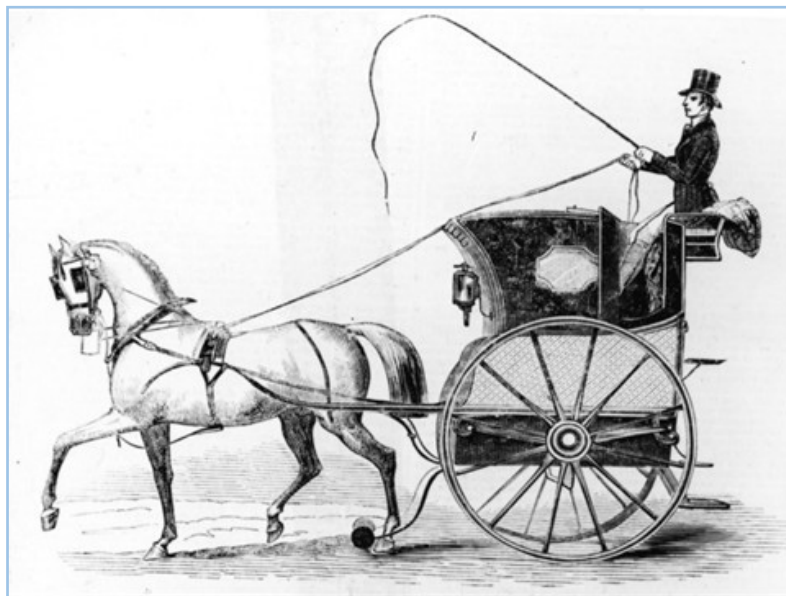




JESSOP'S TRAMWAY & CEFN MAWR CONCEPT

A simple proposal to reopen Jessop's Tramway to reconnect Cefn Mawr and the Pontcysyllte Aqueduct bringing tourism to the Cefn and adding to the attraction of the World Heritage Site.



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PLAS KYNASTON CANAL GROUP
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Introduction History

William Jessop appointed Thomas Telford as Supervising Engineer for the construction of the [Pontcysyllte Aqueduct](#). Although Thomas Telford is generally accredited with the construction of the Aqueduct, he was actually working for William Jessop who was his boss. William Jessop had a large influence on the proceedings and one of his major contributions was to turn the economic misfortune of the [Elsmere Canal](#) around when it was terminated on the north side of the River Dee at the Trevor Basin, instead of continuing on to Chester as originally planned.

This termination of works meant that the canal would struggle to provide a return, as the revenues for such depended on the trade being plied along the canal. To help overcome this shortage of trade in 1803 Jessop proposed a tramway which would connect what has become Cefn Mawr to Penrycae. This was for the exploitation of coal, lead, copper and zinc which proved to be very successful and gave a positive return for the Elsmere Canal Company.

[Jessop's Tramway](#) has been known by a number of other names as well, Ruabon Brook Tramway, Canal Company Tramway and for the section that runs through the former Monsanto Works, Oily Works Road (from Grassers time), middle road and Road 1 by Monsanto to the present day for the upper section called Railway Road after the former Railway Inn, which in turn took its name from the railway that once ran down the hill!

Introduction Present Day

Today the situation is reversed and what is now called the Llangollen Canal (formerly the Ellesmere Canal) is the busiest stretch of inland waterway in the UK Network. Furthermore since UNESCO inscription for the [Pontcysyllte Aqueduct](#) as a World Heritage Site, the aqueduct has become one of North East Wales's top tourist attractions and sees in excess of 200,000 visitors annually.

However the fortunes of the Cefn are somewhat different, the two former major industrial plants Monsanto and Air Products have closed and moved operations elsewhere in the world, and the community of Cefn struggles in the aftermath of post industrial depression.

