

Derbyshire Waterways Strategy

27th May 2014



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1. Introduction

Derbyshire County Council owns and maintains approximately 11 miles of in-water canal in sections spread across the County as well as associated buildings, engineered structures, footpaths, car parks and land. Many of the canal sections include heritage and conservation features, some are navigable, some derelict or remnant and others under restoration.

The Waterways Strategy, for the first time, addresses all the canals under Derbyshire County Council's care and suggests a strategic plan for their development aiming to identify project areas with the potential for delivery in the medium term. By having projects in a 'ready to deliver' form Derbyshire County Council is in a position to seize external funding opportunities, such as Community Infrastructure Levies or funding rounds as they become available.

The waterways are large legal and financial liabilities for the Council. The Strategy begins a process to measure their value to the local economy and communities and to plan a future where returns on the investments can be directly realised. Focus is toward the value and opportunities available on those lengths that the Council owns and where the delivery of projects is already underway.

This is not a document setting out the day-to-day management requirements for waterways, nor for detailed engineering plans or specific access requirements. The strategy is to put the commitment to the canals in the context of Derbyshire County Council's overall priorities and to set out how the targets will be met.

The purpose of developing a County Waterways Strategy is to:

- Set out the extent of waterways, their value and Derbyshire County Council's broad commitment,
- Ensure that Members and Officers of the Council and our many partners are aware of the Council's current assets, liabilities and intentions for the waterways,
- Articulate a vision for Derbyshire County Council's waterways, describe the context for each identifying reasonable and achievable objectives which we can commit to. Particularly to identify priorities on our own land holdings and those ways in which we can support communities, stakeholders and Partnerships to deliver regeneration and sustainable development,
- Identify the barriers and be ready to seize opportunities to deliver our vision.

Section 2 sets out the key policy areas which this strategy will address and in Section 3 each policy area is discussed in turn, with a box in each setting out the specific targets supported.

Section 4 describes the canals within the county, whether in-water, remnant, restored or lost. Derbyshire County Council has significant interests and liabilities in the Cromford and Chesterfield Canals, it is anticipated that this plan will support financially stable, sustainable and realistic future for these waterways in particular.

Finally, section 5 lists the actions that will be undertaken in the short term, to raise the profile of the County's canals and to focus effort on achievable goals.

Members of the Canal Partnerships and other stakeholders were invited to review a draft of this strategy in February and March 2014 and their responses were taken into account for this final version.

2. Policy context

The Derbyshire canals, offer a resource that cuts across policy and departmental areas with potential to fulfil both obvious and subtle rewards. A waterway can stimulate regeneration and bring employment, restore landscapes degraded by heavy industry, bring wildlife to the centre of towns, provide alternative ways to travel to work or school and yet still be a place of quiet beauty.

Derbyshire County Council is making the positive decision to protect, enhance or develop all the Council's waterways strategically, to look at the opportunities they can bring, to share experience and lay out a route for continued improvement. While the County Council owns significant stretches of waterways in Derbyshire we know that we cannot do this successfully without the help of partners, other canal owners, communities and the voluntary societies.

Derbyshire County Council fulfils its duties to its constituents over 6 delivery areas, listed below. Perhaps uniquely the County waterways have the potential to deliver good outputs across all of Derbyshire County Council's service areas.

Business and **Economy**, including economic development, corporate property, working in partnership and health and safety.

Environment, which safeguards such quality of life issues as planning, land and premises, flooding, climate change, biodiversity, conservation and environmental management.

Transport and Roads [**Access**], such as highways, public transport, rights of way and sustainable modes of travel.

Social Care and **Health**, providing for the care and well-being of children and adults.

Leisure and **Culture**, good management of the countryside, promoting tourism and supporting arts and entertainment.

Community and Living, which encompasses community safety, volunteering, young achievers and community leadership.

Chapter 3 takes each of these policy areas in turn identifying the key outcomes under which good canal management, restoration or preservation can deliver Derbyshire County Council's objectives.

3.1 Valuing Waterways – Economy and Regeneration

Vision: *The canal resource will be employed to generate jobs and boost the local economy. Derbyshire County Council will spend taxpayers' money wisely, investing in the future of the canals and maximising income potential now.*

How the waterways support strategic priorities in the *Economy* key delivery area:

- maximising external funding
- direct income generation
- training and creating jobs for local people
- supporting local businesses
- creating the climate and environment for investment
- improving sustainable transport
- enhancing the quality of life of our communities

In 2010 British Waterways (now Canal and River Trust) published a study into the economic benefits that the restoration to navigation had generated on the 87 mile Kennet and Avon Canal. It found that property and land values increased between 5 and 25% between 500m and the canal waterside, 2,370 new houses and 120,000m² of commercial or leisure development could be associated with the canal restoration and that more than £80 million of development investment and revenues would be accrued as a result. Boater spend on the navigable waterway was calculated to be £920,000 per annum and 1,485 person years and 1,163 full-time equivalent jobs could be attributed to the restoration.

Parts of the Derby and Sandiacre and Cromford Canals could be considered for restoration as a catalyst for regeneration and on the Chesterfield Canal this is well underway. Marinas which have been built at the Waterside site in Chesterfield and at the Staveley development of the Markham Vale Enterprise Growth Zone and will unlock the capital to restore the canal link to St Helena's floodgate bringing the full 7 mile stretch between these two points into navigation. A short section at Renishaw has been created with developer contributions leaving, in engineering terms, a relatively uncomplicated section back almost to Staveley well within reach.

A waterway offers scope for income generation directly to the operator, much of which could be available now on those parts in County Council ownership. Facilities such as at Tapton Lock Visitor Centre and High Peak Junction are in place, with the potential to enhance their offer and for consideration of other uses. Angling and canoeing are popular on the Chesterfield Canal, the high participation rate meaning that the provision of facilities could be viable.

The table below indicates where the opportunities described above would be available. A navigable waterway is a canal which is fully operational and connected to the national network. A partially in-water canal is with isolated stretches of water for which there may, or may not, be likelihood for full restoration in the medium term. A preserved route is a line of a lost canal, in disrepair and without significant water.

It must be understood that Derbyshire County Council currently has significant duties and liabilities as a result of the ownership of canals. These duties will be retained whether or not a programme of improvement or extension is followed. In fact, the cost-to-value is least efficient where there are several isolated stretches of canal and the ease of management and potential for income generation increases when such pounds are connect to the network or to sources of water abstraction and discharge.

