

BROADSHEET

December 2021

Bridge 69



Photo Julian Souter



www.swcanalsociety.co.uk

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 Staffordshire & Worcestershire Canal Society

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Staffordshire & Worcestershire Canal Society 2021-22

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Length Scheme

Vacant

Education & Resources

Vacant

Committee Meetings

Committee meetings held at the Bonded Warehouse, Stourbridge starting at 7:30, usually second Wednesday of the month, open to committee members only.

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The contents of this magazine are printed as a matter of information for members of the SWCS but may not necessarily be the official policy, or opinions of the Committee. No item may be used without the prior consent of the editor, except for comment by other Society magazines

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Many members have asked for their **BROADSHEET** to be sent to them electronically. As this is the first post Covid and full colour magazine we have opted to send everyone a printed copy.

Normal service will resume next edition!

Staffordshire & Worcestershire Canal Society
Registered Charity number 243702
www.swcanalsociety.co.uk
 Staffordshire & Worcestershire Canal Society

Editorial

After a break of a few months, and with some new members of the committee, welcome to my first Broadsheet as editor.

This is something of first for me, serving as editor and as a member of your committee, and I hope to build on the good work of my predecessors.

I like many others would like to thank everyone involved (Tony, Steven, Chris, Ann and all those I have failed to mention) in keeping the Society going and galvanising the rest of us into seeing that there is potential for the Society to do more and to keep going.

A little about me and my relationship with the society. I have arguably been a member since birth. Indeed at the meeting in October to discuss the future of the Society, it was recounted to me by one of the Society's Vice Presidents as to how we first met. Apparently I was happily wearing a nappy and sitting in a puddle at a Society event (circa '76/'77). My parents were active members of the Society since the '60s and the Society was a constant presence whilst I was growing up.

In my twenties I drifted away from boating pursuing other interests before being pulled back to canals and boats a few years later. I now have my own family and a boat that we are refitting. With the intention of there being an event to mark the 250th Anniversary of the opening of the canal, I now have deadline to

get the boat stripped (inside and out) and in primer for that event!

As you may well now be aware we are moving forward with printing Broadsheet four times a year instead of ten and I hope that we will be able to do all of these in colour cost effectively. This has come a long way from when my mother was involved with producing Broadsheet typing wax skins and printing it in the bath (the duplicator apparently liberally distributed ink everywhere). Seems we have come full circle with the family being involved in The Broadsheet!

As with many organisations we are looking to make The Broadsheet more readily available in digital form. As the cost of printing and postage grows ever higher it will ultimately have an impact on the cost of membership.

Like all editors I would very much like to receive feedback and any content that you would like to see, any topics you would like covered, any new regular features, competitions (just for the glory), guest columns, letters page. I'm open to suggestions.

Max



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Chairman's Remarks

When I first offered to help the Society in whatever way I could before Christmas in 2019, I scarcely imagined that barely a year later I would end up as Chairman and Membership Secretary! I am very much the new kid on the block, having before the AGM in October only ever having attended one of the monthly meetings at Bradmore. To say that I am having to learn the ropes quickly would be an understatement and I genuinely feel somewhat overawed to have been chosen as Chairman of such a long-standing and auspicious canal society. I can only promise to give it my best shot!

I am delighted that we now have a committee in place and all key positions filled with Max Dobbs as Vice-Chair and Broadsheet Editor, Ann Pollard as Secretary, Angela Clark as Treasurer, Fred Cooke as Conservator and Adam Capewell taking on the website, social media and advertising. I also need to pay tribute to the people who for a number of years have kept things going so well under extremely challenging circumstances and I am delighted that two of their number, Ann and Fred, are providing the link between present and past for the newly constituted committee. We

wouldn't be here now had it not been for them, Chris Dyché, Colin Beard, Colin Cartwright and Ian Cowdale. Steven Gray, as President, has also played a key role in ensuring the survival of the Society. Last but not least we are all extremely grateful to Tony Gregory for his tireless efforts to secure the future of the Society by making sure there were enough people to join the committee at the recent AGM.