Tourism in Cefn Mawr is nonexistent despite being next to the aqueduct because Cefn Mawr remains separated from the aqueduct by the ex Monsanto Site and is not currently promoted in the tourist sector. The opportunity to reopen Jessop's Tramway for horse-drawn hackney carriages offers a cost effective first step in reconnecting Cefn Mawr and the Aqueduct that will work with the tourist industry.

The road way still exists today extending all the way from the Trevor Basin into the very centre of [Cefn Mawr](#) at the centre of the Cefn. The gradients remain the same as when built in 1805 and could be reopened once again providing a positive link between the centre of Cefn Mawr and the Pontcysyllte Aqueduct.

Criticism of the Pontcysyllte Aqueduct

One of the major criticisms of the Pontcysyllte Aqueduct by the tourist industry is the lack of facilities at the aqueduct. Providing a positive link would go a long way to alleviating this criticism by joining the traditional shopping centre of Cefn Mawr, Crane Street and Well Street directly to the aqueduct. Over the last 10 years through the Townscape Heritage Initiative (THI) the village centre of Cefn Mawr has been sympathetically restored and can provide all that is lacking at the aqueduct without spoiling the aqueduct with new build.

Please note that this proposal does not cover the running of a Horse Drawn Hackney Service between the Pontcysyllte Aqueduct and Cefn Mawr, it only covers the transport route itself i.e. Jessops Tramway. However examples of such will be used to illustrate the potential this proposal has. Third party business will set up and run the Hackney Service once the roadway is reopened between Cefn Mawr and the Pontcysyllte Aqueduct, so increasing employment.



Horse Drawn Hackney Service Crane Street Cefn Mawr 1900

FUNDING

Funding is being sought, since this not only preserves an important historical trade & transport route, it is actually planned to reuse it for the original purpose. Jessop's Tramway can provide a much need stimulus to the commercial & retail sectors of our community, as well as encourage other business in its own right. A horse drawn hackney service, linking the Pontcysyllte Aqueduct, Windborne Gateway and Cefn Mawr together will establish sustainable tourism development for the Cefn. This complies with WAG WPP, FGA 2015 and [WCBC LDP2](#) aspirations and will have a positive impact on CO2 and NOX reduction.

Modern Sustainable Transport

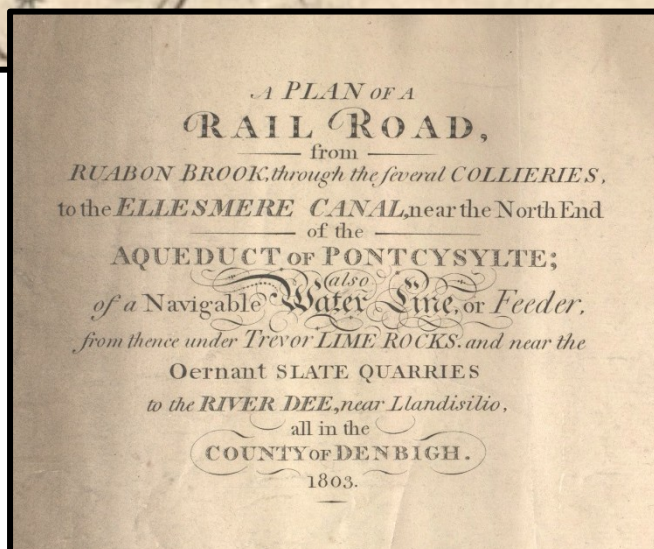


A modern day hackney carriage complete with disc brakes, to seat five passengers.



Horse Drawn Hackney Service Crane Street Cefn Mawr 2016

Historical Route



Extracts from 1803 Plans by William Jessop to increase trade with the Ellesmere Canal at the Trevor Basin for more historical information on [Jessop's Tramway](#) (in yellow) please visit our website where you can down load the PDF document on the extraordinary history of this very early tramway.