Opportunity	Navigable waterway*	Partially in-water	Preserved route
Licence and mooring fees	●	●	
Commercial boat hire	●		
Commercial moorings basin	●		
Dry dock	●		
Houseboats	●	●	
Lease of rooms, buildings and land	●	●	
Visitor spend	●	●	●
Events	●	●	●
Hire/use of sports & leisure facilities	●	●	
Developer contributions	●	●	●
Commercial sponsorship	●	●	●
Fibre optics/services/way-leaves	●	●	●
Riparian authorities contributions	●	●	

* connected to the national network or >10 miles continuous navigation

Delivering the vision set out in this strategy will incur cost however the 'do nothing' approach on our currently partially restored canals is not without significant management and maintenance cost. It has been estimated that the County Council spends in excess of £200,000 on maintaining and managing the section of the Chesterfield Canal in our ownership annually, the potential to maximise income to offset this cost will, arguably, not be fully maximised until the canal is in a more navigable condition, which begins with the goal of 10 miles of continuous navigation in Derbyshire. Both the 'cost per mile' in management terms and the benefit realised begins to reduce after this 10 mile continuous length is achieved.

The costs of maintaining restored/navigable sections are often predictable over timescales far longer than internal current financial procedures operate but can be incorporated in a waterways investment strategy. There are opportunities for the County Council to share best practice and resources between the teams who manage the Chesterfield and Cromford Canals with the potential to make cost savings and efficiencies. The financial benefits incurred through canal preservation and restoration is not always direct and a stronger evidence base is required to demonstrate more reliably where those outcomes have been realised.

Where in-water restoration is not feasible at this time, or where there are restrictions on returning to full navigation there is still great value to be exploited. For example the canal at Cromford is special and a hugely significant tourist attraction, it lies in the northern section of the Derwent Valley Mills World Heritage Site, has 3 associated Scheduled Ancient Monuments and a nationally important nature reserve. There is potential to draw this interest further out along its route into landscapes and communities often by-passed by visitors heading for Cromford, to provide alternative routes than driving the A6 or A610 and to work closely with other stakeholders to achieve a coherent strategy for management and development in the area. The communities of Sawmills, Golden Valley, Codnor Park, Ironville, Pinxton and Langley Mill could all benefit directly from canal improvements as well as a catalyst for regeneration.

Waterway restoration and management has a high cost, however the returns on investment increase as the length of navigation increases and this is underway on the Chesterfield Canal. In reverse, a failure to complete restoration projects already underway would result in the County Council maintaining the liabilities while missing the many benefits. In order to have a functioning, sustainable collection of waterways which are financially viable and support the local economy development the assets require strategic management with effective prioritisation, in this case to strive initially for 10 continuous miles of navigable canal.

3.2 Valuing Waterways – Culture and Heritage

Vision: The historic asset of Derbyshire's waterways and their surrounding environment will be invigorated to provide value in the present age.

How the waterways support strategic priorities in the *Culture* key delivery area:

- Creating opportunities to take part in cultural activity
- Improving and protecting Derbyshire's environment
- Supporting cultural and creative industries
- Developing sustainable tourism
- Raising aspiration and achievement in local communities
- Encouraging people to be more active
- Raising the profile of volunteers

The canal network is a legacy of Britain's past and provides a unique insight into our industrial and social history, in its 2009 report, DEFRA noted that 'canals were essential to the transformation of Britain into the world's first industrial nation'. Many argue they have value for their own sake as cultural and historic assets, especially in Derbyshire where we have fine examples of industrial age engineering and remnants of a way of life now gone but easily recognisable to modern eyes. But they can also be the drivers of change and modernisation. There are many recent examples where economic regeneration and the conservation of the cultural heritage have been provided momentum by restoration schemes.

Research commissioned by the Canal and River Trust and published in 2012 found that boating was not the most significant activity on the waterways, if measured by the numbers of participants. 5% of visitors were on the canals with boats, 2% to fish, 7% to cycle on the towpaths and 53% to walk. The remaining 33% responded that they were on the waterside on their way to or from visitor attractions, pubs or cafes or had come down to sit by the water. The research found that in 2011 there were 0.73 million adults who simply 'sat or stood by the water' of the canals in the East Midlands.

Priorities emerging from the Derby Derbyshire Nottingham Nottinghamshire (D2N2) and Sheffield City Region Local Enterprise Partnerships include seeking growth in the visitor economy. The County canals can deliver this by:

- Supporting, improving and diversifying established visitor 'hotspots'
- Extending the zone of interest out from the hotspots, the canals are a continuous historic route which can draw visitors out from the well-known attractions to surprising areas currently not as well-known as they deserve to be or to interesting new gateways such as at Sawmills.
- Connecting attractions, such as along the canal from Chesterfield or Killamarsh to the Barrowhill Roundhouse Engine Shed.
- Delivering lower key, local visitor attractions on the doorstep for people who would like a day out without going too far from home and keeping visitor spend in the local economy, for example the Chesterfield Canal Trust's annual festival.

High quality cultural and heritage assets are a key resource in Derbyshire, section 4 of this document describes the County waterways in this context and section 5 sets out Derbyshire County Council's principal commitments to preserving and enhancing the historic waterways.

3.3 Valuing Waterways – Natural Environment

Vision: The waterways and their corridors will create and nurture high value wildlife habitats and contribute to minimising the impacts of climate change.

How the waterways support strategic priorities in the *Environment* key delivery area:

The waterways will help us to achieve our aspirations to assist and promote the best possible stewardship of our built and natural environment in the fields of archaeology, historic buildings, urban design, landscape character and ecology. This includes,

- Caring for and providing access to our own countryside sites and promoting greater access to the wider countryside for all.
- High standards in managing countryside sites for wildlife.
- Seeking to minimise any adverse effects and maximise benefits of any planning activity within the County.
- Providing a means to mitigate and offset damaging activities along the canal corridors.

Sensitive restoration and navigation on canals have been shown to provide high quality slow moving open water as prioritised in the UK Biodiversity Action Plan (BAP). In addition to open water, canals and their banks support a number of other BAP priority habitats, such as, fen, marsh and swamp, broadleaved and wet woodland and hedgerows. In turn the habitats are home for significant rare and protected species such as water vole, bats and great crested newt. In its 2009 report DEFRA concluded that, providing good practice is enforced, boating posed no threat to aquatic wildlife on most waterways.