It is, as yet, very early days but the committee has already identified a number of priorities to address over the next few months, the biggest of which is to increase and diversify our membership. We need to develop a strategic plan that will include, amongst other things:

- developing the Broadsheet to reach a wider audience
- exploiting modern technologies
- organising and publicising events
- working with other canal societies and partner organisations
- engaging with young people

This is Max Dobbs' first Broadsheet and he has outlined some of his thoughts and plans in his editorial. The Broadsheet is clearly one of the major ways of communicating with members of the Society (of which at the last count there were 119), of

bringing important issues to their attention and of protecting the interests and celebrating the glories of our wonderful canal.

Adam Capewell will be helping us to exploit modern technologies to engage people's interest and increase membership. The Facebook page that Steven Gray has set up is an excellent start. At the time of writing it has 259 members, clearly demonstrating the high level of potential support for the Society out there. One of our challenges is to bring on board (no pun intended) as many as possible of these Facebook

users who are not currently members. Adam will also be updating and revamping our website (www.swcanalsociety.co.uk) again to broaden appeal and engage support.

Members will be familiar with the kinds of events organised by the society in the past. In 2022, however, there will be a golden opportunity to mark and celebrate the 250th anniversary of the full opening of the canal on 28th May 1772. We need to decide on the format and scale of the celebration and once we have done so may well be seeking volunteers to help with

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organising and running the event. We intend not only to come together to mark this wonderful milestone in the history of the canal but also to work with as many partner societies and organisations as possible. Therefore one of my first jobs as Chairman is to make contact with societies such as the BCNS, Trent and Mersey Canal Society and Stafford Riverway Link. There are also organisations such as Stafford Boat Club, Wolverhampton Boat Club, the IWA and CRT. If there are others, please let me know. We also need to inform publications such as Waterways World and the local press and media.

Fred Cooke as our Conservator has a key role to play. While it is absolutely vital that we continue to protect the canal's environment especially where it is threatened by building or other development, we also need to look carefully at issues of conservation and ecology and exploiting opportunities for engaging young people, many of whom are interested in environmental issues. Fred will be looking at working with schools and higher education institutions and developing children's activities and competitions. Watch this space for further development.

My wife, Jane and I are very fortunate to live in a house whose garden borders the canal and our narrow boat The Ginger Cat is moored there. Over the past couple of years or so I have been researching the history of the earliest days of the canal using primary sources from Stafford Record Office, Wolverhampton Archives and the National Archives at Kew. It has been absolutely fascinating and I have discovered a great deal of information that does not appear to have been published previously. I look forward to sharing some of my findings with members via the Broadsheet and meetings at Bradmore.

Thank you for your support and good wishes thus far. I look forward to meeting as many of you as possible in due course and working together in the best interests of "our canal".

Julian Souter
Chairman



Martin Brookes

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In the Beginning...

At the AGM in October Tony Gregory was asked to give a few words about how the Society came into being and the reasons behind the formation...

Following an advertisement in The Gazette, anyone interested in financing the building of a canal from the River Severn to Autherley was invited to a meeting at The Red Lion in Wolverhampton on 29th January 1766. The meeting was attended by lesser known business men who pledged their support, and were soon joined by more influential gentry. Suffice it to say, sufficient shares were bought and an Act of Parliament was granted on 14th May 1766 to build a canal or cut 46 $\frac{1}{8}$ miles long with 43 locks and three branches.

The canal was to be known as The Staffordshire & Worcestershire Canal Navigation, and would rise from the R. Severn by 292ft and 31 locks to the 10 mile long summit at Compton, and fall 101ft and 12 locks down to Great Haywood.