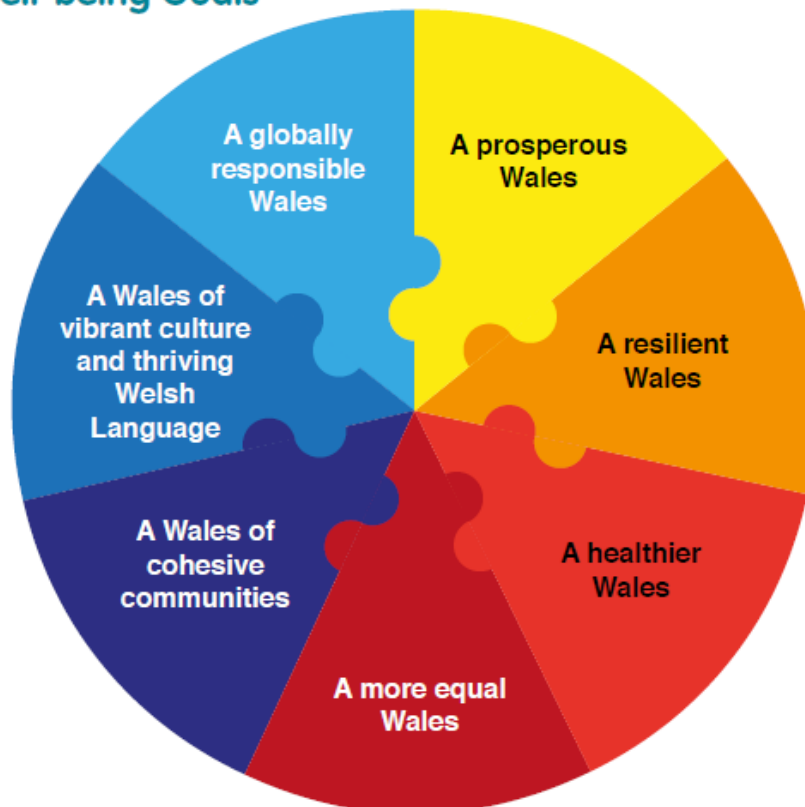
Welsh Sustainable Development Charter & FGA 2015

Sustainable development in Wales means enhancing the economic, social and environmental wellbeing of people and communities, achieving a better quality of life for our own and future generations, in ways that:

- Promote social justice and equality of opportunity
- Enhance the natural and cultural environment and respect its limits - using only our fair share of the earth's resources and sustaining our cultural legacy.
- Organise the way we live and work so we can travel less by car, wherever possible, and can live and work in ways that have a much stronger connection with our local economies and communities.
- Have a resilient and sustainable economy that is able to develop whilst stabilising, then reducing, its use of natural resources, reusing sites and buildings and reducing its contribution to climate change.
- Do all of the above in ways which make us a fairer society, reducing the gap between rich and poor, building on our commitments to tackling child and fuel poverty.

The PKC Group is a signatory to the Welsh SDC and fully supports the above points from the SDC as being especially relevant to this proposal.

Well-being Goals



Well Being Goals

Jessop's Tramway & Cefn Mawr will contribute to a more Prosperous Wales by helping the community of the Cefn & Cefn Mawr recover from post industrial depression with the highest unemployment in the County of Wrexham in North East Wales.

Jessop's Tramway & Cefn Mawr will contribute to a more Resilient Wales by helping to start the introduction of tourism on a truly sustainable basis to the Cefn & Cefn Mawr. This will allow the switch to be made from a post industrial economy to that of a tourism based economy at the heart of the Pontcysyllte World Heritage Site. This will encourage growth in the commercial sector and so the currently fragile economy will become more resilient.

Jessop's Tramways purpose is to encourage people to get out of their cars and explore the wider area of Cefn Mawr rather than just visit the aqueduct and then drive off elsewhere. This has a very positive effect for tourists and local people alike in that they are encouraged into a healthier life style activity of outdoors rather than riding round in cars. By encouraging larger numbers of people to park their cars and use alternative forms of transport such as the Hackney Carriages that will be plying between Cefn Mawr, the Aqueduct and Windborne Gateway along JT, this will have a positive reduction in CO, NOx and Palladium emission and pollution in our environment, thus leading to a healthier Wales.