As the canals travel through the landscape they provide connective corridors through towns and intensively farmed areas to scattered ecologically high value sites. Plants and animals use these corridors to travel between feeding and roosting areas, to extend their populations into new suitable sites and ensure genetic diversity.

Water arriving in the canals from various and diffuse sources may not always be in the best condition and flow can be inconsistent with periods of flood and drought. With good design, canals offer a means to store and then filter water before returning it to natural water courses, an important ecosystem service.

The maintenance of an open-water channel is important, whether or not the canal is open to navigation, dredging and weed control is often required but must be undertaken carefully both to prioritise the most effective areas to spend and to take into account restrictions such as those at Cromford Canal SSSI. Frequent, regular silt removal is preferred along with good structural management and work with neighbouring landowners to reduce avoidable silt deposition.

The LEP draft strategies seek to identify means by which we can adapt to climate change, including the provision of green and blue infrastructure, habitat restoration and creation and the effective management of natural resources. The canal routes in Derbyshire travel through some areas of significant habitat and landscape dereliction and the restoration of the Chesterfield Canal has demonstrated how the waterway has delivered almost unimaginable improvements on a short timescale.

Improvements in biodiversity go hand-in-hand with the improvement of living conditions in the industrial towns and villages once linked by the canals and over land devastated by many years of heavy industry. Sections 4 and 5 set out Derbyshire County Council's principal commitments to using the waterways to improve the environment for people and wildlife.

3.4 Valuing Waterways – Access

Vision: The waterways will be accessible greenspaces in service to their local communities as well as a means of access to other communities, facilities and work, recreational and leisure opportunities. Access on to the water is important and will be encouraged wherever possible.

How the waterways support strategic priorities in the Access key delivery area:

- Caring for and providing access to our own countryside sites and promoting greater access to the wider countryside for all.
- Maintaining the Public Rights of Way Network.
- Maintaining, promoting and extending the Greenways network.
- Ensuring sites are welcoming, clean and safe

Natural England, 2010, states ‘accessible greenspace is now becoming recognised as providing some of the fundamental needs of society, rather than just being ‘nice to have’’. Accessible greenspace is a place that is available for the general public to use free of charge and without time restrictions and is available to all.

The Accessible Natural Greenspace Standards (ANGSt) recommend that everyone, wherever they live, should have an accessible natural greenspace:

- At least 2 hectares in size, no more than 300 metres (5 minutes’ walk) from home;
- One accessible 20 hectare site within two kilometres of home;
- One accessible 100 hectare site within five kilometres of home; and
- One accessible 500 hectare site within ten kilometres of home; plus
- A minimum of one hectare of statutory Local Nature Reserves per thousand population.

The 300 metre and 2 km standards, in particular, are valuable standards to apply for new housing developments, growth areas, and in the master planning process.

Accessibility should not only be seen in terms of distance from people’s houses and access into and around a site. People need to know where their local green spaces are, and should feel comfortable in using them. This requires active management and promotion by taking all reasonable means to deal with any physical and social barriers that there may be to their use.

The D2N2 and Sheffield City Region LEPs priorities for sustainable transport in the region includes improving connections from local transport networks supported by localised interventions. Derbyshire County Council is committed to supporting ‘sustainable travel and smarter choices’ which is in a large way supported by the development of a comprehensive Greenways system. The Greenways are a strategic network of multi-user routes which are being created to link communities together, reduce isolation, provide alternative travel choices and to promote independence and well-being.

The Waterways Strategy supports the well-established and successful Derbyshire County Council Greenways Strategies. It is intended that access improvements to the canal routes will deliver further Greenway outcomes as well as additional connections.

Access to and alongside the waterways is fundamental to their purpose for Derbyshire County Council. In section 4 of the strategy the canals, the towpaths and their connections are described and in section 5 the principal commitments and priorities are set out.

3.5 Valuing Waterways – Health and Wellbeing

Vision: Management of the canals will deliberately and positively contribute to the good health and well-being of the communities they pass through.

How the waterways support strategic priorities in the *Health and Wellbeing* key delivery area:

Active use of the waterways can support work to improve health and well-being throughout Derbyshire by,

- Providing easily accessible greenspace close to home.
- Sharing innovative health improvement work between agencies and departments.
- Providing positive activities for young people in low income areas.
- Building everyday activity into daily routines.

The value of accessible, available greenspace is well known, in presenting the Accessible National Greenspace Standard Natural England states:

Access to natural greenspaces for fresh air, exercise and quiet contemplation has benefits for both physical and mental health. There is good evidence of reductions in levels of heart disease, obesity and depressions where people live close to greenspaces. Everyone should have access to good quality natural greenspace near to where they live.

The canals represent a ribbon of green and blue space within towns and villages as well as connecting to wider open space and the opportunities that offers. This presents opportunities to address poor health and low sports participation in target areas.

Restored canal sections, such as those we already have on the Chesterfield offer a useful resource to canoeists, who have very limited opportunities to get on the water in England. The sport has a low initial cost, is of particular interest to young people and the clubs have a good reputation in widening participation in the sport. The waterways have the potential to provide a safe learning environment for those new to the sport or who simply want to dabble. Canoe touring or slalom routes could be established and there may be scope to develop more structured events in the marinas and canal length such as races and skills competitions.

Recreational angling is the most popular participation sport in the country and is already well represented on the County canals. However there remains plenty of scope for encouraging more angling on some restored or preserved sections, in improving access and facilities for anglers and supporting the clubs to extend and diversify their memberships.

Walking and cycling, whether as a dedicated recreational activity or simply as a means of getting from one place to another, is encouraged on canal towpaths where the space available allows. The towpaths are by their nature level, following the contours of the landscape and can do a great deal to encourage people to try a different way to go about their business. The journey may be short, a pleasant off-road way to the High Street, a commute to work or a stage in a long-distance national trail.

The canals and their towpaths should be recognised for their role as part of an integrated and sustainable transport network that reduces congestion, provides safe routes and reduces the burden on other key services for which there are significant pressure on resources. The priority action areas for health and well-being are set in in section 5 of this document.

3.6 Valuing Waterways – Community

Vision: The communities on the waterway routes will value and take pride in their section of canal.

