tic structure on the Peak Forest Canal. Such was the engineering
nown as the 'Grand Aqueduct' when it opened in 1800. Benjamin
carries the canal from the bottom of Marple locks across the
unusual as there are holes through the masonry on either side of
he canal on the structure. It ran into problems in 1962 when the
early derelict and the aqueduct in a severely poor state. The
f £32 000 to restore or £25 000 to demolish it. The favoured
close the Lower Peak Forest Canal. However, the decision was
Inland Waterways Redevelopment Committee. Despite the
50 000 it was saved in 1963 mainly to avoid a public outcry. The
ument but you need to see it from the side to fully appreciate it.

Refuse disposal	Elsan disposal	Pumpout	Electricity points	Bottled gas	Diesel	Boat / engine repairs	Cranage	Hardstanding	Parts & equipment	Boat sales	Chandlery / shop
■	■	■	■	■	■	■	■	■	■	■	
■			■					■	■		
■	■	■	■	■		■		■		■	
■	■			■	■			■			
	■		■	■	■		■	■	■	■	
	■		■	■						■	
■	■		■	■							
■	■	■	■	■	■		■	■	■		
■	■	■	■	■				■	■		
■	■	■	■	■	■			■	■	■	

High Lane Arm
This short arm was built to serve coal pits in the area. It is now a private arm which provides a home for the North Cheshire Cruising Club headquarters, the oldest canal cruising club in Britain formed in 1943, housed in what used be the Macclesfield Canal Company warehouse.

⚠ As the Macclesfield Canal was designed for mooring at wharves only much of the canal is very shallow near the banks. Dredging is improving the situation but mooring can be a problem along much of the canal.

⚠ Swivel Bridge 47 - Danger of fouling your propeller! Before passing through ensure that the chains, used by pedestrians to pull the bridge across the canal, are fully in the water. There seems to be no obligation to leave the bridge closed or open, so approach slowly and be prepared to stop. Walkers: please make sure that the chains are fully in the