The canal was declared open throughout for navigation on 28th May 1772. The cost had amounted to about £100,000

The Canal company remained prosperous until nationalisation in 1948, but with the cessation of the last commercial traffic (coal to Stourport Power Station) ending at that time, it was recommended that the Staffs & Worcs should not be kept navigable. Its abandonment seemed inevitable



By the late 1950s the Staffs & Worcs Canal was under positive threat of closure and abandonment from Aldersley down to Stourport.

The 1955 Board of Survey report (to the British Transport Commission), followed by the 1958 Bowes Report was a matter of grave concern.

The Midlands Branch of the Inland Waterways Association was going through political turmoil at this time, leading to its disbandment.

Malcolm Braine, having been an IWA member since 1948 felt disillusioned and was considering setting up a new branch in Wolverhampton in the hope of keeping members together. In the event, he thought it better to form a society to help the situation, hoping to include other displaced IWA members.

Malcolm joined up with David Tomlinson, another IWA member, and an initial meeting to form this society was advertised in the press and took place in February 1959 in Merridale, Wolverhampton. Over 100 people attended. A committee was formed, and so began a few very hectic years in setting up meetings

Enthusiasts form new body to press canal's claims

with Local Authorities and organising various campaigns.

The Society went on to gain much respect within the waterways community and had many successes in persuading the custodians of the Staffs & Worcs that it needed to be kept in good order.

The Society can be justly proud that it played no small part in the granting the whole length of the canal as a linear Conservation Area.

Thanks to pressure bought by the Society on British Waterways and Local Authorities, large sums of Government money was spent on dredging, in repairing non existent tow paths and rebuilding bridges in a sympathetic manner rather than as concrete utilitarian types. The Tontine at Stourport was saved as a result of Society intervention and of course the Stourbridge flight of 16 locks was restored using volunteer labour working alongside BW staff – setting an example for projects that followed. The famous sign posts at all the canal junctions were originally made and erected by Society members. I could go on

Our canal stands today as a recreational amenity for all; boaters,

walkers, anglers, historians, naturalists and cyclists alike.

Without the formation of the Staffordshire & Worcestershire Canal Society, there may well be no canal joining Stourport to Great Haywood today!

Express & Star February 7th 1959

The Stafford & Mid-Staffs Newsletter
November 14th 1959

**Waterway Enthusiasts
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Kate Saffin of Alarum Productions tells us about the highs and lows of the I Dig Canals project and what is next for the I Dig Canals Project.

My first visit to the Staffs & Worcs in 2016 bowled me over, I have to confess that I had just assumed it was how you got to the pretty Shroppie. I know, I couldn't have been more wrong, the S&W beats the socks off the Shroppie! And at that point, I had no idea just how important it was going to become in my life!

The I Dig Canals story began towards the end of 2018 when Heather and I had toured our show Idle Women of the Wartime Waterways along every route worked by any women during the war and were discussing what we should do next. We both agreed it was time for some new work, we wanted to continue telling the stories of women and where better to start than with all the women Heather had known as a child boating with her parents, Alan and Sheila Smith on NB Laurel.



Heather's family in the 60s with their first cruiser

First stop was funding, best to gloss over the agony that is writing funding bids and just say how pleased we were to be awarded a substantial grant by the National Lottery Heritage Funding June 2019.

Then it was into a whirl of appointing a project manager (the excellent Nadia Stone), setting up oral history training (with the very talented Julia Letts) and recruiting volunteers to help with interviews, summarising, researching, events and, ultimately performances.

By October 2019 we were ready. Fully trained and clutching our Oral History Society approved recorders, we were off. Over the next few months we interviewed 19 women (many of whom are long standing members of the Staffs & Worcs), and held three reminiscence events and had a stall at two waterway rallies – collecting shorter interviews and memories.

Listening to the women talking (and you can, via our podcast series) whisks you straight back in the Black Country canals in the 60's,

70's and 80's – the state of them, the campaigns, the working parties, the protest cruises, the rallies, and, because in the early days most were in GRP cruisers, a great many broken sheer pins.