‘Most people like living, working and spending leisure time close to water. Inland waterways, with their banks and paths, give quiet permanence to Britain’s landscape as well as providing green infrastructure, which the Government believes is essential for attractive, environmentally sustainable communities’

Waterways for Everyone, 2009

How the waterways support strategic priorities in the *Community* key delivery area:

The waterways travel through the hearts of and between communities, they are links which will:

- present communities the opportunity to take pride and ownership through volunteering and learning.
- be places will become more attractive to live and work in.
- be places that feel safe to enjoy.

Heavy industry has left its scars on the landscape. Reinvigoration of the communities along the canal routes can be given momentum by restoring the waterway, by creating space that communities are proud of and find useful. The losses suffered by the communities of the coalfields could in some part be turned into gains by the canals that were originally built between the mines, the factories and their markets. The heritage uncovered and discovered with restoration provides cause for celebration.

The LEPs have indicated that it would seek to support grassroots and community based programmes for development and canal restoration has been driven by volunteers working in their own communities. It is important that these volunteers, and the groups who support them, continue to be at the centre of the waterways strategy. The County Council has a role to play in supporting voluntary groups, ensuring they are strongly represented on the Partnerships, building capacity where appropriate and making use of the considerable skill and knowledge available. As further restored sections are built we will need volunteers to transfer their effort to maintenance and hopefully in time to management.

Used imaginatively restored waterways can help to create and sustain stronger and more cohesive communities. A significant element of the County’s Greenways strategy is to provide alternative transport choices which link people and communities together, reduce isolation and promote independence and well-being.

Safety, and the perception of safety, is important to encourage people to use the canal paths and water. By restoring canal sections through towns and villages and maintaining them in good order we will encourage people to visit more often and stay for longer.

The role of communities in the safeguarding and development of the County’s waterways are set out in section 4 and the actions which Derbyshire County council intends to undertake to use the waterways to support communities in section 5.

4. The Waterways

4.1 The Chesterfield Canal

Vision: The Chesterfield Canal will be restored and re-join the national navigable network.



Anglers on the restored Chesterfield Canal near Staveley.

The Chesterfield Canal extends for 46 miles from Chesterfield in Derbyshire to West Stockwith in Nottinghamshire, passing through South Rotherham and linking the East Midlands with South Yorkshire. Of its total length, 37 miles of canal is restored, navigable and open to public use, however 9 miles from Staveley to Kiveton Park remains derelict.

This missing link in the waterway prevents opening up of the entire canal corridor which would otherwise assist the creation of long term sustainable employment both directly linked to the canal, through restoration and subsequent operation, and within the wider economy through promotion of tourism and the provision of opportunity for commercial, office and residential development uses.

An economic assessment study by Gibb Ltd in 2001 concluded that up to 1200 jobs could be created and supported in association with the canal once restoration is complete.

Restoration of the canal would provide a catalyst for the sustainable economic and social regeneration of the canal corridor, would protect, conserve and enhance the natural and built heritage within north east Derbyshire and would improve the quality of life in surrounding communities through provision of both jobs and recreational opportunity.

Over the past 20 years the County Council with its Partners has achieved full restoration of over 5 continuous miles of the canal linking Chesterfield to Staveley, the towpath on this length now designated as part of local, national and European trails networks. This achievement was recognised in the report to Cabinet on 18 June 2013 entitled '*Waterways Development. A Strategy for Protection and Restoration of Chesterfield Canal*' was first published by the County Council in 1993, this supported by subsequent publication of the '*Chesterfield Canal 2020 Vision*' in 1997, '*Next Navigation East*' and recent issue of '*Next Navigation West*' a document describing in detail the remainder of restoration required within Derbyshire, and published earlier this year (2014).

All of which has been achieved working closely with both neighbouring authorities and volunteers from the Chesterfield Canal Trust through the Chesterfield Canal Partnership.

The Chesterfield Canal Trust has a large and active membership with a vision to re-create a fully navigable canal from Chesterfield to the River Trent. They are engaged in restoration, maintenance, boat trip operation, events, access work and management of the Hollingwood Hub. Restoration of the canal is supported by a formally constituted Partnership hosted by Chesterfield Borough Council.

There are active canoe and angling clubs on the canal, high community participation and popular facilities for horse riding and cycling.

The County Council owns approximately 5 miles of in-water canal, towpath, land holdings and the Tapton Lock Visitor centre which are all maintained and managed by the Countryside Service. In addition, the area at Staveley Town Basin is within the Markham Employment Growth Zone (MEGZ) for which there are plans to develop marina, housing and business facilities. Derbyshire County Council manages the facilities and land around the canal, acts as the Navigation Authority for the in-water stretch in Derbyshire, maintains the Trans-Pennine Trail along side and protects species and habitats.

Restoration and regeneration priorities within Derbyshire are the reinstatement of the line from Staveley to Killamarsh, developing a route through Killamarsh, development at Staveley Basin, supporting the Chesterfield Waterside development, and investigating the Rother Valley Link to connect the canal to the Sheffield and South Yorkshire navigation via the River Rother.

4.2 The Cromford Canal

Vision: Recognition of the full Cromford Canal route will be raised and wherever possible the canal returned to water.



Work underway by volunteers to restore the Cromford Canal and improve the footpath at Sawmills.

Development of the canal is overseen by the Cromford Canal Partnership which is an informal body led by Derbyshire County Council. A feasibility study was completed in 2012 but, as yet, no settled plan for preservation, conservation or restoration of the canal is yet in place, although a number of priority areas are emerging.

Regeneration opportunities are readily available along the route of the canal with improvements to the canal water course, structures, heritage features and towpath having the opportunity to acts as a catalyst for improvements to communities. The canal in the Codnor Park area, the

line up to Pinxton Wharf and the connection to the Erewash Canal at Langley Mill are areas which could provide the most significant regeneration returns, such as off-road transport links, environmental enhancements and remediation.

The Friends of Cromford Canal has a large membership active in investigating restoration potential and organising work parties to preserve historic features. In 2013, Derbyshire County Council has undertaken extensive dredging and clearing of the section which was infilling between Cromford Wharf and Leawood Pump. This work has enabled the Friends to secure funding and purchase a boat to run passenger trips.

With the exception of a very small section near Brinsley, the full line of the Cromford Canal lies in Derbyshire; the County Council owns the in-water section from Cromford Wharf to Ambergate, a small area around Pinxton Wharf and in Golden Valley, as well as structures including the Cromford Wharf buildings, High Peak Junction Workshops and Leawood Pump, which has been restored and is run by volunteers. The County Council's acts as the Navigation Authority for the in-water section, has many additional duties as a result of part of the canal being a Site of Special Scientific Interest and lying within the Derwent Valley Mills World Heritage Site, protects Scheduled Ancient Monuments and manages a number of protected species and habitats.

