

BROADSHEET

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Hyde Lock



Photo by Ian Cowdale



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BROADSHEET

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Editorial

Welcome to the August-September Edition of Broadsheet. This time of year plans should be in place for our Autumn Cruise and the Stourbridge Open Weekend would be fixed in our diaries. As it is the Open Weekend has inevitably been cancelled this year as it could not meet current social distancing requirements, when so many people fill the buildings and the street. Our Autumn Cruise may still go ahead in October, so watch this space.

We hear that hire boat companies have received a boost in bookings in recent weeks, which is supported by the visible lack of boats left at the bases. Hopefully this will give the companies some reprise from three or four months of minimal activity and cancellations.

The Canal and River Trust has come in for some criticism though from a local canal business, for failing to recognise the contribution of the many small businesses operating on the canals. In particular the criticism concerned the Trust being not interested in the potential of the canals to the economy, and chose instead to concentrate on chasing donated cash and volunteers' free time. The full report can be found inside this issue.

You can also find inside news of a funding bid to widen to two metres and surface the towpath between Stourport and Kidderminster. Most towpaths in this area should be able to accommodate this width but where it gets tight it could become difficult. In addition it could be to the detriment of the hedge-side and the canal edge flora, which for a long time now we have been told is a priority to be preserved as part of our green corridor.

Recent events as we know have encouraged more people onto the towpaths, together many projects such as this to upgrade paths to become cycling and walking commuter and leisure routes. As I spend quite a bit of time every month reviewing canal related news, I can't help but notice a significant increase in the amount of reports of violence on canal towpaths, and can't help but link it to this increase in numbers of users. I guess to someone who is intent on antisocial activities, the logic is that this is a space that is largely un-policed and hidden from view, and with increasing numbers of users, is ideal for the purpose. Perhaps with more usage should also come an expectation of investment in surveillance and policing to counter antisocial activity, before canal towpaths regain the reputation as somewhere to avoid.

In this issue, our President, Steven Gray grasps the mettle and looks at how the Society has changed, and asks the question on everyone's mind as to whether we

have the capacity to continue for much longer in our present form and operation. Clearly it is much better to face challenges than to ignore them, and so I for one thank Steven for posing this challenge to our membership.

As we went to press, Bradmore has not opened again, although we believe that arrangements should be reviewed in October. Consequently our next meeting, which will also be our overdue AGM may not be until January to give us time to plan presentations etc. Hopefully we should know more soon.

Ian Cowdale

The Past and Future of the Staffordshire and Worcestershire Canal Society

As a minor I first attended society meetings during its inaugural year, little did I think that I would end up as President some 60 years later. During its infant years the members were active in attempts to save waterways from closure. Perhaps the pinnacle was the joint IWA S.W.C.S rally at Stourbridge which led to the restoration of the Sixteen Locks on the Stourbridge Canal. The society didn't rest on its laurels though, it continued to campaign for more improvements to "Our" canal getting involved with planning applications which would affect the built environment in the vicinity of the canal, organising cruises to other parts of the local network, places like Anglesey Basin, Coombs Wood, and a protest cruise to highlight the long closures of Wasthill and Netherton tunnels.

Holding annual rallies and the establishment of cruising awards to encourage the use of underused sections of the waterways in general, actively pursuing the retention of the canals original features, i.e. paddle gear and the shape of balance beams, replacement of missing bridge plates, all small but significant parts of the canals history. The future of the canal being reasonably secure, attentions moved to things like sign posts and lock name boards. These are all part of the legacy which has built up over the years. But to paraphrase Bob Dylans song from 1964 "The times they have a changed". In the 1970/80's membership was in the region of five hundred, inevitably it seems that number has declined to around two hundred.

To continue the functionality of any organisation it needs to evolve and adapt, something that most societies have found difficult in recent times. The odds on being able to form a good size committee from five hundred members are obviously greater than from 200 members. For over 10 years now our society has continued without an elected Chairman and Vice Chairman, these roles in effect have been done by Chris and Anne, as well as their roles as Treasurer and Secretary. Looking back, ten ago years we had eleven elected committee members

and eight non-committee posts, this has now diminished to five committee members and three non-committee posts all of whom currently contribute to the running of the society. There are other ordinary members who contribute at Bradmore meetings.

