

A27 High Peak Junction Wheel Pit

<p>Project Summary</p>	<p>The wheel resting in a pit at High Peak Junction was part of an ambitious solution to create a transport route across the Pennines. Originally part of the canal system, the Cromford and High Peak Railway used inclines instead of locks to move goods over the hills.</p> <p>The wheel and pit with its tensioning gear was stripped, restored repaired and replaced. An exhibition in the nearby brake vans explains how a cable wound round the wheel to move the wagons up and down the incline.</p>	
<p>Lead Organisation</p>	<p>Derbyshire County Council/ DerwentWISE Scheme Office</p>	
<p>Partners</p>	<p>Natural England Historic England</p>	
<p>Location</p>	<p>Cromford</p>	
<p>Duration of project</p>	<p>April 2015 – March 2019 Yrs: 2-5</p>	
<p>Total cost of project</p>	<p>£54,007</p>	
<p>Volunteer time In-kind time</p>	<p>£150 £2,763</p>	
<p>Outputs</p>	<p>Original target</p> <ul style="list-style-type: none"> • 1 survey of the former engine house remains and the loading crane. Investigation for additional match funding to undertake conservation work • 1 conservation / stabilisation of the wheel pit / wheel (addressing its current at risk status) • Enhanced understanding and appreciation of the working of the equipment in its wider context setting for visitors / schools groups, via 1 interpretation installation 	<p>Achieved</p> <ul style="list-style-type: none"> • Survey work around the loading crane was abandoned owing to funding limitations and ownership. • The timber around the wheel pit along with the wheel itself were restored • An exhibition was installed in the brake vans covering the function of the wheel pit on the incline and placing it in the wider significance of railway history.
<p>Headlines/added value</p>	<p>In order to define the scope of the exhibition in the engine shed, we compiled an interpretation audit along the High Peak Trail to Black Rocks, and began to flesh out an interpretative plan. This helped put the content of the brake van interpretation in context with wider developments in interpretation we would like to see across the site.</p>	

	In addition to the exhibition in the brake van we installed an interpretation panel at the site of the former engine house, along with banners in sheep pasture engine house.
Outcomes	<ul style="list-style-type: none"> • A1 An <i>integrated approach</i> to natural and cultural heritage and landscape character conservation • A2 The delivery of <i>significant, long lasting improvements</i> to the condition (and extent where appropriate) of priority sites and features, and hence to the landscape character • A3 Long term improvements to the landscape <i>brought about through better understanding, engagement</i> of land managers and communities, and land use policies and activities <i>based on good information</i> • B1 A <i>celebration</i> of the beauty, wildlife and fascinating history of the Lower Derwent Valley • B2 An <i>increased public understanding</i> of the value of the landscape, and of the need for it to be conserved and restored • C3 <i>Improved access to information</i> about the area and its heritage • D1 The perpetuation of <i>traditional crafts</i> necessary for the maintenance of the landscape • D3 Increased <i>knowledge</i>
Any recommendations going forward	To make the venue more sustainable, the visitor experience on the site needs looking at more widely. Ideally a visitor experience plan would augment the interpretation audit. Actions from the plan – including refreshing interpretation in the engine workshops - could be taken forward to develop a half day visit to extend dwell time of existing visitors and reach out to new audiences with a particular interest in heritage.