Jessop's Tramway will directly address and contribute towards the reduction of the present inequality and disparity between Cefn Mawr and the World Heritage Site which it has largely been excluded from. Please see the document [“Where is Cefn Mawr”](#) for further evidence.

Jessop's Tramway is a component of the “Back to the Future for Cefn Mawr” campaign which aims to reunite Cefn Mawr and the Aqueduct at the centre of the WHS enabling it to become a Tourist and Rural Urban Transport Hub for the Pontcysyllte World Heritage Site, Dee Valley and South Wrexham. This will then develop a more cohesive community which will have a positive and rewarding output both locally and for the nation of Wales.

Cefn Mawr is rural urban village on the borders of Wales with England where the Welsh Culture can be promoted to a large tourist base if the community of Cefn Mawr is supported as required which will increase the vibrancy and use of both Culture and Language.

Cefn Mawr is only a small community in the scale of the world and Wales for that matter but we do believe that we can make a world leading contribution towards Global Responsibility. Cefn Mawr was once named as one of the three worst places to live in the UK during the mid 1990's. This was because of the ex Monsanto Chemical Works that was in full production at that time releasing HS2, Hydrogen Sulphide Gas and other pollutants into the community. The nick name for Cefn Mawr was Smelly Town, and it stank. However those plants have closed and operations have been move elsewhere in the world, which has left vacant and contaminated sites in our community which need and can be remediated. These sites may be technically challenging but quite often life's greatest challenges also offer our greatest opportunities. Therefore if we can as we plan to do, overcome these significant obstacles we can lead the world in delivering a better future for our children and grandchildren.

WCBC LDP2

The [WCBC LDP2](#) states in Topic 2, Built and Historic Environment under section heading, Pontcysyllte Aqueduct and Canal World Heritage Site:

*The former industrial village of **Cefn Mawr** has been identified by a number of sources including Landmap and an Industrial Archaeological Survey of the area around the Pontcysyllte Aqueduct and Canal, as an area of particular significance and even international significance, partly because of its historic relationship with the World Heritage Site, and the Pontcysyllte Aqueduct. As a relatively well preserved example of an unplanned industrial settlement, Cefn Mawr makes a particular contribution to the understanding of the WHS and its industrial hinterland. The central area contains the Grade 2 listed Plas Kynaston which was linked to the Kynaston family that owned the Plas Kynaston Foundry from where the Aqueduct's ironwork was cast.*

Several of the central streets trace the line of the old industrial tramway network and it is likely that important archaeology remains beneath them. The old quarries provide visual evidence of the area's past, and the built heritage comprising a mixture of Cefn stone and Ruabon brick and terra cotta records and preserves the evolution and development of these very important historic local industries which are themselves of regional and national significance.

Comment: although we see Cefn Mawr mentioned in the same section as the Pontcysyllte Aqueduct under the LDP2 we have yet to see ANY proposals or recommendations about how to unify the fragmented area. Cefn Mawr became isolated from the inland waterway network during the expansion of the Monsanto Chemical Works, back filling in the Plas Kynaston Canal Branch and closing Oily Works Road which is a part of Jessop's Tramway and literally creating an atmosphere (HS2 releases) where people did not want to come to. Now the community of Cefn Mawr remains isolated by the vacant site which is an eye saw immediately next to the aqueduct and AONB?

Therefore the PKC Group propose JT and WBG as the first steps in reuniting the community and turning the ex-Monsanto site around.

Jessop's Tramway Route



The Pontcysyllte Aqueduct looking from the Trevor Basin.



Jessop's Tramway ran alongside the basin and under this bridge and imitation rails can be seen set into the towpath in the above picture.