Returning the canal to navigation or restoration for regeneration, access or recreation is complex (as well as often contradictory) as a result of the various designations and use of the land. Private dwellings have been built on crucial parts of the route; the Butterley Tunnel is a significant barrier and there are a number of road and river crossings acting as barriers to restoration or the creation of footpaths or Greenways.

4.3 The Derby and Sandiacre Canal

Vision: The Derby and Sandiacre Canal will be restored to full navigation.



Boats moored at the Erewash Junction, the entrance to the Derby and Sandiacre Canal from the Erewash Canal.

While ostensibly separate organisations, the Derby and Sandiacre Canal Trust and the Derby & Sandiacre Canal Society work in close partnership to deliver parallel aims. Strategic work is undertaken by the board of the Derby and Sandiacre Canal Trust and restoration and enhancement work by the Society. Together they have a very active membership working on a restoration plan for the canal; they have secured outline planning permission for the route with the intention of breaking ground at the Erewash Junction in Sandiacre.

Three quarters of the canal's engineered structure is believed to be buried in place and the Trust has 'ownership or control' over 90% of the route, established a national Sustrans route alongside the canal track connecting Derby and Sandiacre, linear park status for a section

within Derby and run an active work party programme. Derbyshire County Council owns a small portion of the in-filled section between Sandiacre and Derby to which there is historic agreement in principle to transfer to the Trust in the event of restoration.

Restoration for the full line is proposed with links to the national network/cruising rings at both the west (Swarkestone) and east (Sandiacre) junctions. A further 'Derby Arm' is planned with an architecturally exciting, destination boat lift to transfer boats to a section of the River Derwent returned to navigation and a restored wharf at the Derby Silk Mill, at the southern end of the Derwent Valley Mills World Heritage Site.

The Trust and Society are developing a number of projects to provide regeneration and income stream opportunities from both funding applications and private sector investment. Upon completion of restoration, the Trust intends to assume responsibility as the Navigation Authority, taking control of all maintenance and running duties, as well as maintaining the public amenity.

4.4 The Erewash Canal *Vision: The connection between the Erewash and Cromford Canal will be extended and improved.*



Langley Mill Marina, restored by the Erewash Canal Preservation and Development Association. Where the Erewash, Nottingham and Cromford Canals meet.

The Erewash is one of the earliest canals running from the River Trent to Langley Mill ten of its twelve miles falls within the County which is owned and managed by the Canal and River Trust (formerly British Waterways). The southern end of the canal at Trent Lock, Long Eaton has mooring areas and boat building and repair facilities. The original terminus at Langley Mill was filled in during the 1960s, and in 1972-3, Langley Bridge Lock the first on the Cromford Canal, was restored to provide safe moorings and facilities for resident and visiting boats. At this time both Derbyshire and Nottinghamshire County Councils provided grants to BW to improve the locks and encourage use of the canal. The marina and society moorings at Langley Mill are leased from the C&RT and are now used mainly for maintenance and winter moorings but also with some live aboard families. The Erewash Canal Preservation & Development Association volunteers have been active in extending the route of the Cromford canal and maintaining its southern extremity. Members have also been very active in supporting the Chesterfield, Derby & Sandiacre and Cromford Canal projects. Restoration of the Cromford Canal between Langley Mill and the A610 has been secured in principle through planning gain from an open cast application.

The Nutbook Canal joined the Erewash Canal at Stanton and was built to carry coal from the Shipley mines to the main canal; however, shortage of water and improved railways caused closure of the top 5 miles in 1895. The remaining part was used by Stanton Ironworks Works

during the Second World War, prior to junction and bottom lock being in-filled. A short section through the old Stanton Works is still used for drainage and a fishery and there have been suggestions to restore this short section in the residential restoration of the site. The reservoirs and part of the closed section through Shipley are used as footpaths within the Shipley Park.

4.5 The Peak Forest Canal

Vision: The profile of the historic planned canal connection from Manchester to Cromford will be raised to encourage a connection between parts of the County on either side of the Peak District.

The Upper Peak Forest narrow canal is maintained by the Canal and River Trust and travels through Strines, Disley, New Mills, Furness Vale and Bridgemont terminating at Bugsworth Basin, Derbyshire. The canal is a direct route to the Manchester canals and is connected to the national network. Recently, the extensive basin has been reopened, and is now a popular venue for visiting boats. There is also a short branch from Bridgemont to the centre of Whaley Bridge, once the site of a connection to the Cromford and High Peak Railway, which ran across the Peak District and joined up with the Cromford Canal.

4.6 The Trent and Mersey Canal

Vision: Derbyshire County Council will support and collaborate with the Canal and River Trust to manage and enhance the canal and recognise the benefits this navigable canal brings to the County.

Originally called the Grand Trunk Canal, this James Brindley canal was built as part of his plan to connect the four major rivers Thames, Severn, Trent and Mersey the most easterly 14 miles are in the County. The canal is mainly rural with the canal village of Shardlow built as a storage and transhipment point between canal and river craft. Shardlow village is now a Conservation Area and is very popular with visiting boats. There are several marinas and moorings both on the canal and the River Trent. Further along the canal there are boat building and moorings at Stenson, Findern and Willington; all being popular stops for visiting boats and being served by local businesses.


4.7 Adelphi, Woodeaves, Speedwell Level, Little Eaton Branch Canals

Vision: The features of the lost canals will be retained and the importance of their part in the national network remembered.

There are a number of other derelict canals in the County which have historic interest and potential for future regeneration work, such as the Adelphi in Duckmanton, and the Woodeaves near Ashbourne. It is desirable that all these canal routes are protected from unsympathetic development and included in county wide canal initiatives where possible. The Little Eaton Branch, like the others mentioned, demonstrates important examples of very early industrial heritage in Derbyshire such as the Little Eaton Gangway, which should be considered for inclusion in a promoted route.

4.8 Conclusion

While all the waterways in the county share similar characteristics and aspirations the particular conditions and emphasis, from Derbyshire County Council's perspective, varies. The table below weights the principal characteristics and those elements prioritised in the County Waterways Strategy are circled. These priorities are settled through the active canal Partnerships and demonstrate the actions Derbyshire County Council will supply, in development terms, to the aims of the Partnerships.

