



The challenges of operating a canal

Moving from the restoring to the operating phase

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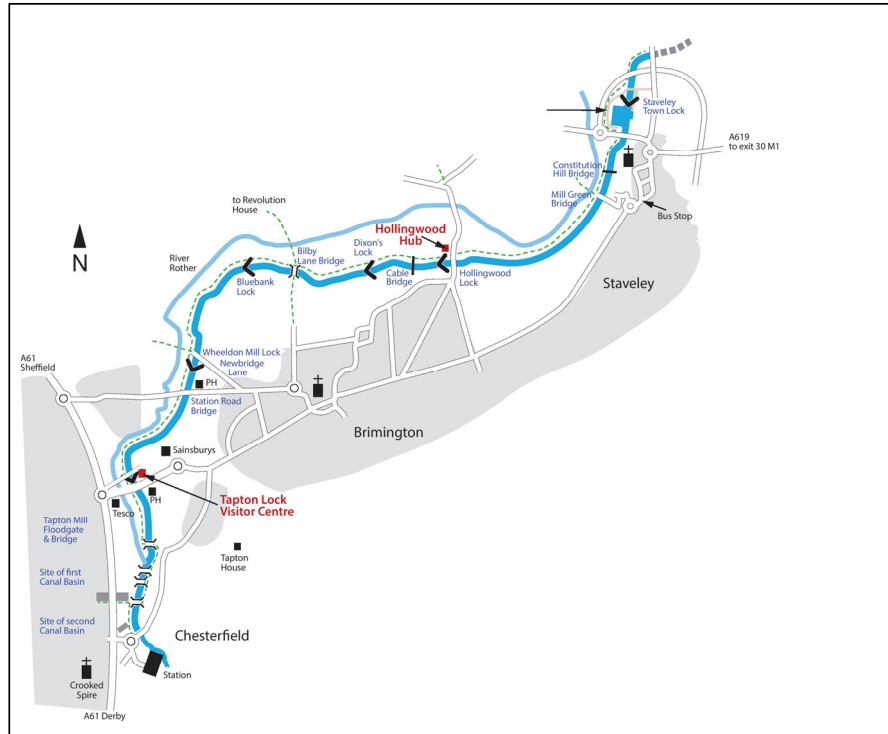
The Chesterfield Canal in Derbyshire

One Basin *Six Locks* *One Visitor Centre*
Five Restored Miles *Two Slipways*

Two Trip Boats

One Community Hub

Multi-user towpath



Map credit: Chesterfield Canal Trust



CONTROLLED

Restoration to Date in Derbyshire

- 1980s - Restoration began by CCT
- 1994 - Derbyshire County Council persuaded to pursue restoration to navigable waterway
- Restoration planned and agreed via Chesterfield Canal Partnership
- Delivery led by DCC and CCT
- 2002 - a 4+ mile fully navigable section was opened under the ownership of DCC
- 2010s and 2020s - creation of Staveley Town Basin plus new lock and short extension.



Photos by Chesterfield Canal Trust

Restoration Process until mid 2010s

- All restoration work to date on County Council land
- Handover process was smooth - Reclamation Engineers to Countryside Service
- Countryside Service became custodian and Navigation Authority agent on behalf of DCC
- The developing canal became a significant attraction within Chesterfield and further afield
- Land leased to CCT to create successful Hollingwood Hub



Restoration Process beyond mid 2010s

- Significant impact of HS2 route on restoration momentum
- Changes in Local Government budgets saw reduced Countryside Service staffing and resources
- DCC Countryside Service involvement in restoration was curtailed and could no longer accept new restored sections without additional financial support package (as per the CRT model)
- DCC provided engineering expertise working on non-Countryside land, with delivery by contractors and CCT Work Party
- Restoration continued but with no future custodian identified due to lack of 'dowry' sum
- Discussions began in the Partnership about future custodianship of new sections



Restoration Process in 2020s

- Restoration has moved from DCC land to involving other landowners
- Transition of DCC from a lead to a more 'enabling' role
- DCC is supporting the masterplanning of the remaining unrestored route, and also the restoration of the Staveley and Renishaw sections
- CCT has started to take a lead in restoration, as outlined by George



Reflections

- Whilst change can create conflict, try and keep discussions open and explain why change is happening
- Build on good partnership bonds to make change as painless as possible
- Remain involved in partnership working to the greatest extent you are able to





Thank you for listening

Any Questions?

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