Of the five committee posts four have had the same incumbents for more than ten years, whilst continuity is a good thing there is the need for some fresh thinking and enthusiasm to be brought in as time progresses.

In the March edition of Broadsheet our treasurer indicated that it was time for him to hang up his quill and abacus, so change there will have to be. If the society has a future then not only do we need to find a new treasurer but we need at least to fill the Chairman's position and provide a direction for the future.


I feel certain that our constitution calls for at least the four main positions of Chairman, Vice Chairman, Treasurer and Secretary and that there is a minimum number of committee members required for a quorum at a committee meeting, I doubt that these requirements have been met for some time now. The society has operated in much the same way as it did in its early days with communication of news and events via monthly meetings and Broadsheet. In today's digital environment we are behind the times, although we have a website, it is maintained by a "non-member" on our behalf. This requires that any update information is provided by someone else, as a result it is often behind the times so does not really promote us as a society. We need to engage in online forums and platforms like Facebook and twitter if we want to move with the times, this of course needs a dedicated committee member to administer.

Currently the society revolves around its Bradmore meetings and the Spring and Autumn cruises with a gathering at Spring Bank Holiday. Like the membership, attendance at these events has fallen. In the case of Bradmore meetings to less than half of the number of participants and the cruise's down to the same few people and boats each time. Without further input and support from more members, then the society has no real chance of continuing into the future and will slowly slip away as more committee positions become vacant. To borrow another phrase from history "Your Society Needs You"

Steven Gray President

Addendum.

Since writing the above in February we were hit with the Covid 19 pandemic which put normal life on hold, It is possible that the society will not recover from this intrusion into our normal operations once we can return to monthly meetings which as our editor alludes to is likely to happen in January. In the meantime I set up a Facebook group to promote the society, please consider joining up and share your thoughts and experiences.

 Staffordshire and Worcestershire Canal Society

Grants awarded to local charities

Canal and River Trust – 23 July 2020

Thanks to donations from hundreds of people to our appeal to support small waterway-based charities, we have been able to award £31,500 in grants shared across 43 local charities based on inland waterways in England and Wales.

As a result of the coronavirus pandemic, these charities, which provide vital support to some of the most disadvantaged communities in the country, have seen their income drastically reduce, putting the services that they offer at risk.

Invaluable work from these charities

Sue Wilkinson, our trustee and chair of the grants panel, said: "These very local charities do invaluable work – providing people with opportunities in life where, and when, it is needed the most – from helping tackle loneliness and dementia, to supporting disadvantaged children and young people in many different communities across the country.

"We are very grateful to everyone who has contributed to the Waterways Charity Appeal. It is thanks to you that we have been able to give some support to a number of small charities at this very difficult time. The Trust is pleased to be able to match the personal contributions made."

We are proposing active travel improvements for towpaths

Canal and River Trust News – 11th August 2020

Towpaths are ideally located to provide traffic-free routes in and through many of the country's towns and cities, connecting people and places. The proposed investment will support more active travel - investment in walking is the most green (sustainable) as well as most inclusive (equitable/affordable) option - reducing obesity and encouraging lifestyle changes to support better physical and mental health, notably in the many disadvantaged communities with waterways on their doorstep.

Building on an opportunity

Richard Parry, our chief executive, said: "Many of Britain's historic canal towpaths saw a significant increase in usage during lock-down as people stayed local and discovered these green/blue linear parks on their doorstep. Post lock-down, for the eight million people living by a canal, this trend has continued.

"There is a real opportunity to build upon this – in addition to the increases we've seen in people fishing, kayaking, paddle boarding and taking hire boat holidays with research showing time spent by water makes people healthier and happier. The proposed improvements will support travel.

Take part in our monthly boater survey

Canal and River Trust News – 20 July 2020

Now that boats are cruising again with the easing of coronavirus lockdown restrictions, we are asking boaters to take part in our 'Waterway Experience' survey. Sent out monthly over the summer to a sample of cruising boaters, the survey aims to get up-to-date feedback on the waterways so we can react quickly to improve boaters' experience.