The I Dig Canals stall at the Stourbridge Bonded Warehouse Open Weekend 2019

One of my favourites is Jeni Hatton describing straining gear oil through her tights, because her new beau,

Graham, had forgotten to bring any fresh oil to use when the inevitable sheer pin needed replacing!

We had planned to conclude the project with a book, six podcasts and several live events – no need to explain what happened to them. We were fortunate in that we were nearing the end of the project when lockdown hit and with the NLHF's permission we were able to redirect the remaining funding to expand the book and the podcast series.

As the world began to lurch back towards being able to meet again and think about performance DCTT got in touch and commissioned us to create a canalside performance, something they had been wanting to test out for some time. So, with additional support from the Arts

Cont'd

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Council, we set to, to write a new show based on all the material we had gathered. It was a huge challenge as our work to date has been solo, presented as a double bill. We lost count of how many versions of the script we wrote. But gradually it started to take shape around a journey from Windmill End to Stourport for the 10th annual rally of the society in 1970. A real journey made by Heather's family on their boat, Laurel, in 1970.

The show has had its first previews and, has been live streamed from Titford Pumphouse. Over the winter we will be planning a tour for next year and further developing and refining the script. Because you can always improve a script..

The first confirmed date for next year is the Wolverhampton Lit Fest Fringe event Sat 5th Feb 5.30 – venue to be confirmed.

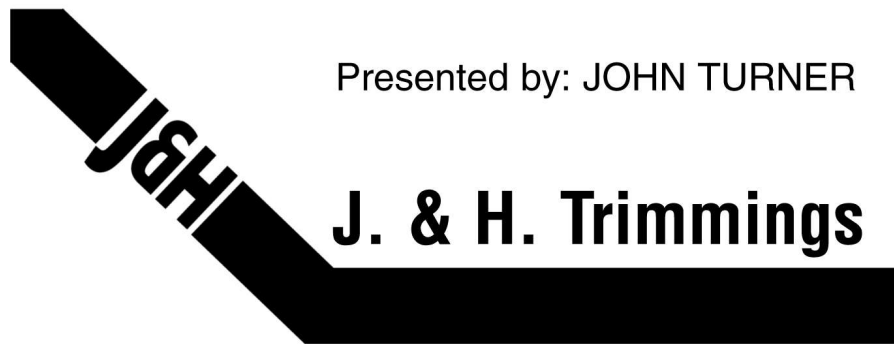
Links

Soundcloud for the podcasts

<https://soundcloud.com/alarumprod>

To buy the I Dig Canals book

<https://alarumproductions.org.uk/shop/>



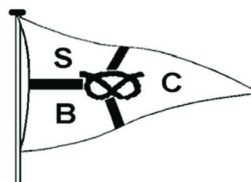
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CRT Annual Report & Annual Public Meeting



CRT 2020/21 Annual Report & Accounts document a year dominated by Covid-19, from the pandemic's operational and financial impact on the Trust, to the lifeline the waterways and towpaths provided throughout for millions of people across England and Wales. The Report also looks ahead to the 2021/22 Government Grant Review, and demonstrating the waterways' benefit to the nation.

The Trust's income was £215.4 million in 2020/21 (2019/20: £216.1m), reflecting the actions taken in recent years to ensure that its income, vital for looking after the ageing waterways infrastructure, is secure. Whilst overall spend on charitable activities decreased year-on-year by £10.8m to £183.3m, partly the result of provisions for

Toddbrook Reservoir made a year ago, underlying expenditure on core maintenance, repairs and infrastructure works continued to grow.

There was a small decrease in the contribution from boating, moorings and waterway-related businesses to just under 19% of income in 2020/21. This, in part, reflects the support the Trust gave to boating business and charitable partners during the pandemic and the granting of a one-month licence extension to private boat owners in light of the disruption to navigation in 2020.

