

Bridgewater Way

The Bridgewater Way is a regeneration project which, when completed, will create a 65km (39 mile) leisure route for walkers and cyclist along the Bridgewater Canal. The works improve the Canal towpath by creating new access points and where possible widening the surface to allow cycling and making the towpath a safer and more appealing route for use by local communities.

To date all of the Salford upgrade works have been completed or are now committed for delivery by the end of 2016. In Trafford works have completed up to Altrincham with works to the borough boundary at Bollington still to be committed. This means that from the Barton Bridges project area

you can walk/cycle to Astley, into Castlefield or out to Altrincham on a traffic free, shared use historical route through the city.

The Barton Aqueduct was originally constructed with an elevated towpath which was used by horses to pull barges but dismantled in the 1980s. The Barton Bridges project is keen to gain support to reinstate this historic route of passage to provide a safer and more direct route for pedestrians and cyclists and to further open up the Bridgewater Way to the community.

What do you think of our ideas?

Please check our website to see of any upcoming events planned and please sign up for the mailing list to be able to receive updates on the project, please visit: www.bridgewatercanal.co.uk

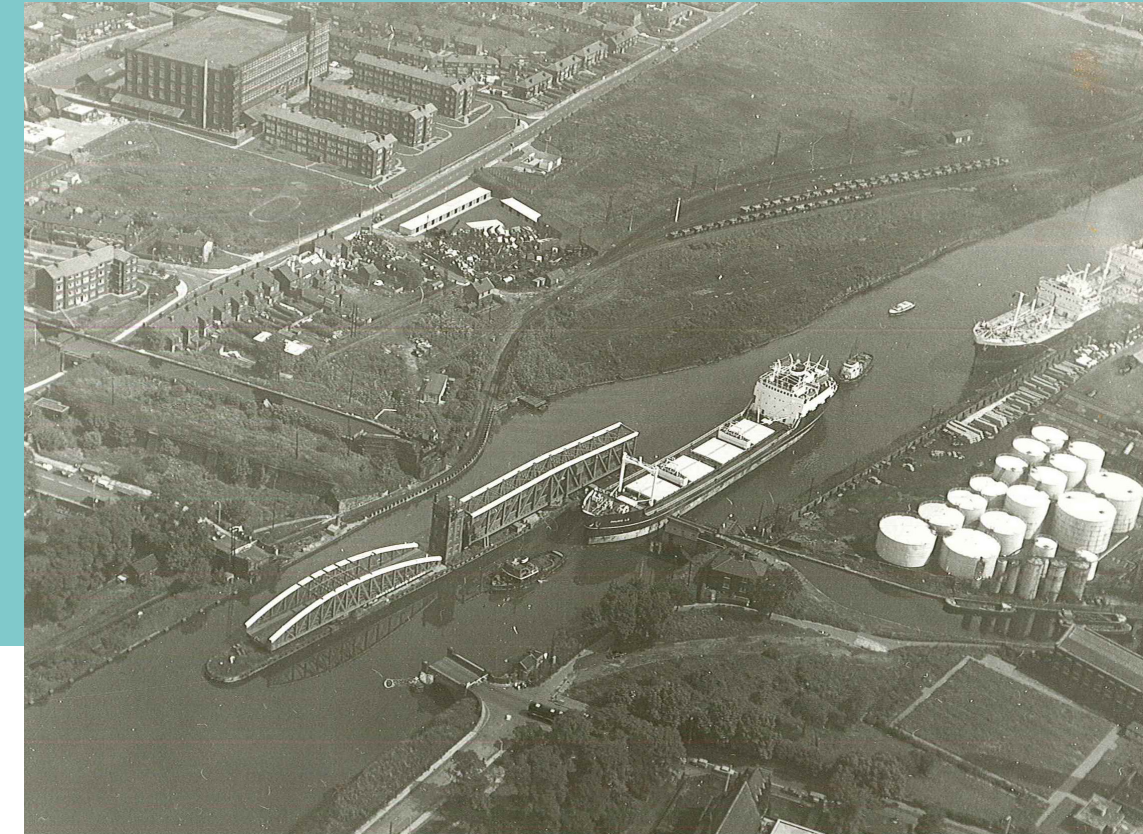
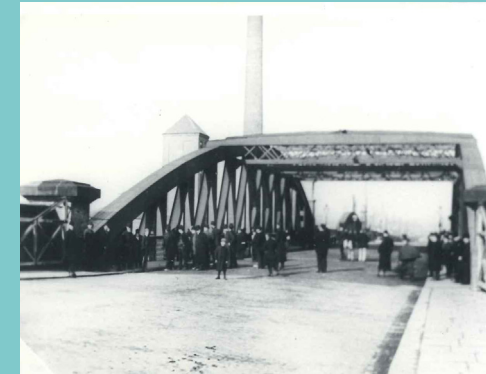
If you have any queries or feedback please contact: AMitchell@peel.co.uk