<ul style="list-style-type: none"> • Not leading or large project at DCC •• Moderate input ••• Substantial commitment  Derbyshire County Council Waterways Strategic Priorities identified 2014-19	Chesterfield Canal	Cromford Canal	Derby & Sandiacre Canal	Erewash Canal	Peak Forest Canal/Bugsworth Basin	Other waterways
Restoration underway	•••		•	•••	•••	•••
Within DCC regeneration zone	•••					
Within areas of high regeneration need	•••	••	••	•••	••	
Navigable to boat traffic	••	•		•••	•••	•••
DCC is significant landowner	•••	••	•			
DCC is Navigation Authority	•••	•••				
Formal Partnership for development	•••					
Constituted body	•••	•••	•••	•••	•••	•••
Provides sustainable transport route	•••	•	•••	•••	•••	
Supports sport/formal recreation	•••	••	••	•••	•••	•••
Engineering feasibility	••	•	••	•••		•••
Informal Partnership for development		••				
World Heritage Site		•••	•••			
Protected wildlife site	•	•••		•	•	•••
Established tourist attraction	•	•••	•	••	••	•••

5. Actions

To work towards the visions set out in this plan for our waterways 2014-19 Derbyshire County Council intends to:

Strategic Management	Economy	Culture & Heritage	Biodiversity	Access	Health & Wellbeing	Community	Year	Resource Requirement
Develop a Waterways Investment Plan which will identify priority areas where restoration will support regeneration, seek ways to improve income generation from canal related activities and develop a sustainable model for the canals.	●	●	●	●	●	●	1	Project Officer, Countryside Funding Officer, Regeneration Officer
Develop a Waterways Restoration Funding Plan to effectively and strategically target external funding opportunities in priority areas.	●	●	●	●	●	●	1	Project Officer & Countryside Funding Officer
Raise the profile of the canals, and their regeneration opportunities, at the Local Enterprise Partnerships .	●			●			1-5	Project and Countryside Funding Officers, Regeneration Officer
Support Trusts and community or interest groups to build the capacity to undertake canal management and support initiatives which provide for their own financial stability.	●					●	1-5	Project Officer & Asst. Area Managers
Compile an asset audit of all historic features on or associated with the canals under Derbyshire County Council's ownership or control.		●					2	Project Officer, Area Managers, Corporate Resources Officer, Conservation & Design
Seek to develop connective and circular routes around and between the canals using footpaths, Public Rights of Way and Greenways.		●		●	●	●	1-5	Project Officer, Asst. Area Managers, Rights of Way/Greenways Officer External funding application
Continue to be an active member of the Chesterfield Canal Partnership providing officers' time and support to the Executive Steering Group, the Technical Officers Group, the Restoration and Management Group and leading the Derbyshire Project Delivery Group.	●					●	1-5	Project Officer, Strategic Director, North Area Manager & Asst. Area Manager

Strategic Management	Economy	Culture & Heritage	Biodiversity	Access	Health & Wellbeing	Community	Year	Resource Requirement
Derbyshire County Council will lead the Cromford Canal Partnership to ensure effective communication between the stakeholders over the whole route and to prioritise work towards preservation and development.	●					●	1-5	Project Officer, Strategic Director & West Area Manager Project Officer budget allocation
Work with the Canal and River Trust to deliver common goals in Derbyshire and effectively manage waterways in joint ownership.	●					●	1-5	Project Officer
Develop a combined management and maintenance schedule for the waterways, to inform development and manage Derbyshire County Council resources effectively. Including Navigation Authority Duties and the consideration of abstraction/discharge duties where appropriate.							3-5	Project Officer, Asst. Area Managers, Consulting and Contracting Engineers, Corporate Resources Officers
Derbyshire County Council will investigate ways in which the canals can provide biodiversity gains or offset the damaging effects of climate change in such a way as to support sustainable development in the waterway corridor. For example by the inclusion of flood alleviation or Sustainable Urban Drainage Schemes (SUDS) in designs.	●		●		●		2	Project Officer, Asst. Area Managers, Conservation & Design External funding application and private sector contributions.
Low cost and easily accessible activities both on and near the water will be prioritised and a policy developed to support angling, paddle sports, walking and cycling across the network. Priority will be given to develop activities which incur no, or minimal, spend by user groups and promote discretionary spend in canal side enterprises.	●			●	●	●	4	Project Officer, Asst. Area Managers External funding application and private sector contributions
An on-going plan for canal restoration, development and management 2019-29 will be developed.	●	●	●	●	●	●	3-5	Project Officer, Area Managers, Strategic Director.

Waterways	Economy	Culture & Heritage	Biodiversity	Access	Health & Wellbeing	Community	Year	Resource Requirement
Support Chesterfield Borough Council in the development of Chesterfield Waterside in such a way as to promote the canal and establish a navigable link from the marina to Tapton Lock.	●	●	●	●	●	●	1-5	Project Officer
The in-water section of the Chesterfield Canal will be extended between Renishaw and Miners Crossing .	●	●	●	●	●	●	1-2	Project Officer, Asst. Area Managers, Consulting and Contracting Engineers, Corporate Resources Officers
Derbyshire County Council will seek a development to the area around Staveley Town Basin which promotes the Chesterfield Canal and supports future restoration.	●	●			●	●	1-2	Project Officer, Consulting and Contracting Engineers, Corporate Resources Officers, MEGZ and Regeneration Team Officers
Derbyshire County Council will seek to purchase or lease the land required for the restoration of the Chesterfield Canal within the county, prioritising the establishment of 10 miles of continuous navigation from Chesterfield.	●	●				●	1-5	Project Officer, Consulting and Contracting Engineers, Corporate Resources Officers, Planners. Purchase and legal costs
Support and participate in the development of a masterplan for development of the Cromford Canal at Golden Valley, Codnor Park, Ironville and Jacksdale .	●	●	●	●	●	●	2	Project Officer, Regeneration Team Officer
Opportunities will be sought to connect Langley Mill Marina as a destination on the Cromford Canal, including creating a link to the Erewash Valley Trail.	●			●	●	●	2	Project Officer, Regeneration Team External funding application and contribution
Opportunities will be sought to improve the Cromford Canal corridor between Ironville and Pinxton Wharf .	●					●	3	Project Officer, Rights of Way/Greenways Project Officer, Regeneration Team