Jessop's Tramway ran under the bridge and the wooden gates shown need to be reopened to allow passage along the route from the Telford Inn & Trevor Basin to the Windborne Gateway area and the centre of Cefn Mawr, the Ebenezer and Cartographic Museum at the Holly Bush Inn and the Community Museum at the George Edwards Hall.



The bridge at the Trevor Basin taking the road over Jessop's Tramway is in good order and all that is required is relaying and bedding in of gravel track and opening of the gates.



The peaceful scene at Trevor Basin



[Jones the Boat](#) mooring at the Trevor Basin



Looking North along JT from the Trevor Basin



Note this fence has had an art work attached since the photo was taken in 2013?



The first road junction



Passing the cemetery



The former Monsanto Office Block now gone



Jessop's Tramway enters what is now the Eastman site at this point and this section is known as Road 1. This needs to be reopened to bring trade into Cefn Mawr and provide much needed amenities for the Pontcysyllte Aqueduct at minimal costs.



Jessop's Tramway leading up towards Cefn Mawr from the main gates



Jessop's Tramway currently closed off in the Eastman / Ex Monsanto site. This needs to be reopened to connect Cefn Mawr and the Pontcysyllte Aqueduct by a viable transport system.



Looking back down towards the main gates from Cefn Mawr, please note the constant gradient suitable for horse drawn vehicles.



These gates need to be removed and Jessop's Tramway (road) reopened.



Continuing into Cefn Mawr village centre please note the gradients.



The Crane is the junction of Railway Road, Crane Lane, Crane Street and King Street, and this is where the classic hair pin bend is in the original route proposed by Jessop.



Crane Street 2013



Horse Drawn Hackney Service 1900



Horse and Carriage 2016 this is the transport system of the future, runs on renewable fuel and doesn't pollute the planet and the only waste product produced is good for your roses! The

PKC Group proposals are all environmentally friendly and involve people rather than designing them out. This is called planning for the future so ordinary people get a better deal, like us and our community.



Cefn Square and the [Ebenezer](#) has been closed for three years as of 2016

TO LET

wrexham
COUNTY BOROUGH COUNCIL
CYNGOR BWRDEISTREF SIROL
wreccsam

Ebenezer Chapel
Crane Street, Cefn Mawr LL14 3AB



The [Holly Bush Inn](#) is Cefn Mawr's oldest pub, fully restored. During the whole restoration the PKC Group kept the pub open and was well supported by our regulars throughout the whole process.

A WHS Cartographic Museum is planned for on the first floor in the oldest section built from the rubble of the aqueduct. It is hoped this will help encourage tourism into the community of Cefn Mawr and to the Holly Bush Inn itself.