The findings are used by us to understand localised issues and help improve the day-to-day experience for boaters in their area as well as shaping national initiatives. Prioritising problems boaters flag up

Jon Horsfall, our head of customer service support, said: "The Waterways Experience survey gives us a clear picture of what's affecting boaters as it happens. It helps us prioritise problems that boaters flag up, whether that's overgrown weed, a stiff lock gate, or any of the other day-to-day occurrences that can impact a cruise. It will also help when it comes to planning our repair work – if there's a particular site that's causing trouble we want to know about it.

"The survey is aimed at cruising boats, who are important eyes and ears of the waterways and are often the first to come across any problems. We're starting a little later this year as boats, and their owners, are once again able to travel. The survey will run until the beginning of October.

"We want to make your experience on the water a relaxing and enjoyable one, and your feedback is invaluable – please take the time if you are invited to take part."

The Waterway Experience survey and Perceptions survey

The Waterway Experience survey was introduced in summer 2019 and compliments the Trust's annual Perceptions survey (previously Boat Owners' Views). It is sent to a sample of boaters sighted on each waterway region every month between the end of June (normally May) and October.

The results of the Trust's annual Perceptions survey, which ran in March 2020, are available [here](#). The survey showed boaters' satisfaction of their experience of the Trust's waterways stabilising at 60% (2019: 61%), while boaters who would recommend the Trust's waterways rose to 62% (2019: 58%). 43% of respondents scored the overall upkeep of the waterways as seven or more out of ten (2019: 41%).

Canal and River Trust 'Ignoring Businesses'

Boating Business - 08 Jul 2020

The director of a business hiring boats for use on Birmingham's canals has hit out at the Canal & River Trust, urging it to 'operate like a proper business'.

In response to a newsletter thanking him for his support of the trust and recommending ways to further enjoy the inland waterways, Earle Wightman, MD of Sherborne Wharf, criticised the trust's priorities, accusing it of ignoring the needs of businesses trying to regenerate following the devastating effects of the Covid-19 pandemic.

"It would have been better if they had used their expertise and government contacts to pass on any advice to the thousands of small businesses paying hundreds of millions of pounds in rental fees to the Canal & River Trust," he said. Earle accused the Canal & River Trust of failing to recognise the contribution of the many small businesses operating on the canals. "When is the Canal & River Trust going to be more interested in the potential of the canals to the economy rather than constantly accepting donated cash plus thousands of volunteers' free time," he said.

He then went on to criticise the trust's operation saying the trust does not 'operate like a proper business' and 'waste[s] that cash and effort, not spending it on vital aspects like maintenance', pointing out that the Macclesfield Canal has been closed for the past five years.

"All this is certainly more important than advice to people fishing," he said, in reference to the newsletter's 'six steps to successful fishing'.

In response to Earle's comments, Canal & River Trust's national boating manager, Matthew Symonds, said the Trust is 'acutely aware' of the impact of COVID-19 on the boating businesses that make their living on the waterways.

And Matthew points out that to help the businesses through the crisis, the Trust has offered a supportive package of free business boat licences for certain periods during the 2020 season.

"The trust continues to lobby hard alongside other navigation authorities to urge government to provide specific support for boating businesses across England and Wales, which typically cannot benefit from the current business grant support schemes," he said. "Our lobbying work also ensured boating was recognised during the differing phases of relaxing lockdown – allowing our business to get back trading as soon as it was safe to do so.

"Our core work to care for navigation will always come first and boats and boaters are at the heart of what we do."

Canal boat holidays return and are booking up quickly

Canal Boat - 09 July 2020

Holiday boating is back on Britain's canals and rivers - and it looks set for a belated summer boom

Holiday boating is back on Britain's canals and rivers - and it looks set for a belated summer boom, as hire companies report rapid booking-up of boats following the latest easing up of coronavirus restrictions.

We found the canals already busy with hire craft just a couple of days after the relaxing of Government rules on staying away from home allowed the holiday hirers to start operating again.