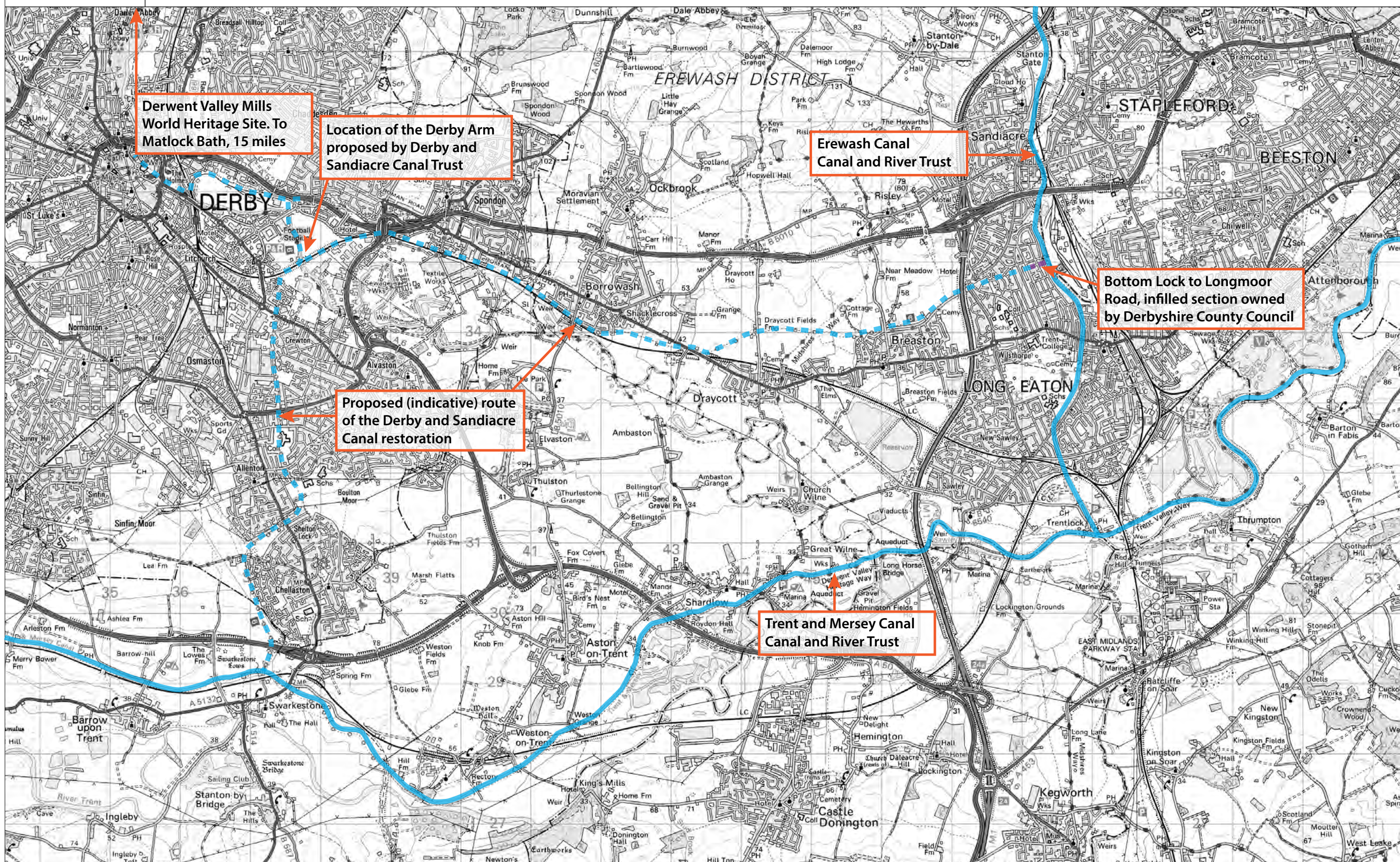
Waterways	Economy	Culture & Heritage	Biodiversity	Access	Health & Wellbeing	Community	Year	Resource Requirement
Derbyshire County Council will seek to create a Cromford Canal promoted walking route .	●	●		●	●	●	3	Project Officer
Provide support to the Derby and Sandiacre Canal Trust in their aspirations to restore the canal.		●		●		●	1-5	Project Officer
Provide support to Erewash Canal Preservation Society in their work to preserve, restore and maintain the Erewash and Cromford canals.		●		●		●	1-5	Project Officer
Establish stronger links with the Bugsworth Basin Heritage Trust		●		●		●	1-5	Project Officer and West Area Countryside Team