Although maintenance works in the early part of the year were halted as the Trust responded to the immediate risks of the new virus by delivering essential emergency works only, the charity adapted its way of working and a full programme of winter repair works was completed.

The challenges in 2020/21 did not stop at the pandemic, with extreme weather and floods continuing to cause emergency works, with a breach on the Aire & Calder Navigation outside Goole in December, followed by Storm Christoph early in the new year causing extensive damage across the North West. This coincided with the year-long re-build of Figure of 3 Bottom Lock, damaged during flooding in early 2020.

In total, extreme weather events cost the Trust over £5m in unplanned works. The Trust has taken considerable steps forward in the stewardship of its reservoirs, with a strengthened team and a major review of all high-risk assets (with a high consequence of failure) that will lead to a significant uplift in planned expenditure to further strengthen their resilience over the next few years.

The total expenditure on major project was £54million with an

expectation that this will rise to £64million next year and will be used to address high risk embankment, culverts and reservoirs.

Other points worthy of note are that towpath use is up by 8 to 10% (more people using and valuing canals cannot be a bad thing) also the Trust reports the "Asset Condition" is up but acknowledges there may be "different experiences in different places".

Plans for 256 New Stourbridge Canal Side Homes Approved

PLANS to develop the Old Wharf Road site which run parallel to the canal in Stourbridge, with the building of 256 new homes, have been approved.

The scheme is expected to comprise of 10 one-bedroom flats, 41 two-bedroom flats, 10 two-bedroom homes, 98 three-bedroom properties and 97 four-bedroom homes.

An area of public open space will be provided on land off Canal Street, next to the existing area of open space provided as part of an agreement made when the Doulton Brook estate was built, which borders the towpath.

The operators of Allens Transport on Old Wharf Road, The Inland Waterways Association and Stourbridge Navigation Trust submitted objections regarding the scheme.

However, planning officers said following revisions made by the developers to the layout and changes to the design of the houses and apartments the development was "considered to be appropriate and the design of all apartments and houses to be acceptable". As a result Councillors gave the plans approval at its planning meeting at Dudley Town Hall.

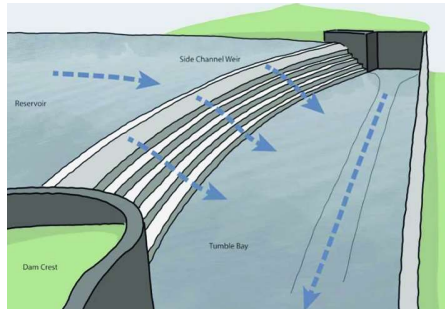
Cllr Barlow said he felt the development needed to be more sympathetic to the canalside location and historic environment in which it will be located and he added: "What's needed is a public consultation so people can see what it's going to look like."

Taylor Wimpey also has permission to build new homes on the former Tudor Dairies site off Bradley Road and in total both schemes will create 332 new properties.

Toddbrook Reservoir Update

CRT have submitted a planning application to High Peak Borough Council for the permanent repair plan for Toddbrook Reservoir in Whaley Bridge.

Their proposal features construction of a new overflow side channel weir, 'tumble bay', spillway channel and stilling basin on the northern side of the dam. This then links into the existing bypass channel, which joins the River Goyt in the town's Memorial Park.



The visual impact of the concrete structures will be reduced by natural stone cladding on most of the exterior side walls above ground level and wall heights will be kept as low as possible.

The planning application also includes a proposal to replace the current sailing club facilities, which will be impacted by the new spillway. Plans feature a new clubhouse, boat storage, slipway and car parking, located on a site behind the proposed tumble bay.

The 1970s overflow spillway overlooking the park, which was damaged in summer 2019, will be de-commissioned, the concrete

panels removed and the dam slope grassed over. The original 1840s spillway, near the existing sailing club, will also be removed and some of the stone reclaimed and re-used as cladding on the exterior walls of the new structures.