Waterways have been gradually opening up to boating, with the Canal & River Trust initially urging boaters to make short trips only, then encouraging fuller use of the network from June. But only those who lived on their boats were permitted to stay aboard overnight, precluding boating holidays, until the Government lifted its ban on staying in holiday homes from 4 July in England, with Wales and Scotland set to follow.

Those looking for a late booking for a 'staycation' in the UK this summer have wasted no time in booking boats. In the week following the Government announcement Haley Hadley, Sales & Marketing Director at major hireboat operator UK Boat Hire was "delighted" to report a 315 percent increase in bookings compared to the same week, adding that "Customers can still social distance on a canal boat holiday with friends and family from another household", and that the company had implemented new procedures for boaters' safety.

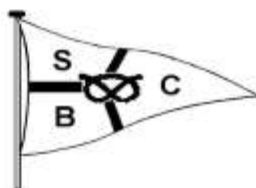
And Le Boat said that its Thames cruiser bases were "getting ready to welcome you back to the waterways with new social distancing measures, a completely revamped pre-departure process and enhanced cleaning protocols", so boaters could "stop worrying about covid and start looking forward to the holiday you deserve."

IWA Responds to the Latest HS2 Review

HS2 is beset by design flaws and management failings – that's the view of the Inland Waterways Association (IWA) that has responded to a call for evidence by the National Infrastructure Commission for a rail needs assessment for the Midlands and the North.

The assessment is part of a review of the HS2 high speed rail link ordered by the government to inform an Integrated Rail Plan which it expects to publish by the end of the year. Although construction of Phase 1 has been authorised and Phase 2a is proceeding through parliament, the future of the remainder of HS2 is under review.

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The consultation offered an opportunity for IWA to review the history of HS2. The organisation says Phase 2b has poor integration with the existing rail system and no provision for integration with the trans-Pennine improvements or connections to Scotland.

The IWA also says the proposed eastern leg station is inconvenient for both Derby and Nottingham, is a route that bypasses Sheffield and requires extensive motorway diversions and a western leg that goes through the Cheshire salt field with severe subsidence dangers still not yet investigated.

IWA concludes that the priority is to determine the trans-Pennine route connecting Leeds to HS2 via Manchester, with the continuation to Crewe being rerouted. It has also put forward arguments for scrapping the eastern leg in favour of upgrading existing railway lines to the East Midlands and South Yorkshire.

This would reduce impacts on the Trent & Mersey Canal and remove them altogether from the Coventry, Ashby, Soar, Trent, Erewash, Nottingham, Chesterfield, Sheffield & South Yorkshire and Aire & Calder waterways.

HMRC's Red Diesel Consultation is now live

RYA News - July 17, 2020

Don't miss your opportunity to have your say on the future of red diesel.

At this year's Spring Budget, Chancellor Rishi Sunak shared plans to review the current use of red diesel, and as such announced that he would be launching a consultation with red diesel users later in the year. During the Budget the Chancellor also shared plans for the intended removal of entitlement to use red diesel from April 2022, except for the agriculture sector (including forestry, horticulture and fish farming), railways, and where red diesel is used to power non-commercial heating systems, such as in homes, narrowboats and places of worship.

The anticipated red diesel consultation has now been launched by Government and seeks to gather evidence as to whether other sectors, including recreational boating, should be allowed to maintain use of the fuel beyond April 2022.

The decision by the Government to withdraw red diesel from wider use has been motivated by their intention to tackle climate change by incentivising businesses to improve the energy efficiency of their products.

The RYA supports a move to increase energy efficiency in the short term and to develop a pathway to zero carbon for all sectors in line with UN goals. The RYA's case for retaining red diesel is about existing supply needs, not colour, tax status or price. Recreational boaters already pay the full rate of duty and VAT when purchasing fuel for the purposes of propulsion. We will therefore be looking at

the proposals to reform the tax treatment of red diesel closely to see how this might affect the supply of fuel for recreational use for both propulsion and how it will impact supply for domestic usage such as heating.

It is a fact that the further west and north you travel in the UK the more likely it is that you will have to rely on waterside outlets that only supply red diesel for commercial purposes, such as to fishing fleets. In many places, some remote, the limited quantities of fuel used by recreational craft do not warrant the cost of installing additional equipment to supply white diesel for the recreational boating sector.

