

# BROADSHEET

December 2020

Teddesley




Photo by Ian Cowdale



[www.sweanalsociety.co.uk](http://www.sweanalsociety.co.uk)

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 Staffordshire & Worcestershire Canal Society

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## Editorial

Welcome to the December edition of Broadsheet and the last month of 2020. On reflection we seem to have been waiting for several months for 2020 to assume something that resembles normality..... and we are still waiting.

There is no more news about when Bradmore may open again for our Society meetings and of course for many reasons, probably a lot more important than Society activities, we are all waiting on the general relaxation of controls imposed on us. Sadly this means that we will not be able to get together for the always enjoyable and sociable December meeting.

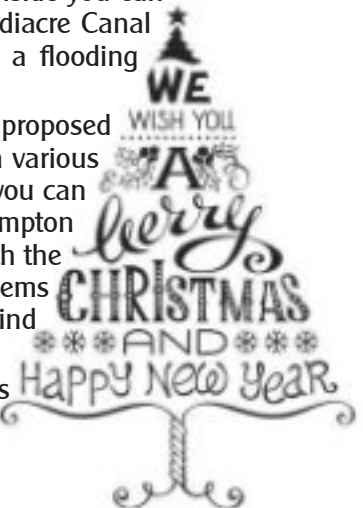
Similarly, cruising awards for this year have been suspended as even if somehow the required points from locks and distance was met by an intrepid few, no qualifying Society gatherings have been held.

You may have read in the press that the Canal and River Trust are saying that the pandemic has negatively affected what they term their fundraising income, and are asking us for financial donations to keep the Trust functioning. I find that most large Charities are adopting similar approaches at the moment, as the cost of overheads of such organisations start to compete with their *raison d'être*. Inevitably it seems that Covid -19 will shape the future of the UK charity sector in how they operate. More informed sources than me believe that the sector will look towards different modes of operation in the face of reducing income streams and fewer volunteers. The brightest future lies with those causes who understand and respect what their charity means in the hearts and minds of the public and are prepared to not only stand behind the difference they make, but also the way in which they make it.

Some good news you will read about is significant progress from the Lichfield and Hatherton Restoration Trust who are working closely with the developers to find a solution to their problematic Lock 23. Also inside you can learn about mutual benefit for the Derby and Sandiacre Canal Trust's project and Network Rail's desire to solve a flooding problem.

Interestingly this month I have learned of several proposed brown-field canal-side residential building plans in various stages of development in the region. In this issue you can learn about one in Walsall and one in Wolverhampton that appear to be styled and scaled in sympathy with the adjacent canal, and one in Birmingham which seems destined to dominate the canal and create a wind tunnel, despite what the developers say.

As I won't see you at Bradmore for our Christmas Celebration, may I take this opportunity to wish you all a Merry Christmas and a Happy New Year  
Ian Cowdale



## A Few Memories of Mike Grant

It was with much sadness that we heard the news that our Vice President, Mike Grant, passed away on November 1st. I first met Mike through the Staffordshire and Worcestershire Canal Society when we were both on the committee in the late sixties, probably about 1967.

Obviously in over 50 years, a huge amount of water has passed under the bridge. At that time, Mike held an important staff position with Guy Motors of Wolverhampton. We soon hit it off together due to our mutual engineering background, and other general interests.

Mike was a very forward thinking person, and had boundless enthusiasm, always pushing forward with new projects with his usual vigour. A most likeable and generous person. Unlike myself, Mike always kept abreast of new technology and the introduction of the computer!

His life was very full as he was actively involved with all the 'Goings-on' and yet he managed to still make time for those little extras in life. Somehow he managed to make the impossible achievable by working 25 hours a day with his boundless energy. After leaving Guy Motors, Mike left Wolverhampton and went to live in Leighton Buzzard. Despite this, he still remained very involved with our Society, and we have kept constantly in touch with each other to this day.