CRT has been working with engineering and consultancy firm Arup to prepare the detailed plans after carrying out extensive technical investigations and design work. If the application is approved, the construction project will be delivered by the Trust's main contractor Kier.

This major repair project is estimated to cost £12 - £16 million and work is due to start in spring 2022, subject to planning permission.

The major construction project on the dam will be followed by works to the inlet cascade, at the far end of the reservoir, to increase its resilience to high flows from the Toddbrook stream. The whole project is expected to take about two years to complete and the reservoir re-opened to the public in summer 2024. High volume pumps will remain in the reservoir to manage water levels until the end of the restoration project.



Bypass Opening Boost for Lichfield Canal

The restoration of the Lichfield canal has taken a huge step forward with the opening of the final part of the city's Southern Bypass on 15th October 2021.

A section of the canal runs parallel to the bypass alongside a housing development, and Lichfield and Hatherton Canals Restoration Trust are hoping for permission in the next few weeks to begin work.

A great deal of preparation of the site has been completed, courtesy of Persimmon Homes, who are constructing St John's Grange housing development, and Amey plc, who constructed the bypass, including the installation of bridges over the line of the canal connecting the estate with the bypass.

LHCRT volunteers will build a new Lock 22 and restore a modified Lock 23 in this section, which has been named St John's Reach.

The Trust's engineering director Peter Buck, who attended the official opening on October 15, said:

"It's another great day for us, handing over another large section for us to get on with restoration.

"A good portion of the restoration has already been done and it actually looks a bit like a canal now.

"We've had a long, long challenge over seven, eight, nine years working with Persimmon over the details of this and this is the day

when the bypass is open and the canal is just about to be handed over to us to complete the restoration."



Designers have had to overcome a major problem at a pinch point near London Road, having to get the bypass and the canal through a section only 18.2 metres wide, between the road and existing cottages.

The solution was to modify the heritage Lock 23, which will be built with a bend in it, probably the only lock of its kind in the country, according to Peter.

The restoration of this section of the Lichfield Canal will take it close to another major obstacle, the Cross-City railway line, which the canal has to go under, and an appeal to raise the huge amount of money needed to build the tunnel has been ongoing for several years.

<https://lhcr.org.uk/tunnel-vision.html>

Boating community supports Forces Vets Afloat

Inland waterway businesses and boats owners are coming together to help the newly-established Forces Vets Afloat Project restore a boat so it can be used and enjoyed by British forces veterans.

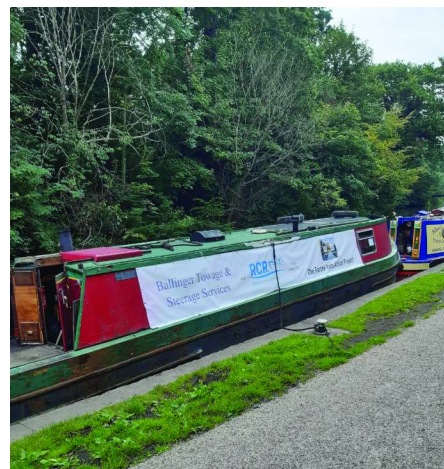
Founder and boat owner Andy Flint set up the Project in July 2021, and with the support of River Canal Rescue, Ballinger Towing Services, Redhill Marina and volunteers, is on track to send its first boat to the Veterans Support Association (VSA).

The project began when Andy, a member of the abandoned boats group on Facebook, witnessed people arguing over rights of ownership and how to create the highest profit for the least investment. He posted a suggestion that rather than haggle over who could make the most from the boat, why not give it to a more deserving cause.

His feedback received 100+ likes and comments, and the consensus was to support ex-forces personnel. From there things snowballed; a member of the military, Lizzie Lane, offered to set up the Forces Vets Afloat Project on Facebook and within 24 hours it received 15,000 views.

RCR's rescue team co-ordinator, Tushka Horton, also messaged Andy, offering assistance and signposting him to Redhill Marina in Nottingham. As RCR takes its abandoned vessels there, she thought it would be a good place to source and restore a boat.