If the Government removes the entitlement to use red diesel from most sectors from April 2022 and white diesel is then made as widely available as red diesel is now, then supply of fuel will not be affected.

The RYA will be responding to this call for evidence and urges any members with an interest in red diesel to participate in the consultation.

To have your say on the future of red diesel please the link is:

<https://www.gov.uk/government/consultations>

The consultation closes at **11.45pm on 1 October 2020.**

Funding bid to widen canal towpath between Stourport and Kidderminster

Kidderminster Shuttle August 18th

A SECOND bid for cash to improve walking and cycle routes in Worcestershire has been submitted by the county council following criticism the first application was not ambitious enough.

Worcestershire County Council has applied for a second grant of £1.082m from the government's Emergency Active Travel Fund which, if approved, will pay for canal towpaths to be widened to at least two metres in areas between Stourport and Churchfields in Kidderminster.

In July, the council announced that walking and cycling routes between Kidderminster and Stourport would benefit from a share of £135,000 from the fund, however Wyre Forest district councillor and Green Party member Vicky Caulfield said the bid showed a "lack of ambition".

Cllr Caulfield had previously joined calls for the fund to be used to widen the narrow footpaths on Bewdley Bridge.

This second round of funding would allow the council to widen and improve canal towpaths along the Silverwoods link, near Wyre Forest Leisure Centre, and other areas along the route between Stourport and Kidderminster.

Councillor Alan Amos, cabinet member for Highways said: "We already have an excellent programme of Active Travel works underway and I am delighted that the City and District Councils fully support our bid. I am grateful for their support.

"Many of our schemes involve partnership working and we will be dependent on this joint working approach so that we can make things happen for the residents of Worcestershire by expanding our Active Travel facilities with permanent rather than temporary provision."

Other projects set to benefit from the second round of funding include the National Cycle Network 5 route through Redditch and the towpath from Diglis to Sixways in Worcester, the Pershore Active Travel Link.

Meet IWA's New Chief Executive

Sarah O'Grady joins IWA this week to take on the role of chief executive when Neil Edwards, steps down after 20 years.

Sarah O'Grady is an experienced leader, providing consultancy and interim support to boards and executive teams. She works with a wide range of charities, from large to volunteered, including museums. She was chair of Amnesty International UK Section for three years, steering the membership organisation through a governance and constitutional reform programme. Her appointment is for six months, or until a permanent successor is in place.



Announcing the news, IWA national chairman Paul Rodgers said: "At a time when IWA is active at national, regional and local levels across as diverse a range of issues as the sustainability of the waterways network, the pressures on restoration programmes, planning and heritage matters, and the environment, it is crucial to demonstrate strong leadership both within the Association and across the waterways ecosystem as a whole."

"Sarah is an authority on charity management and I know she will do a great job driving the organisation forward over the next few crucial months. This is our 75th year and her experience will ensure we have the right building blocks in place as we look forward to another 75 years focused on the regeneration and protection of our nation's waterways.

Sarah takes on the role at a very busy time. We are really looking forward to seeing our task party volunteers return to the waterside and to supporting the return to work of volunteers on restoration projects across the country when it is safe to do so. We are also devoting energy and resources to a range of projects including the imminent publication of our Practical Restoration Handbook, which has been completely revised, and the launch of Part II of our Heritage Report, which highlights the threats faced by our waterways heritage from careless development. An announcement on the permanent chief executive position will be made in due course.

Peter Jones Honoured for canal Work

Boating Business - 06 Jul 2020

Peter Jones Photo: IWA

Jones the Boats' Peter Jones has been recognised with an award from The Inland Waterways Association (IWA) for his work in promoting the Llangollen Canal and boosting tourism in North Wales.



Michael Haig, chairman of IWA's Shrewsbury District and North Wales Branch, presented the Tetlow Cup to Peter for outstanding services to the waterways.

"Peter Jones has recently retired after more than 15 years running his eponymous trip boat business Jones the Boats, offering excursions across the iconic Pontcysyllte Aqueduct," said Michael. "During this time, he became one of the best-known figures on our local waterways and has done more than most to introduce countless visitors to the wonders and delights of this stretch of the upper Llangollen Canal."

