

Meeting with C&RT at Anderton on Friday 19th April 2024

Last Friday, together with a number of fellow AWCC NW officials, I attended a meeting at Anderton with C&RT's Regional Operations Manager Stephen Ballard and their Boating and Customer Service Manager Liam Cooper. The two hour meeting, which related to the whole of the North West Region will be fully recorded shortly. Here are some items which relate directly to our home waters.

- 1) The reconstruction of Todbrook Reservoir by Kier, who are deemed by C&RT to be a 'Framework Contractor' is currently scheduled for completion towards the end of 2025, when phased refilling (add water-pause for leak inspection-continue filling if intact-repeat the process) may commence.
- 2) The rebuilding of Marple Lock 7 is being undertaken by Bentley, also a C&RT 'Framework Contractor'. Completion, originally scheduled for late May has included piling to the towpath side in order to combat settlement. This has also affected the off side of the Lock albeit to a lesser degree, consequently the use of anchors is necessary, which has deferred the completion date until mid June.
- 3) The prolonged closure of the Marple Lock flight together with above average rainfall has allowed the Bosley Lock flight to operate without restrictions to date. However, the picture could change during late June or early July following the re-opening of the Marple Lock flight as currently only Bosley and Sutton Reservoirs are fully operational. Flow through the feeder culvert from Coombs Reservoir is restricted, this being owned by a third party.
- 4) When the question of the current ongoing difficulties in operating the powered lift bridge on the Peak Forest Canal near Strines was raised, Steve Ballard insisted that the structure is capable of accommodating heavy tractors. Powered movable bridges are giving problems elsewhere in the North West Region.

Kind regards and good sailing

John Suggitt, AWCC rep for NCCC