By day three, the site had 50,000 views and Andy was approached by Fran Vaughan, who offered to donate her parents' 40ft narrowboat, Spencer's Revenge. Her father Frank, had passed away, and the boat, moored at a marina on the Macclesfield Canal, needed some TLC.



The same day, ex-forces veteran Pete Ballinger messaged Andy volunteering his towing services. With help from Tushka and other volunteers, Pete travelled from Chepstow to Cheshire to pick up the boat and deliver it to the Marina on the River Soar.

Tushka comments: "I was thrilled to be able to steer the boat and help with the lock at Great Haywood. All of us are so proud to be involved in this Project."

Spencer's Revenge has been re-named Aurora and once restored, it will become a floating community

hub for the VSA, supporting people with Post Traumatic Stress Disorder.

VSA founder John Joyce welcomes this new initiative, describing it as 'the biggest new therapy' for veterans: "In July, nine veterans went on a River Thames boat trip and we all found it so relaxing. I knew then I had to find a boat and soon after Andy contacted me. Fate certainly played a part!"

Fate appears to have been present since the start of the project. Andy lives close to Redhill Marina and Fran says the timing of her father's passing is 'too perfect to be a coincidence'. Both of Fran's parents were in the military and having been left with a boat that needed work, she came across Andy's donation request.

A second boat, a fibreglass Viking 23 moored on the Coventry canal, was donated by Keith Prosser in October, and in another quirk of fate, the inheritance of a 24ft

sailboat from an unknown benefactor, influenced his decision. "I was given a boat by someone I didn't know, so felt it only right to support the project and give 'Canute' to a veteran I don't know."



Andy continues: "The whole project is about utilising the skills and knowledge of businesses, boat owners, volunteers and the VSA, so we get boats to people who will really benefit from them."

www.forcesvetsafloat.co.uk

Park Gate Leisure Opens at PenkrIDGE

As many of you will know Midland Chandlers closed their branch at Park Gate Lock near PenkrIDGE in 2020.

Earlier this year the premises were acquired by Park Gate Leisure. I spoke to Daniel at Park Gate a few weeks ago who explained that they have spent the last few months fitting out the empty premises and bringing stock in.



He went on to explain that the site had previously been owned by his family and been sold in a deal that involved a Reliant Robin.

The range and availability of Chandlery at Park Gate Leisure is increasing daily and is available online or in store.

Stafford River Link Update

Almost a year since the Stafford River Link Crowdfunding campaign started Stafford River Link say it's been a good year for them, both on the fundraising but especially on the progress made on restoring the Basin and groundwork around the site.

They have raised £3,285, almost a third of their target. They aim to maintain this momentum and ideally beat the 2021 figure over the next year as they are now reaching the point where they will need to construct the bridge that will enable them to eventually connect the Basin to the canal, with Canal & River Trust's approval.

The photos show the progress this year. The walls completed as far as they intend to for now. The gap in

the bottom right hand corner of the aerial photo is where the connection



to the canal and the Basin entrance will be. The bridge will be built over that connection.

For more information and the link to their crowd funding page visit :

www.stafford-riverway-link.co.uk/



New solar lights for Wolverhampton's canal towpaths

The towpath from Coseley to the bottom of the 21 (and along the Wyrley and Essington Canal from to Bentley Bridge Retail Park at Wednesfield) has been illuminated to make it safer for walkers and cyclists. The six-mile stretch of towpath has been fitted with 1,000 solar-powered lights.

The sunlight-powered lights, illuminate after dusk and are positioned ten metres apart

The work was carried out as a result of a partnership between Wolverhampton Council and the Canal and River Trust, and was part-funded by the European Regional Development Fund.

The lights remain illuminated until dawn and are fitted with 'bat hats' that ensure nocturnal mammals are not impacted by the glow coming from the towpath as they hunt for food and navigate the canal.