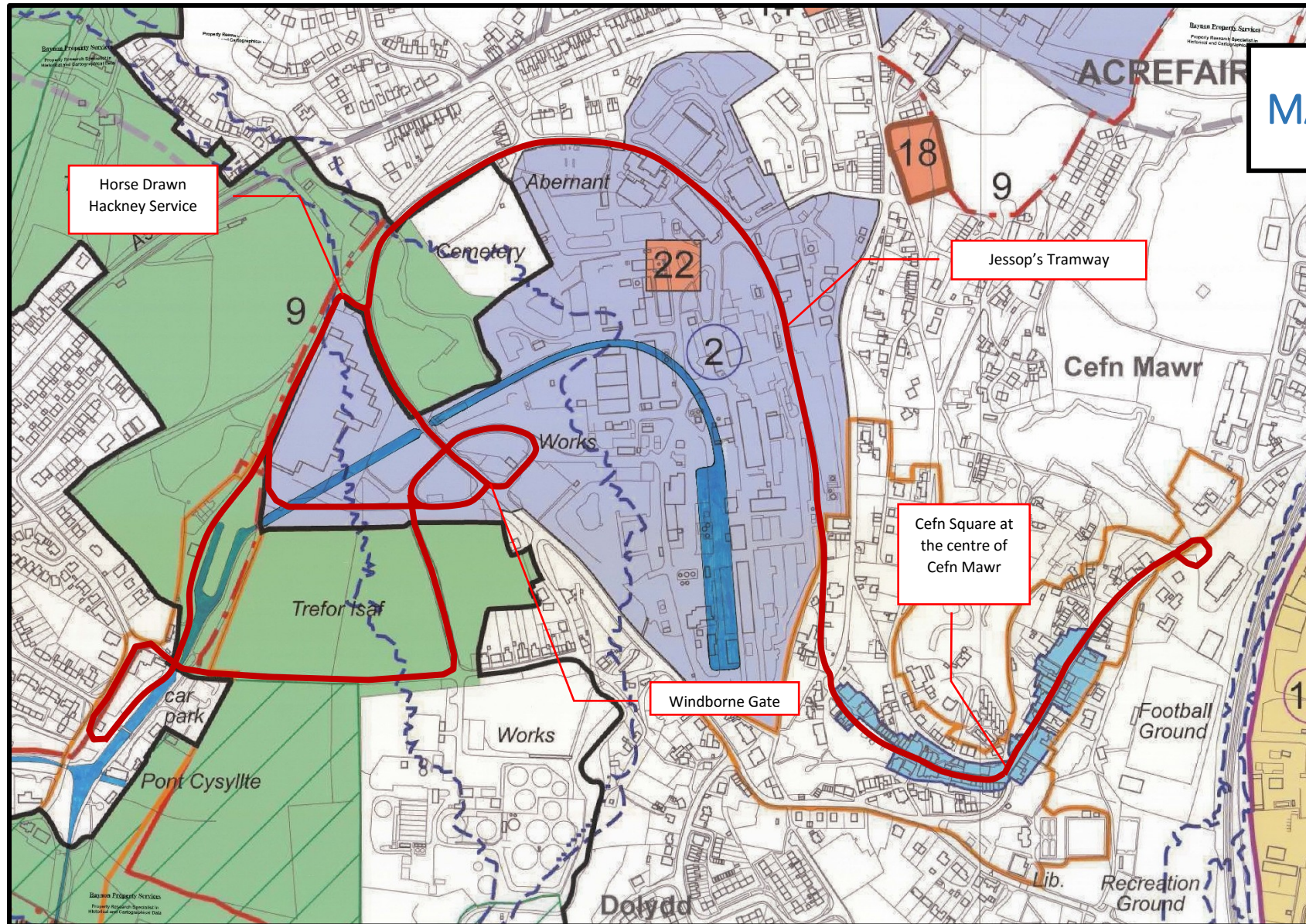
The Holly Bush Inn sits at the primary gateway into the traditional shopping centre of Cefn Mawr now on the junction of Oxford and Hill Street with Crane, Well and High Street. The Holly Bush in is at the center of our community and is now seen as the leading regeneration work in Cefn Mawr and keeps the hart of Cefn Mawr alive and we intend to keep it that way. Hence another reason why we are so active in trying to help our community and get it back on its feet. We simply know for the pub to do well, it will help if the community around it is doing well as well.

Note the Cefn has a host of pubs all over 150 years old that need to be connected to the tourism industry. The idea that there is a lack of attractions at the central section of the WHS is false. Please see our website for more information on what is in the Cefn and Cefn Mawr.

Windborne Gate (WBG)

To work effectively for the community of Cefn as a whole this project needs to be tied into the Windborne Gate interchange that should be established as the main central visitor parking area for Cefn Mawr & the Aqueduct. The Windborne Gate interchange is key to the whole area of the Cefn and can be accessed without the need to drive through residential areas. The WBG needs to be opened by moving fencing to enable people to access the Cefn and the Aqueduct. It is another simple project that will work well for the whole of Cefn. Please see the Windborne Gate interchange document.

MAP





Cefn Mawr and the Pontcysyllte Aqueduct