

MAP : THE CANAL LENGTH

Length of Canal	Length
Worsley 12.95km	Forming Conservation geographical network - 50.71 km
Warrington 13.85km	Forming Public rights of way or footpaths - 57.85km
Manchester 1.79km	Forming New Development route - 31.45km
Salford 14.42km	
Manchester 2.75km	
Salford 8km	
Wigan 5.85km	
Total length Approx. 64.29 km	



A Partnership Approach - The Bridgewater Way will cost approximately £8m. In addition to funding from the Bridgewater Canal Trust, the Manchester Ship Canal Company and Peel Holdings funding is being sought from the NWDA, Sustrans, European Partners, Heritage Lottery, Arts Council, the private sector, landfill tax and other grant bodies and community partnerships.

Economic Benefits Summary

- Annual total net income to local economies £6,198,205
- Annual total net benefit (once costs are subtracted) £5,818,205
- Jobs - Indirect 225
- Jobs - Direct 24

Support for the project is building, and in addition to The Bridgewater Canal Trust includes:



Email: enquiries@bridgewatercanal.co.uk or telephone: 0161 629 8266

The Bridgewater Way

Connecting Communities with History

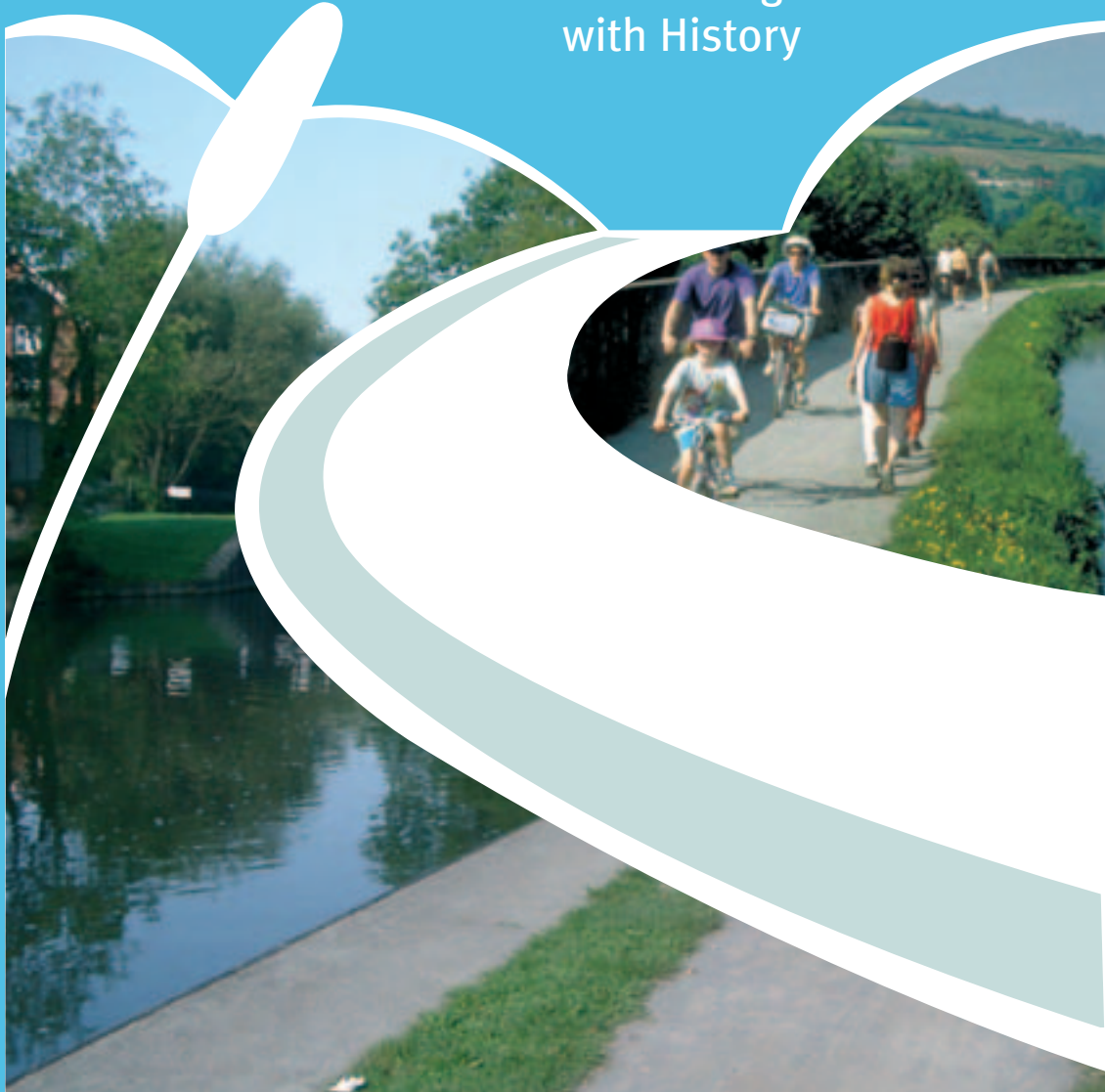


The Bridgewater Canal Trust

- Wigan Council
- Salford City Council
- Trafford Council
- Manchester City Council
- Macclesfield Council
- Cheshire County Council
- Warrington Council
- Halton Council
- Manchester Ship Canal Company