Mike and the family owned their own canal boat called "Garganny" but his interests with the waterways extended much further as he built up his own canal boat hire business. Mike also owned an old black taxi which was used as their private family car! This old motor brought much fun and pleasure. I well remember late one night returning home after a boat trip when he provided transport for me and friends. At that time I had a small motor bike, which went into the back of this old taxi for the trip back to Wolverhampton.

Mike loved travel, and for a while he worked as a vehicle delivery driver, driving all over the country using Trade Plates. After delivering a vehicle he was often left stranded with only his Trade Plates under his arm, but in those days one could very quickly get a lift from long distance lorry drivers who would be also glad of some company.

Whilst Mike was an early committee member of the Staffordshire and Worcestershire Canal Society he also became our President TWICE! 1981 to 1983 and 2008 to 2010.

Gosh, what a life! Mike loved it, and it is no doubt that through having such a life he kept both physically and mentally strong as he lived to a very respectable age. On behalf of the Society we all extend our condolences to Mike's family and friends.

Peter Freakley.

As an addendum to Peter's memories, I would just like to add my appreciation



for the support and advice that Mike always gave me over many years, and particularly during my time as Society Chairman. He was always there if I needed help. He rarely missed a Bradmore Meeting, driving all the way from Leighton Buzzard to Wolverhampton in all weathers and at all times of the year. Also, during the years that I organised our Society's outings, Mike was with us on most of them, and was always ready to help. Including suggestions on where to next time!!!

Mike you are missed.

Chris Dyche

## **Wartime Bomb removed from Smethwick Canal**

*Express and Star 4 Dec 2020*

The army was called in to deal with the device found at Rabone Lane on Thursday afternoon. The Explosive Ordnance Disposal team has since recovered the device for disposal.

West Midlands Police could not confirm what time period the bomb was from.

Roads were closed in the vicinity while a recovery operation took place but these have since reopened.

A spokesman for West Midlands Police said the device was an "an unexploded wartime device". The spokesman added: "EOD [Explosive Ordnance Survey] have removed the device for disposal. Roads have now reopened."

The force encourages members of the public to call 999 if a suspicious packages is found.

Sometimes police may call in the EOD team who are experts in detonating and disposing of explosive devices. Finding unexploded Second World War bombs in the West Midlands is not a rare occurrence, given the region was heavily bombed during the war.

## **Avian Flu**

A number of cases of Avian flu have recently been detected in bird farms and since November there has been 40 instances found in wild birds throughout the country, mainly in Geese and Swans and Defra has raised the risk level from medium to high.

The Government have issued advice about what to do to look out for signs of Avian flu and what to do if it is suspected.

Defra advises people finding dead or visibly sick birds to report them but not touch them. Defra helpline 03459 33 55 77

Public Health England said the risk to the public's health was very low and the Food Standards Agency (FSA) has said, on the basis of current scientific evidence, the food safety risk for UK consumers was also very low.

## **Breach of the Ashby Canal, north of Snarestone Wharf**

Ashby Canal association - 30 November 2020

Boaters should be aware that there has been a breach of the Ashby Canal on the new extension north of Snarestone Wharf today. Fortunately, our resident lengthsman at the site. Michael Wooding, was able to assemble a party of volunteers, and with the additional help of some paddleboarders and local farmer Will Badham, stop planks were installed, and the flow of water out of the canal had been stemmed by 2 pm.

There is much more information, including comments, photos and videos available on our Facebook page.

Canal and River Trust are aware of the breach and have issued a Notice Alert. Representatives from Land & Water and Leicestershire County Council have also been on site to assess the damage and plan a course of action.

The canal will remain closed north of the wharf until the breach has been filled in. The C&RT services and the shop, however, remain open.



## **2020 Cruising Award**

As canal boating was severely curtailed this year and the Society did not hold any gatherings, Society Cruising Awards are suspended for year 2020.