We are also keen to hear of any interesting stories relating to the Bridgewater Canal, the Manchester Ship Canal or the Aqueduct, do you remember the walkway across the aqueduct?

We look forward to hearing from you!



Barton Bridges Heritage Project



The Vision - Barton Bridges Heritage Area (BBHA).

This leaflet introduces a vision for the BBHA which is an important site of industrial heritage but is currently underutilized. As part of the Barton Upon Irwell Conservation Area, the BBHA contains a number of assets that could be enhanced and improved to create a heritage destination. This will include the explanation and interpretation of the historic development of the area as the point at which England's first true canal the Bridgewater Canal crosses the Manchester Ship Canal, one of the most important civil engineering projects of the late Victorian era.

The BBHA provides a unique cultural offer. The Barton Swing Aqueduct, Swing Bridge and Control Tower are Grade II* listed structures that are recognised as are important and unique feats of engineering heritage and together they define the special character of the area.

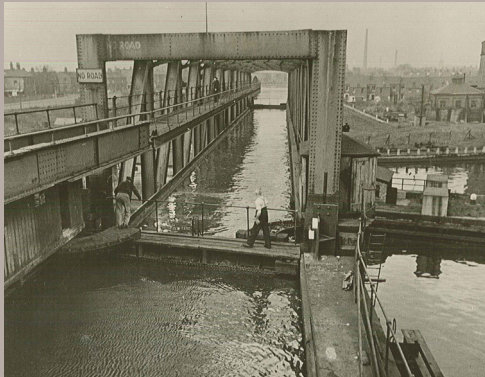
The proposed project is to create a heritage destination which takes these unique assets and links them through improved connectivity and access. This builds on the work started by Salford City Council, associated with the original stone aqueduct, expanding this to

include the Grade II* listed structures which span the Manchester Ship Canal.

History

The Barton Swing Aqueduct and Swing Road Bridge were built to replace Brindley's 1761 stone aqueduct and a stone road bridge that had crossed the Mersey and Irwell Navigation. The construction of the Manchester Ship Canal in the 1890s necessitated new structures that would enable the passage of large ocean going ships to reach the Port of Manchester, whilst retaining the water and traffic flow along the Bridgewater Canal. The solution devised by the engineer Sir Edward Leader Williams was to design a Swing Aqueduct and Swing Road Bridge which pivoted on an island in the centre of the Ship Canal and controlled via the Valve Tower that remains in use today.

Built between 1890 and 1894, the swing aqueduct represents a particularly unique engineering solution to the unusual problem of a multi-level waterway junction. It is an important early example of the use of hydraulics and roller bearings, and is the first and only example of its type in the world.



Did you know...

The contract price to construct the Swing Aqueduct in 1887 was £25,249 3s 6p - the equivalent to over £1m today

1887



It takes 2 mins for the Swing Aqueduct and Swing Bridge to rotate



The first vessel to cross the Swing Aqueduct was the barge 'Ann' of Lymm with cargo of sulphuric acid



The trough of the Swing Aqueduct holds 800 tons of water – the equivalent of almost 90,000 buckets

The Swing Aqueduct is 235 feet long – about 5 double decker buses



Sir Edward Leader Williams had previously worked on the Anderton Boat Lift for the Weaver Navigation



The Swing Aqueduct and Swing Bridge were built by the Derby-based Andrew Handyside & Co. who also made the distinctive cast iron red post boxes

Project Plan

These bridges have been in situ for over 100 years. We are keen to enhance this area and to create a heritage destination and bring the history of these working bridges back to life. We have outlined some of our initial ideas for the Barton Bridges Heritage area below.

These include a potential viewing platform visitor space and heritage interpretation and explanation. Central to our project is the idea of reinstating a walkway over Barton Swing aqueduct.

Take a look at the ideas below which shows the area up for discussion and review.

We welcome your feedback.