Connecting Communities with History



The Bridgewater Canal Trust



The Bridgewater Way

Connecting Communities with History



‘The Bridgewater Canal is a historic gem’



‘One of the most beautiful stretches of waterway in the country’



The Bridgewater Way will enhance and regenerate an important and historic canal route for a 21st Century role as a safe, accessible multi functional connection between the communities of the Mersey Belt and their history.

The 65km length of towpath is immediately accessible to approximately 5 million people and in addition an historic waterside attraction of national and international significance.

The Bridgewater Way is promoted by the Bridgewater Canal Trust which comprises 8 local authorities and the Manchester Ship Canal Company (part of the Peel Holdings Group). With funding from the Northwest Development Agency, the Manchester Ship Canal Company and Peel Holdings this has enabled the commissioning of a feasibility study that has identified the following benefits.

- A national and international tourist attraction
- Bringing an additional 0.5m visitors per annum who would contribute to the local economy
- Encompassing a proposed world heritage site – (the Bridgewater Canal is the UK nomination in 2006 for world heritage status, as promoted by English Heritage)
- A 65km key recreational route accessible for all linking communities and the National Cycle and footpath Network.
- The Bridgewater Canal is an "historic gem" and is home to-

The Worlds First Swing Aqueduct.

Crossing of the Worlds First Passenger Railway at Monton

The First Commercial Canal (cut following the contours of the land)

The role of the Bridgewater Canal was at the leading edge in helping deliver fuel to power the industrial revolution.

- 130 new and improved access points connecting communities to the Canal – each point providing visitor and heritage information
- The Bridgewater Way will form an important green link between visitor attractions both new and old from historic sites such as Norton Priory, Worsley Village Centre and the Delph to new important sites such as Old Trafford, Castlefield, the Trafford Centre and The Quays including The Imperial War Museum North and The Lowry. The Brindley Arts Centre is the latest attraction, on the banks of the Bridgewater Canal.
- Generate greater community involvement and partnerships through education and heritage programmes, arts and cultural events
- Generate improvements and contribute to the liveliness of communities along the route.
- Contribute towards health benefits and a healthier lifestyle in some of the most deprived Local Authority wards in the UK.



A Proud History

The Bridgewater Canal was the first canal in Britain to be built without following an existing watercourse. Perhaps more importantly it was used as the model for those that followed it. The Bridgewater Canal marked the beginning of the Canal mania that followed in the late 18th and early 19th Centuries. Known as the Father of Canals it revolutionised transport in this country.

Built in the 1760's by the Duke of Bridgewater in order to carry coal from his mines at Worsley to the industrial areas of Manchester the construction of the Bridgewater Canal was an integral part of the industrial revolution. Throughout the 18th and 19th Centuries the Canal towpaths were an essential part of navigable waterway used by the horses that pulled the boats.

The introduction of steam and railway travel signalled the decline of horse drawn transport. The first steam tug was introduced to the Bridgewater in 1872 and the fundamental purpose of the towpath for the towing of barges began to change.

The Bridgewater Canal is a historic gem as identified in the recently published North West Regional Tourist Strategy - A vision for the North West

Redefining the towpath for modern use

Today the canal is well used and maintained but much of the canal towpath is uninviting and unattractive. Most pedestrian access points onto the towpath are unmarked and hidden. Access is very poor for people with special needs such as wheelchair and pram users and cycling is not encouraged.

In urban areas the towpath is sometimes badly surfaced, narrow and poorly lit, all of which discourages proper use and presents a poor image for visitors to the North West region as well as adjoining users and businesses who turn their backs on what is potentially their best asset.



The Bridgewater Way

The Bridgewater Way is a fresh approach to the use of the towpath as a key recreational resource of the North West.

Proposals include a programme of renewal and regeneration, introducing;

Access Points and new Surfaces – Design of new and improved entrances will help establish an identity for Bridgewater Way and provide visitor and travel information. New smooth wider surfaces will be introduced for ease of use by pedestrians, cyclists and wheelchair users.

Focal Points, Public Art and Heritage – New signage will encourage exploration of all the unique heritage and wider use of the towpath trail. Special signage will be used to increase accessibility for partially sighted and the hard of hearing. Areas will be designated for seating that can become a focus of public art, encouraging increased use.

A safer, more appealing route – through lighting, CCTV and natural surveillance. Making the area a safer and more appealing place by removal of graffiti, clearing of rubbish and control of vegetation, in partnership with local communities.