6 Maps

Derby and Sandiacre, Erewash and Trent and Mersey Canals

— Canal in water
- - - Indicative Route

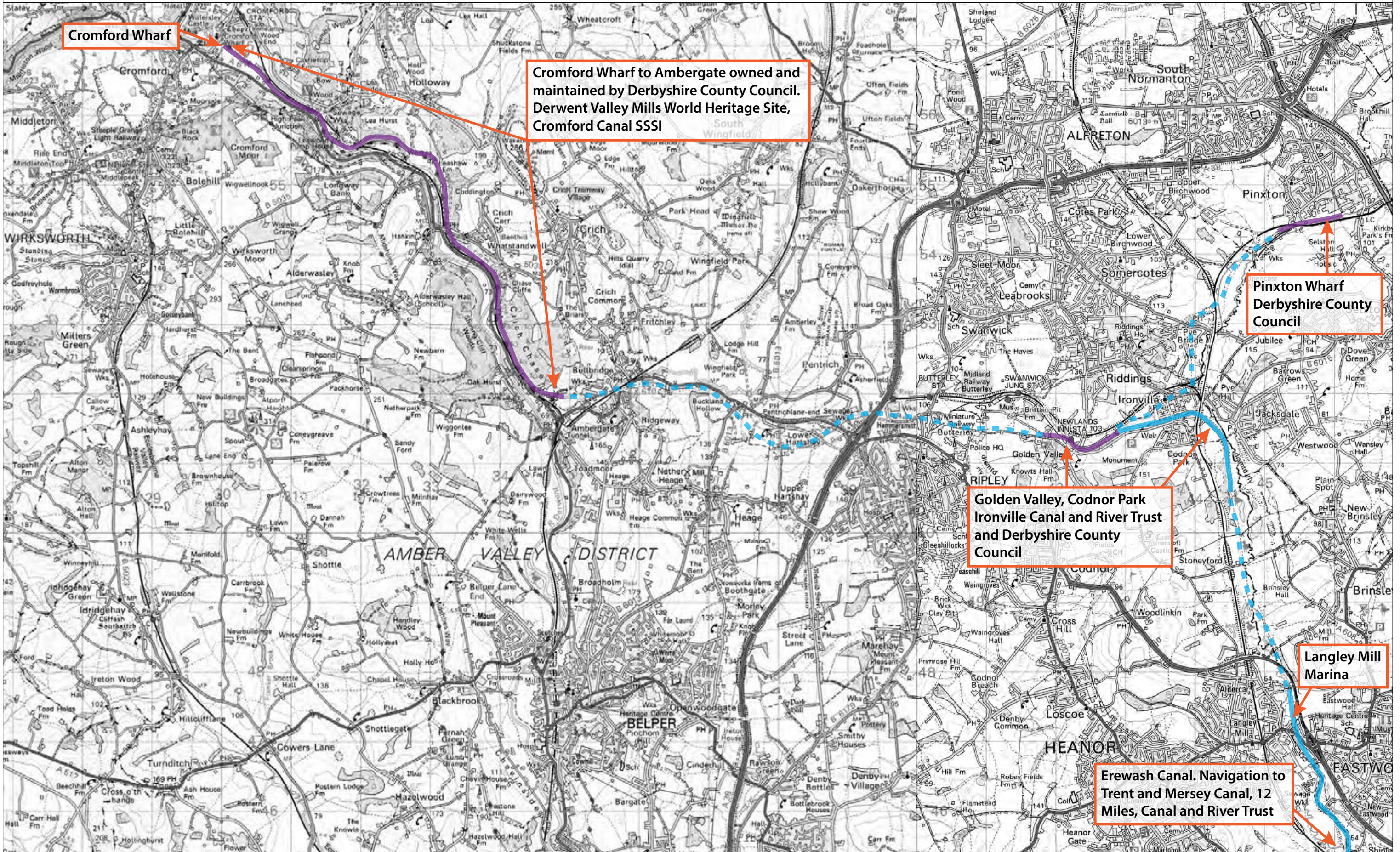
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— Canal in water
- - - Indicative Route



Cromford Canal

Canal in water
Indicative Route

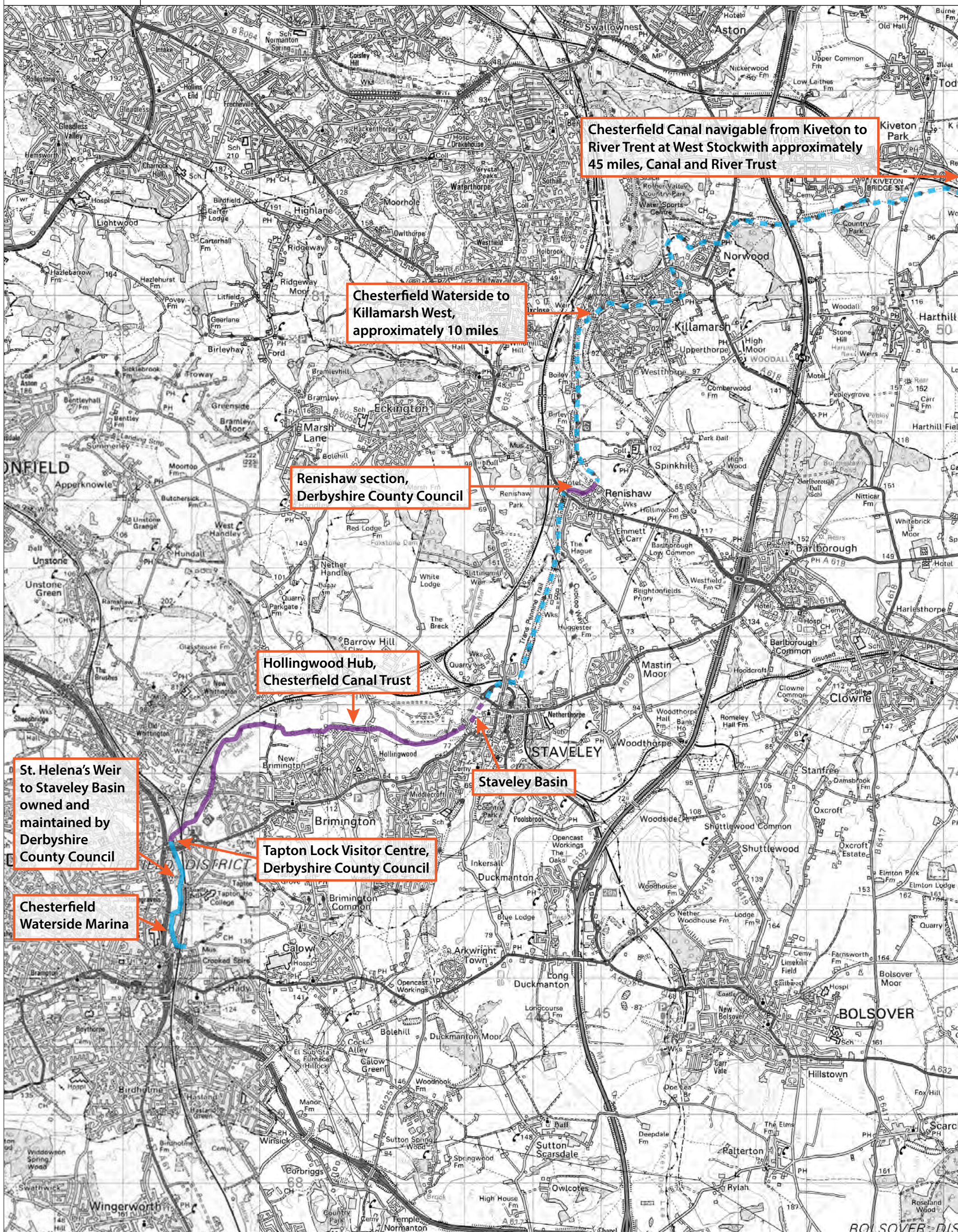
Owned by Derbyshire County Council
Canal in water
Indicative Route



Chesterfield Canal in Derbyshire

Canal in water
Indicative Route

Owned by Derbyshire County Council
Canal in water
Indicative Route



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