Ann Pollard

## Plush canal-side apartments as Birmingham wharf plan unveiled

### BIRMINGHAM LIVE - 9 OCT 2020

Another towering building will be added to Birmingham's skyline after plans for more than 250 plush new canal-side apartments were agreed. An existing former warehouse will make way for the 23, seven and six storey structures that will house the new apartments, which will be available for private rent.

Members of Birmingham City Council's planning committee approved the application, by Load Properties Limited, at a meeting on Thursday (September 8).

An officer's report said the development would help regenerate the area and also boost the under-used canal.

It also said residents welcomed the "high quality attractive development" but wanted to retain the former warehouse entrance in some way to reflect the area's history.



Artists impression of the canal-side view of Lancaster Wharf.

The Canal and River Trust had originally objected due to concerns about the size of the development having a negative impact on the canal environment. The Trust also wanted assurances about protection of the structure of the canal and the water quality but officers said conditions would be imposed on the development to control that.

A similar proposal - which was withdrawn in 2018 - sparked opposition from Birmingham Civic Society due to the impact it would have on the nearby Grade II listed St Chad's Cathedral, making it "disappear" from view. But the society said the new proposal and heritage assessment that accompanied it showed it would cause less than substantial harm.

The report to committee said: "The cityscape of Birmingham has changed significantly since 2003.

"The Gun Quarter area, particularly sites around the canal corridor and A34 Newtown Row frontage continue to be developed with taller buildings such as the 16 storey student accommodation block adjacent to the canal on Bagot Street and the 21 storey residential tower under construction as part of the Snow Hill Wharf development on Shadwell Street.

"The site is also within a location where many of the existing buildings are under

used or vacant and create a poor environment that requires regeneration and transformation.

"Elsewhere within the city centre canal corridor such as on Brindley Place and the Mailbox tall buildings have been allowed to aid the regeneration and transformation of the area.

"In the case of the Gun Quarter the proposed tall buildings could regenerate the site, create activity on the canal edge and add passive surveillance of the area.

"The majority of the canal towpath is within cuttings or hemmed in on both sides by buildings which makes navigating difficult whereas a tall

building could help to signpost the canal and create legibility.

"The canal towpath route is currently quiet, poorly lit and an under-utilised piece of Birmingham's industrial infrastructure and requires transformation but also needs way finding buildings that can help people navigate along this route."

*Digbeth Site showing adjacent canal.*



## **Christmas boat trips at Dudley Canal and Tunnel Trust Cancelled due to lockdown restrictions**

Express and Star - Dec 3, 2020

CEO of the trust Traci Dix-Williams said it was with a "heavy heart" that the boat trips were no longer going ahead despite tickets being sold months in advance. She said: "Despite our understanding that we were an outdoor attraction - further guidance on what is recognised as indoors has been issued and our Caverns and Tunnels now fall in this category. Due to being located in a Tier 3 area we therefore cannot take visitors on the boat trip.

"This means that if you are booked for any of the following dates we have had to unfortunately cancel your trip.

"Friday, December 4, Saturday, December 5, Sunday, December 6, Friday, December 11, Saturday, December 12, Sunday, December 13.

"We know this is a disappointment for everyone, our staff have worked so hard decorating the site and getting it ready to reopen safely.

"Cancelling the trips will be a big financial hit for us in what has already been an exceptionally challenging year and we were all looking forward to welcoming Christmas and seeing you all enjoying a magical visit.

"We have looked at all options available but without our boat trips we do not feel we can offer a quality visit whilst the current restrictions are in place and so we will be issuing refunds to all booked on trips up to December 16. This will be done automatically, if you have not received your refund by the end of next week please contact us on [refunds@dctt.org.uk](mailto:refunds@dctt.org.uk).

"We are crossing our fingers that after the government review on December 16 our status may change and we can start the trips again. We will update you as soon as we can.