World Heritage Site

Following the aqueduct's designation as a UNESCO World Heritage Site, Peter found himself promoting the canal on TV programmes as diverse as Countryfile and Flog It! and has played a leading role in establishing the aqueduct as a well-known tourist destination.

"I was amazed and honoured to receive this award," said Peter. "It is a humbling experience for something like this to come out of the blue. I am truly flattered for what I have done to be appreciated by people from far and wide."

Toddbrook Reservoir Restoration on Schedule

23 Jul 2020

The restoration of Toddbrook Reservoir, near Whaley Bridge, reaches an interim milestone this summer with the end of the temporary repair project to make safe the damaged spillway and the appointment of Arup as the design consultants to lead on the permanent repair.

The Canal & River Trust has worked with contractors Kier through challenging conditions of coronavirus social distancing and record winter rainfall to increase the resilience of the dam's auxiliary spillway.

"We have had to cope with some challenging operating conditions but we can confirm the dam spillway is totally secure against any extreme weather event," explained Daniel Greenhalgh, Canal & River Trust North West regional director.

The temporary repair project is due to be finished by early August. Once this phase is completed, the construction site boundaries will be reduced and some footpaths around the reservoir will be reopened to the public for a few months until spring 2021, when the permanent repair works are expected to begin. These are likely to take around three years and cost more than £10m.



The first phase of the permanent works will begin at the Todd Brook inlet channel at the head of the reservoir where temporary mesh baskets filled with sandbags will be replaced by a new flow management structure and footbridge.

I Dig Canals Book

A gloriously frank picture of the triumphs and trials of canal life

When a theatre-maker and a poet, both with strong links to the canals, got together with a team of volunteers to research the thirty-year period after the war, they came up with some wonderful stories. Poet Heather Wastie had her first taste of canal life as a child in the Black Country when her family was involved in campaigns to save them from being abandoned; theatre-maker Kate Saffin is a boat dweller with a thirst for gathering and sharing accurate accounts of canal history. As Alarum Productions, they are passionate about celebrating the achievements of ordinary extraordinary women.

Now, some the fruits of their labours on the I Dig Canals project are available to the public in podcasts, a short film and their newly published book. The book was due to be launched in April at Dudley Canal & Tunnel Trust which was the project's base, thanks to the generosity of Chief Executive, Traci Dix-Williams and her team. When circumstances led to the event's cancellation, the team worked really hard to ensure that the book was extra



special. Traci describes the book as 'rich with detail' and says it 'conveys the grittiness and romance of life on the canals and gives the women involved a great way of capturing and sharing their memories'.

After living in the Black Country for fifty years, in 2006 Heather moved to Worcestershire, where she was appointed Poet Laureate in 2015/16. She is known nationally for her writing and performance work, much of which centres on oral history. Thanks to funding from the National Lottery Heritage Fund, this project

enabled her to combine her professional life with revisiting her childhood, reconnecting with women she got to know through a community of local activists. "It was wonderful to be able visit these women and record their memories, including interviewing my own mother who did a lot of detailed, efficient organising as well as having responsibility for childcare, catering and so much more. I hope the I Dig Canals book will show how crucial this work was for the future of the waterways we have today."

The publication contains memories and photographs from the 40 women they interviewed, some now in their early nineties, who were involved in campaigns to save the waterways during the 1960s and 70s. There are also contributions from poets and a visual artist inspired by those stories.

Poet & theatre maker, Michelle Madsen praises the book as '...a glorious stew of memories, poems, maps and childhood recollections, all painting a gloriously frank picture of the triumphs and trials of canal life'. And Keith Hodgkins, Chairman of Tipton Civic Society calls it 'a wonderful evocation and celebration of the vital part that women volunteers played in the saving and restoring the canals of the Black Country and the wider network'.

The book is available to buy from www.alarumtheatre.co.uk. Just follow the I Dig Canals link. There is also a series of fifteen podcasts which are free to listen to, featuring extracts from the interviews, and a short film about the project. Links to these are also on the Alarum website. So what's next for Alarum? Thanks to emergency funding from Arts Council England, they are working on other ways to share the wealth of material they have gathered, and you can be sure that there are theatrical, poetic and musical interpretations on the way!