Councillor Steve Evans, the council's cabinet member for city environment and climate change, said: "We're very lucky to have a wonderful canal network in our city and it's important we do all we can to help residents and visitors enjoy it.

"The new solar lights will make sure our canals and towpaths remain a

safe and attractive option all year round.

"They are a valuable addition to our network of cycling and walking routes across the city, which we are continuing to extend and improve.

"The installation of these lights is part of our city's 'Smart Infrastructure' project.

"This project includes Smart Lighting, which is currently converting Wolverhampton's streetlights from older higher energy sodium lamps into low energy LEDs."

James Dennison, enterprise manager at the Canal and River Trust, said: "These eco-friendly lights have been installed on Wolverhampton's busiest canal towpaths and are going to bring major improvements for everyone who uses the waterway routes.

"Our canals are great places to visit throughout the year, and now local people don't have to limit their use of these important routes to just daylight hours.

"The lights will mean our towpaths can be used as green walking and cycling routes year-round, allowing the local community to experience the health benefits of being next to water."

Kidderminster Levelling Up Announcement & Towpath Improvement

Proposals set to regenerate cultural and heritage sites in Kidderminster have been awarded by the Government's Levelling Up Fund.

The regeneration proposal submitted in July by North Worcestershire Economic Development Regeneration, on behalf of Wyre Forest District Council, will see a further £17.9m invested into three key projects in Kidderminster Town Centre.

The first project is to refurbish Kidderminster Town Hall in partnership with Kidderminster Town Council. The Town Hall is a key town centre heritage asset, a cultural space and events venue.

The second project is to bring back into use an empty listed heritage building in the heart of town, and thirdly to create a new walking and cycle pathway along the canal towpath in partnership with Worcestershire County Council - linking the heritage and natural assets with Kidderminster town centre.

Councillor Helen Dyke, Leader of Wyre Forest District Council said:

"We are absolutely delighted to be awarded this funding which will transform Kidderminster Town Hall and the Piano Building for the benefit of future generations. It will also improve connections around the centre of town and make it more accessible for all."



Do you have an article you'd like to submit for inclusion in **BROADSHEET ?**

The deadline for Issue 684 is **Friday 28th January 2022**

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WHY NOT GIVE HER A CALL!

Staffordshire & Worcestershire Canal Society

MEMBERSHIP APPLICATION FORM

Please return to
Mr Julian Souter
Membership Secretary
2 Hordern Cottages
Coven Heath
Wolverhampton
WV10 7HB



YEARLY SUBSCRIPTION (1st April-31st March)

Please tick appropriate option

- ☐ Single Membership £13.00
- ☐ Combined (eg husband & Wife) Membership £13.50
- ☐ 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.
- All current members of the society will have their ongoing membership extended until March of 2022 and are not required to renew until then.

Full Name

Address

.....

.....

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

Email

Bank details for electronic payments: Lloyds Bank. Sort Code: 30:99:83 Account no: 02673373

Payment made by EFT ☐ Payment by Cheque/Cash ☐

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

- | | | |
|----------------------------------|---|---|
| <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 |
| | | <input type="checkbox"/> Volunteer Work |

Boat Name

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

Monday 13th December Start Time 7:30

"Painted Boats"

A Showing of the Ealing Film Production

Followed by Christmas Fayre Pot Luck Buffet

Monday 10th January Start Time 7:30

"A Northerner on Northern waters, Part 3: From Rhodesia to Rotherham"

Phil Clayton Chesterfield Canal and Sheffield & South Yorkshire waterways.

Local Events

Saturday 11th December - Festive Fittle Fayre

Mary Stevens Hospice invites you to join them at the Bonded Warehouse in Stourbridge for a day of festivities where there will be plenty of seasonal food and drink on offer, gifts to take home for your loved ones (or just for yourself) and music to get you feeling festive.

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 Haywood Junction