"We thank you all for your understanding in this matter but ensuring the safety of our visitors, staff and community must be our main priority."

Anyone who would like to still support the trust can donate to the Keep Us Afloat Campaign at [www.dudleycanaltrust.org.uk/Appeal/money](http://www.dudleycanaltrust.org.uk/Appeal/money)

## **Breakthrough Agreement with Developers**

*Lichfield and Hatherton Restoration Trust - 9th. November 2020*

Lichfield canal restoration volunteers have welcomed ground-breaking work with a regional housebuilder as their project to restore an historic lock sees success. Lichfield and Hatherton Canals Restoration Trust has been working closely with Persimmon Homes West Midlands and contractor Amey Transportation Infrastructure on the canal project and the restoration of the original Lock 23.

Persimmon Homes West Midlands is bringing 450 new homes to the city at St John's Grange, off London Road, as well as creating a link road to form part of the Lichfield Southern Bypass.

Construction of the new roadway, between London Road and Birmingham Road, also includes safeguarding the route of Lichfield Canal. The lock, beside St John's Wharf, became the centre of a campaign to fully restore the heritage structure and incorporate it in the overall bypass design.

Trust engineering director Peter Buck said: "The Trust has worked very closely with Persimmon and Amey over recent weeks on the challenging design to fit the Lichfield Canal and the new bypass through narrow 'pinch-points' to enable the Heritage Lock 23 to be incorporated into the overall design.

"By adopting the Trust's innovative solution, progress is now being made on this section of the Lichfield Canal. "With agreement on the key design details between all parties, Amey has mobilised very swiftly to excavate and place binding for the reinforced concrete retaining wall between the new bypass and the Lichfield Canal channel, thus retaining Lock 23.

"Persimmon is also diverting the pipework under the new bypass to replace the 'big pipe' which was installed through the old Lock 23 when the canal was abandoned. "Whilst we are pleased that the required work has commenced and is progressing well, there are many details to work through with the contractors

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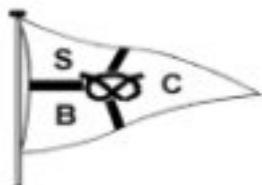
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over the coming weeks and we look forward to project completion next year.”

Excavation work has also begun for the first of two bridges to be built over the canal which will link to the new housing development, and culvert sections have been installed.

Contractors put in place concrete sections of one of two culverts which will allow bridges to be built over the Lichfield Canal linking the bypass to the St John's Grange housing development. Base sections will have a capping section placed on top



Dan Hassall, head of technical at Persimmon Homes West Midlands, said: “The bypass and canal works has been a major collaborative scheme where we have worked in partnership with Amey, Staffordshire County Council, Lichfield District Council, Lichfield City Council as well as Lichfield and Heatherston Canals Restoration Trust.

“The final phase of the bypass forms part of a regional road improvement scheme to improve the road network and help alleviate congestion within the town. “The work is highly technical, but we are delighted at how the project is coming together and the partnership that has developed with Lichfield and Hatherton Canals Restoration Trust.

“This is a complex development for us, providing new homes, a primary school, mixed use community hub, footpaths, cycleways, and open space, including children's plays areas and sports areas, and it will be a real benefit for people living in this part of the city.”

#### The Pinch Point Problem

Space is extremely tight where the new Lichfield Southern Bypass needs to pass the original Lock 23 beside St John's Wharf serving the City. It was long thought that the original straight course of the canal meant that old Lock 23 would have to be replaced by a new structure nearby, priced in the Feasibility Study in 2009 at £200,000.

A logical solution lay in a “bent lock” by slightly widening part of the west end of the Lock on the towpath side to enable boats to pass in and out of a “curved channel”. Convincing doubters of this reality has been a hard-fought battle to incorporate this into the bypass design which is initially required by Persimmon Homes to access their new St. John's Grange housing estate in Spring 2021.

