BRITISH WATERWAYS

Project: MANCHESTER AND STOCKPORT CANAL RESTORATION

LOCATION PLAN FOR PROJECT DATA SHEETS SHEET 1 OF 3

FOR INFORMATION	
Date:	28.03.2002
Project No.:	B1092200
Drawing No.:	B1092200/200/001
Scale:	AS SHOWN
Author:	DO NOT SCALE
Check:	
Drawn:	
Revised:	
Issue:	0

This drawing is not to be used in whole or part other than for the intended purpose and project as defined on this drawing. Prior to the start of full scale construction, please refer to the contract for full terms and conditions.