To find out more visit www.alarumtheatre.co.uk.

Storm leaves 30m hole in Union Canal

BBC News - 13 August 2020

Torrential rain and thunderstorms on Wednesday have created a 30 metre-wide hole in the Union canal. The breach has flooded Scotland's busiest railway line - between Edinburgh and Glasgow - resulting in its closure. Engineers said efforts to stem the flow of water were ongoing, and warned it could take months to fully repair.

Scottish Canals, the body in charge of maintaining the country's canals, said about 40mm of rain fell in the space of one hour at the site - between Polmont and Muiravonside in Falkirk - on Wednesday. They said this led to a significant volume of water flowing into the canal, eventually overtopping and washing away part of the embankment.

Image. Water from the canal then spread across neighbouring fields and flooded the Edinburgh to Glasgow line.

Sandbags and clay dams have been installed either side of the breach to stop the flow of water. Richard Millar, the director of infrastructure at Scottish Canals, said:

"We're making significant progress, but it is very challenging. The water is heading across a number of fields and down on to the Edinburgh-Glasgow railway, where there is significant damage.

"We're getting on top of the situation, but it is going to take us time to get it repaired, it's probably looking at three to four months and a considerable amount of investment."

The flooding means ScotRail services between Glasgow Queen Street and Edinburgh, via Falkirk High, are suspended. Services between the two cities via Falkirk Grahamston are stopping in Falkirk, where a shuttle bus will take passengers to Edinburgh Park. Train services between Edinburgh and Dunblane are also suspended. The route between Edinburgh and Glasgow Central, via Shotts, is operating as normal. It is still unclear when disrupted services will resume.

A ScotRail spokesman said: "Heavy rain and severe flooding has affected a number of areas across the network, including on the main line between Glasgow and Edinburgh. "We're advising customers to check before they travel via our app or visit the journey check page to see the latest information for your journey."

Hammersmith Bridge Closed

Hammersmith and Fulham Council – 13 August 2020

Hammersmith Bridge has been closed to pedestrians and cyclists after safety inspectors found cracks in the 133-year-old structure had worsened following the recent heatwave. The total closure came into effect with little warning at 5pm on Thursday, 16 months after road traffic was banned from the suspension bridge following the discovery of "critical" safety faults.

Boats will be unable to pass under the Grade II* listed structure, which is used by up to 16,000 people a day, while walkways underneath the bridge on the banks of the Thames have also be closed.

A statement from Hammersmith and Fulham council read: "Hammersmith Bridge will be closed to pedestrians and river traffic from 5pm today (13 August) because of an increased risk to public safety due to a sudden deterioration in key parts of the suspension structure.

"Specialist engineers have been undertaking 24/7 monitoring of the structural integrity of the bridge throughout using an extensive network of sensors on the 19th century structure. "The deterioration in the structure was exacerbated by the recent heatwave which caused cracks to



significantly increase – despite measures taken to mitigate the heat.
 "The bridge will remain closed until the engineers are confident that it is safe to re-open to pedestrians and river traffic. "It means that pedestrians and cyclists must now cross the river elsewhere, while all river traffic under the bridge will also be stopped – including the pedestrian walkways under Hammersmith Bridge – while engineers examine the extent of the damage."
 The move severs the link between Hammersmith and Barnes, with the nearest river crossing almost two miles away at Barnes Bridge.
 Councillor Stephen Cowan, leader of Hammersmith and Fulham council said:
 "Safety is the number one priority. I'm absolutely sure that we averted a catastrophe by closing this 19th century suspension bridge to motor vehicles last year.

Unveiling town's 'visionary Canal Quarter scheme'

Stratford Upon Avon Herald - 18th July 2018



THE first detailed images of Stratford's new Canal Quarter development have been unveiled at a special exhibition inviting the public's views. A steady stream of people visited the exhibition hosted by St Joseph of Berkley Group at The Stratford

Hotel on 5th July.