By adopting the Trust's innovative solution, progress now being made on this section of the Lichfield Canal as part of the Bypass Construction is the result of many years of negotiations between the Trust with Staffs County Highways, Persimmon Homes and Amey.

## **Revealed: The 253 companies and public bodies to sign HS2 'gagging orders'**

*New Civil Engineer - 16 NOV, 2020*

The names of companies and public bodies who have signed non-disclosure agreements (NDAs) with High Speed 2 Ltd (HS2 Ltd) can finally be revealed after an 18 month Freedom of Information (Fol) battle.

The heavily guarded list of 253 companies and public bodies was kept secret by HS2 Ltd until it was forced to disclose the names after the intervention of the Information Commissioner. The list of companies to have signed NDAs - often referred to as "gagging orders" - includes dozens of councils, contractors, consultants and charities (see below for full list).

The NDAs, which were signed between September 2012 and March 2019, cover the early development of the project up to the detailed design stage and early construction works of the rail line from London to Birmingham and the North. An additional 38 NDAs were also signed with individuals during this time, however those names remain undisclosed. NCE understands that at least 50 additional orders have been signed between HS2 Ltd and third parties since March 2019.

Contractors and consultants on the list include Atkins, Balfour Beatty, Ove Arup, Deloitte, Mace, Morgan Sindall and Savills. Dozens of councils along the entire route of the new rail line have also signed NDAs, (including Stafford Borough Council, Staffordshire County Council and West Midlands Combined Authority – Ed) as well as official regulators such as the Health & Safety Executive.

Firms such as The Post Office and charities including The National Trust, Historic England, (and the Canal and River Trust – Ed) the Big Lottery Fund have also agreed to the gagging orders, as have industry bodies such as the Construction Industry Training Board and the Construction Products Association and Constructing Better Health.

Five universities to have signed NDAs include University College London, Cranfield University, Birmingham City University, the University of Birmingham and the University of Leeds. HS2 Ltd even asked the National College for Advanced Transport (formerly known as the National College for High Speed Rail) to sign a secretive order.

NDAs are designed to preserve confidential information such as cost prices or commercially sensitive details of a project from being widely disseminated. However NDAs are increasingly used to stop information from being published which would otherwise be open to public scrutiny.

It is understood that many councils were asked to sign the agreements before they could engage with HS2 Ltd on issues to do with the new line, such as where new stations could be placed, design aspects of the stations and the preferred route for the £100bn project.

In 2018 it was revealed that Warwickshire County Council, which is included on the list released by HS2 Ltd, was made to sign a non-disclosure agreement before it was allowed to receive any early design project updates on HS2 prior to the publication of the Hybrid Bill in Parliament.

The use of NDAs was criticised in a major review into England's planning system undertaken last year. Led by former construction minister Nick Raynsford, the review concluded that NDAs "undermine public trust" in major infrastructure projects.

In the review, Raynsford criticised the "widespread use of confidentiality agreements by the HS2 company", stating that they had a "corrosive sense on the part of the public, that planning is no longer protecting their interests".

Commenting on the gagging orders, former HS2 director of land and property Doug Thornton said: "The scale of the NDAs are phenomenal. What surprised me is quite how many firms there are on this list. I felt like a lone voice calling out issues [with HS2] but these gagging orders not only gag companies but also thousands of employees which are involved in the HS2 project.

"NDAs take the realm of local consultation out of the equation, the organisations who have capability and wherewithal to consult on these complex projects with those affected were stymied at an early point in the project. A lot of these projects have nothing to do with accountability and local democracy."

An HS2 Ltd Fol officer added: "Like any contract, these agreements are entered into by mutual consent and frequently HS2 Ltd enters into what we refer to as 'mutual' NDAs that protect not just HS2 Ltd's confidential information but the confidential information of the third parties involved."

## **Major £65 million plans to regenerate Canalside Quarter in Wolverhampton revealed**

*Express and Star - Nov 24, 2020*

Developer, Placefirst has put forward the proposals to Wolverhampton Council to transform the city's historic Canalside Quarter and build a total of 370 homes. The scheme, from one of the UK's leading build-to-rent developers, will see brownfield land off Lower Horseley Fields in the city centre transformed.

David Mawson, chief executive for Placefirst, said: "With having delivered major regeneration schemes in the north of England, we're really excited that our first proposed development in the Midlands will be transformational for such a prominent heritage location.

"The vision for this Canalside development is more than new build homes, as our focus is on opening up the canal for public use and creating a thriving community in the heart of the city centre.

"We've worked closely with the local council and engaged the local community to propose what we feel will be a stunning waterside residential scheme that will unearth the true potential of this historic brownfield site, close to Wolverhampton's newly opened transport interchange."

The scheme, which will include the sensitive restoration of heritage canal-side properties, is designed by award-winning architecture practice jm architects.

Placefirst has worked collaboratively with Wolverhampton Council on the scheme and undertook an online public consultation ahead of submitting the plans. Discussions have also taken place with the Canal and River Trust and West Midlands Combined Authority, with the scheme also creating new pedestrian access to the canal towpath.

Councillor Stephen Simkins, cabinet member for city economy, said: "These plans are aimed at delivering a major residential waterside scheme in our city centre. "Regeneration of Canalside is a large and exciting opportunity that will require determined and skilful leadership by the council and partners to realise the opportunity.

"This planning application for a nationally significant development at this wonderful heritage location shows investment in Wolverhampton remains strong and that is critical to our recovery from Covid-19 and relighting our city."

### **These 'innovative' canal-side homes set to transform Walsall town centre area**

Birmingham Mail 25 November 2020

Regeneration company Urban Splash has put forward plans for the Walsall Waterside scheme near the New Art Gallery, featuring 15 town houses and the creation of a public square and a pocket park.

The surrounding area, off Upper Navigation Street has seen a lot of redevelopment over the past few years including the construction of apartments and a Premier Inn Hotel. And Urban Splash believes redeveloping the land, consisting of grassed mounds, adjacent to the canal basin will complement the area.

Whilst the surrounding area has benefited from significant regeneration in recent years, the application site has remained undeveloped. Proposals for 20 houses were put forward for the site in 2018 but they were withdrawn and this new scheme has now been put forward instead. The houses will form a terrace with the square and pocket park situated either side.

It has been designed to reflect the local character and respect the setting of the Walsall Locks conservation area and creates a safe, accessible and legible

environment including along the tow path/waterfront and the proposed public open spaces.

The proposal has been supported by the Canal Rivers Trust, with whom Urban Splash has been consulting with. Walsall Council planners are expected to make a decision on Walsall Waterside next month.

## **Man in his 70s dies after being pulled from canal in Stourport**

Worcester News – 13 November 2020

The man was pulled out of the water near Lower Mitton Bridge at around 3.30 on Thursday afternoon (November 12). Paramedics administered life support, but nothing could be done to save the man, and he was confirmed dead at the scene.

A West Midlands Ambulance Spokesman said: "We were called to reports of a patient in the water near to Lower Mitton Bridge on the Staffordshire and Worcester Canal at 3.29pm yesterday.

"Two ambulances, a paramedic officer and the Midlands Air Ambulance critical care car attended the scene. "On arrival we discovered one patient, a man, who was in a serious condition. "Ambulance staff administered advanced life support, but sadly it became apparent nothing could be done to save him and he was confirmed dead at the scene."

A West Mercia Police spokesman said: "At around 3.20pm yesterday (12 November) we were contacted by a member of the public who reported they had seen a body in the canal in Stourport. "Officers attended the scene near to Mitton Bridge and pulled a man from the water. He was given emergency treatment by attending officers and then was also treated by paramedics who arrived a short time after.