Representatives from St Joseph were there to meet and talk with the public about the property developer's proposals to build 650 new homes with sustainable materials and convert 9,000sqm to business and retail use on the 27 hectare brownfield site in the town centre by 2031.

The Canal Quarter would unlock an area of industrial land adjacent to Birmingham Road on the eastern side and Masons Road/Timothy's Bridge Road on the west by Stratford Canal and include the DCS and Morgan Sindall buildings. The proposal also includes a link between Alcester Road and Birmingham Road to improve transport movement in the area.

St Joseph representatives said in order to understand what the people of Stratford wanted they relied on public involvement with the project. To this end feedback forms were available at the exhibition for the public to complete. They were asked to rate a number of issues in order of importance including environment, transport connections and making a safe and open place to live. The exhibition fulfilled the wide remit St Joseph set themselves – to listen to public feedback.

Membership Renewal 2020

Just a reminder about Membership Subscriptions:

Membership renewals have understandably been affected by recent events, resulting in more than normal being outstanding for the time of year. Renewals were due on 1st April 2019. Our membership subscription again remains unchanged, as follows:-

SINGLE MEMBERSHIP	£13.00
COMBINED MEMBERSHIP	£13.50 (e.g. Husband & Wife)
JUNIOR MEMBERSHIP	£1.00 (up to 18yrs of age) & those in full time education

Remittance in the post should be addressed to:

14 White Harte Park, Kinver, South Staffs, DY7 6HN.

or passed to a Committee member at Bradmore

Thank you

Colin Beard

Membership Secretary

PHIL JONES

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Staffordshire & Worcestershire Canal Society

MEMBERSHIP APPLICATION FORM

Please return to
Mr Colin Beard, Membership Secretary
14 White Harte Park
Kinver
Staffs
DY7 6HN



YEARLY SUBSCRIPTION (1st April-31st March)

Please tick appropriate option

- | | | |
|--------------------------|---|--------|
| <input type="checkbox"/> | Single Membership | £13.00 |
| <input type="checkbox"/> | Combined (eg husband & Wife) Membership | £13.50 |
| <input type="checkbox"/> | Junior (up to 18 years of age) and those in full time education | £1.00 |

- New members joining 1st April to 31st August pay the full rate
- New members joining between 1st September & 31st January pay half the above fees.
- New members joining between 1st February & 31st March pay the full rate for up to 14 months membership.

Full Name

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- ☐ I wish to receive Broadsheet by post
- ☐ I wish to receive Broadsheet electronically

GIFT AID DECLARATION

☐ I am a UK tax payer. I would like the Society to treat all membership subscriptions and donations I make as Gift Aid Donations until I notify you otherwise.

Note: You must pay an amount of income tax or capital gains tax equal to the amount we reclaim on your subscriptions & donations. Remember to notify us if you no longer pay tax or wish to cancel this declaration

WATERWAYS INTERESTS. Please Indicate

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|----------------------------------|---|---|
| <input type="checkbox"/> Angling | <input type="checkbox"/> Canoeing | <input type="checkbox"/> Other (please specify) |
| <input type="checkbox"/> Boating | <input type="checkbox"/> Industrial Archaeology | <input type="checkbox"/> Walking |

Boat Name ☐ Volunteer Work

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Diary Dates Bradmore Meetings

A series of talks and presentations, usually waterways orientated but with occasional eclectic contributions on a variety of other subjects - open to the public free of charge.

Meetings held at the Bradmore Community Centre, Birches Barn Road, Wolverhampton starting at 7:45pm

Meetings will resume when Bradmore reopens

Events

Autumn Cruise 2020

T.B.A

Electronic Broadsheet

We are now making all future copies of Broadsheet and loose inserts available electronically. This would be by "opting in" for those members who chose to receive Broadsheet electronically.

There is no intention of discontinuing the sending out of "hard copies" to other members.

Please contact Steve Gray by email to wharfinger@blueyonder.co.uk with your name and email address if you wish to "opt-in."

Note:- email addresses will only be used for the communication of society information and will not be passed to any third party.



Staffordshire and Worcestershire Canal

46 Miles and 43 Locks
From Stourport Basins
To Great Heywood Junction