"Sadly, the man who is in 70s and from Stourport, died. His death is not being treated as suspicious and the man's family have been informed."

## **Network Rail teams up with Derby and Sandiacre Canal Trust to reduce flooding and restore historic waterway**

Derby and Sandiacre Canal Trust - 23 Nov 2020

Network Rail is investing £350,000 to help restore a section of the historic Draycott canal route in Derbyshire to reduce flooding on the railway, rebuild heritage and create new recreational facilities for locals and tourists alike.

The section to be restored, known locally as the Golden Mile, was infilled in the 1960's after freight trade stopped using the waterway. In 1999, a drainage ditch was installed along the canal route to help to prevent flooding on the nearby Midland Main Line, which connects Derby and London. Whilst this did help, increased rainfall has seen the railway flooded 19 times in the past eight years,



costing around £2million and causing over 357 hours, a massive 14 days, of delays for passengers.

Work on the scheme starts today (Monday, 9 November) and will see a 1.1km stretch of canal restored, as well as low points of the canal bank raised by 1 metre to reduce the chances of water overflowing onto the nearby rail route. This will help to create a more reliable railway and reduce train service disruption for passengers. This is a key step in reducing flooding in the area, but further work will also be required.

Network Rail's contribution joins a £100,000 investment, which has been fundraised by the Canal Trust over the last three years. As well as reducing flooding, the project will create a new section of canal which can be used by boaters and will ultimately form part of the restored canal to Derby. New leisure facilities will also be created, providing provisions for angling, canoeing, paddle boarding, and even outdoor swimming. Existing facilities for walkers, cyclists and horse riders will also be improved with the current footpath re-laid. An old mill, which was built in 1812, will also be restored and turned into a community hub, with toilets and a café for visitors.

The scheme will also bring significant environmental benefits. The reopening of the canal will improve biodiversity in the area through planting native plants to support insects, amphibians, which will encourage birds into hawthorn hedges, which the Derby and Sandiacre Canal Trust have already created. Water voles already live in the area and the works will be carefully managed to protect them on site until they can be released back into the canal when complete. The new arrangements will provide a much better habitat allowing them to thrive. The scheme is expected to complete in Summer 2021.

Gary Walsh, Route Director for Network Rail's East Midlands Route, said: "This is a fantastic project and we are proud to be a part of it.

"We have seen issues with flooding at Draycott over the past few years and this work will help to reduce this. Whilst further work will be needed to solve the problem, there is an important step in reducing delays for passengers.

"We're really proud to be working with the community on this and it's great that we can play a part in a wider scheme, which will benefit both residents and visitors in Derbyshire, help to boost the economy and restore this section of the canal to its former glory, preserving vital heritage."

Chris Madge, Chairman for Derby and Sandiacre Canal Trust, said: "We've been working for many years to bring this project to fruition and we are delighted that work has been able to begin today.

"We are very grateful to Network Rail for working with us and providing the final piece of funding which will mean we can prevent flooding on the railway, as well as bring about change which will have a lasting impact on the community.

"The fact that local supporters have donated over £100,000 demonstrates the groundswell to preserve heritage in the area. Our redevelopment of an old mill building adjacent to the canal section to provide a café, museum and housing, will attract many more people out to enjoy the wonderful countryside, wildlife and activities on offer."

## Aston Villa Foundation adopts local canal

*Canal and River Trust – 22 October 2020*

The Aston Villa Foundation has joined forces with us to help care for a stretch of the Tame Valley Canal in Perry Barr.

As part of their adoption, colleagues from the Foundation have already been out planting a variety of spring bulbs alongside the canal. The bulbs, which will flower in the club colours of claret and blue, will brighten up the towpath and attract a variety of animals and insects to the canal.

Colleagues from the Foundation will also carry out general maintenance along the canal to make it a welcoming place for the community to visit, from cutting back overgrown trees and bushes, painting lock gates and planting up flower beds.

Canal adoptions give local businesses the chance to work alongside us to make a real difference to the local community. At a hands-on level they get involved in activities specific to their waterway, from recording and improving wildlife habitats or maintaining a local towpath, to helping run educational or community events. Most groups meet regularly each month to ensure their stretch continues to thrive.

Terry Hodgetts, our business and corporate engagement manager, said: "It's fantastic that the Aston Villa Foundation will be working with us. The Foundation already do so much positive work within the community so it's great that our canals are recognised by them as being important to local people.

"Many fans use their local canal to get to a home game and soon they'll be able to see their favourite team colours blooming along the towpath. Our canals flow through towns and cities right across the country – providing vital green and blue space in communities that often need them the most. Hats off to Aston Villa, as they are the first football club to support their local community in this way."

"Being out on the canal is great fun as you get the chance to be outside and spend some time in the fresh air. All our activities are carried out in a coronavirus safe environment and, as we've got so much space along the canal, they are perfect for socially distanced corporate team days and outings."

Pete Ezard, Partnerships Manager for the Aston Villa Foundation, said: "It's a fantastic opportunity to be working in partnership with the Canal & River Trust. We will be able to deliver a number of our projects in partnership with the Trust including social action projects with young people in the community and health and wellbeing schemes with older participants. This will also be an opportunity for us to use the canals for staff development and training days and help restore a small area of the local canals for the community to enjoy."

## Two Rescues at Denver Sluice

When reading the October Broadsheet and seeing the narrowboat high and dry it reminded us of a similar sight that we came across below Denver Sluice Lock on the River Great Ouse in 2004 with a boat high and dry.

As this had happened on the highest tide of the month, the following tides would be unable to re-float the boat. We in Aquarius were booked to go out of Salters Load Lock and through Denver Sluice the next day. We shouted to the occupants, who were on their honeymoon, that if they would like us to, we could try to pull them off as we headed for Denver Sluice Lock. They agreed and we began the dangerous rescue. We were afraid to get too close as the tide was by then falling and we did not want to get stuck ourselves.

After a couple of attempts, the water falling all the time, we managed to pull them free. As they re-floated there was the sound of clapping and cheering from a large audience that had gathered on the bridge.

The rescued boat went up the lock with us and headed for a mooring while we went to use the facilities and fill the watercan. Whilst doing this I looked over the bridge and could not believe my eyes at the site in front of me. A boat going in the opposite direction which had watched the rescue had got stuck in almost the same place. I shouted to Glyn which resulted in us reversing back through the lock to attempt a second rescue. By now the water level was dropping fast and was frighteningly low. After many attempts that saw the boat tipping over at a remarkable angle, we managed to get them afloat and watched them continue to Salters Load Lock. Unfortunately, we have no photos of this second rescue.

After all the excitement we moored by the boat we had first rescued, they were truly grateful the lady giving Glyn a big hug a bottle of wine and pushed some money into his pocket.

Our rescue is insignificant compared to the work of the RNLI who regularly risk their lives for other people.

Rosemary & Glyn



## 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 .....

Address .....

.....

.....

Post Code. .... Telephone .....

Email .....

### 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

- |                                  |   |   |
|----------------------------------|---|---|
| <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

Registered Charity No 243702



## 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*

### ***Upcoming bank holidays in England and Wales 2020***

25 December	Friday	Christmas Day
28 December	Monday	Boxing Day (substitute day)

### ***Upcoming bank holidays in England and Wales 2021***

1 January	Friday	New Year's Day
2 April	Friday	Good Friday
5 April	Monday	Easter Monday
3 May	Monday	Early May bank holiday
31 May	Monday	Spring bank holiday
30 August	Monday	Summer bank holiday
27 December	Monday	Christmas Day (substitute day)
28 December	Tuesday	Boxing Day (substitute day)

## Events

## 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](mailto: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 Haywood Junction

