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Declining Standards

Laura and I have recently returned from a leisurely trip on *Stanton* from Napton to Oxford and back. This was our first foray onto the Oxford Canal for several years and its condition does seem to be worsening.

In some places our 2ft 10in draught was dragging the bottom on silt more than on previous trips.

Twice we had to call out CRT when we couldn't get into 2 empty locks (Somerton and Grant's) due to debris behind the bottom gates. We also struggled at several other locks. Whilst *Stanton* is 2 or 3 inches wider than modern boats, a number of these also struggled at these locks.

Without adequate maintenance, fewer boats will use the canals and their allure for the general public will decline.

Peter Oates

Chairman's Column

Dear Members,

At our last meeting we had 14 members turn up including ourselves. 3 members phoned and apologised that they were unable to attend.

The meeting was an informal get together with tea and snacks.

We then started discussing the society's future.

Aelred gave us an update on our finances, which are not so good.

We discussed the future of the society, some members were quite vocal in their thoughts and felt that maybe we should pack it all in especially as the main members of the committee were not wanting to carry on in the roles they are in, which includes myself and Angela.

We discussed carrying on till December and finishing there or to go on to March 2022 and see

how things were at that point. Either way some expenses would have to be dealt with.

A vote was taken, seven members voted to finish in December and seven for the March 2022. I then had the casting vote which went to continue to March.

It was decided that we would hold our delayed AGM, or EGM, or GM at the December meeting and put a motion on the Agenda, so we look forward to a few more members turning up for that.

In the meantime at our November meeting Ron and Myra Glover and Dave have kindly agreed to give us a presentation of their Irish Waterways adventures, so please let us give them some support.

Alan Rose
Present chairman

Planning application for Toddbrook Reservoir repair

The restoration of Toddbrook Reservoir in Whaley Bridge takes a major step forward this month with submission of a planning application for its permanent repair.

CRT have applied to High Peak Borough Council for permission to replace the 1970s-built spillway, damaged following torrential rain in summer 2019, with a new overflow structure to the north of the dam which will funnel away excess water when the reservoir is full.

The application for the new structure includes building a new overflow side channel weir, 'tumble bay', spillway channel and stilling basin which links to the existing bypass channel before flowing into the River Goyt in the town's Memorial Park.

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 park, located on a site behind the proposed tumble bay.

The repair project is estimated to cost in the region of £12 million - £16 million. Subject to

planning permission, work is due to start in spring 2022 and is expected to take about two years to complete, with the reservoir re-opening to the public in summer 2024.

Feedback from two public consultations influenced several design features to reduce the visual impact of the new concrete structures. These include the addition of natural stone cladding to most exterior side walls above ground level and ensuring wall heights are kept as low as possible. There was also a public wish to see water constantly flowing down the spillway channel instead of it being predominantly dry and this has been achieved by connecting the top of the tumble bay into the existing reservoir bypass channel.

The 1970s overflow spillway overlooking the park, which was damaged in summer 2019, will be decommissioned, 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.

Canal & River Trust News and Views - 21 Oct 2021

Annual General Meeting 2021

In accordance with the constitution, notice is hereby formally given of the of the Southampton Canal Society's Annual General Meeting on the 2nd December 2021 at Chilworth Parish Hall, Chilworth Road, Chilworth, Southampton at 8.00pm.

Any member may request an item to be included on the Agenda by giving at least 14 days written notice of the item and its nature to the Chairman,

Alan Rose (contact details can be found on the back page).

Please note that the papers associated with the AGM (Agenda, minutes of last year's AGM, Officers' reports and the Society's accounts) are published within this newsletter.

Please also note that this date could be changed if Covid regulations are modified.

Waterways Events

The following is a list of waterway events due to take place within approximately 50 miles of Southampton plus other major events.

Whilst every effort is made to ensure the correctness of this information, please check with the listed contact who will be glad to confirm and supply further details. If YOU know of an event taking place that you feel should be in this list, but isn't, then please contact the editor (details back page).

OS grid references and/or postcodes are shown (where known but not

Date/Time	Organiser	Details	Venue	Contact
Thu 4 Nov 2021 7.45pm	Southampton CS	Irish Waterways. Ron and Myra Glover are booked to talk about their boating experiences over in Ireland.	Chilworth Village Hall, Chilworth, Southampton, SO16 7JZ (SU410184).	Angela Rose: 02380 675312 Email: alanjrose@btinternet.com
Sun 21 Nov 2021 10.00am	Somersetshire Coal CS	Walk - Midford to Monkton Combe.	Meet: Twinhoe Lane, Midford, BA2 7DD. (ST 760606).	Derrick Hunt: 07986 972984
Thu 25 Nov 2021 7.30pm	Somersetshire Coal CS	Social Evening -- Canals, Railways & Collieries of Camerton & Dunkerton by Roger Halse	Radstock Working Men's Club, The Street, Radstock, BA3 3PR (ST688547). For location see map here	Steve Page: 01761 433418 Email: membership@coalcanal.org.uk
Thu 2 Dec 2021 7.45pm	Southampton CS	2021 Annual General Meeting. Further details elsewhere in this Newsletter.	Chilworth Village Hall, Chilworth, Southampton, SO16 7JZ (SU410184).	Angela Rose: 02380 675312 Email: alanjrose@btinternet.com
Sun 20 Feb 2022 10.00am	Somersetshire Coal CS	Walk - Midford to Lock 22	Meet: Twinhoe Lane, Midford, BA2 7DD. (ST 760606).	Liz Tuddenham 01225 335974

IWA Salisbury Group

It is with regret that the Salisbury group of the IWA has had to make the difficult decision to close. The main reasons for this are the lack and age of members, the difficulty in finding affordable speakers together with the effect that Covid has had on member's health and attendance. We hope to arrange some social gatherings in the future so

that members are able stay in touch with each other.

Sadly it is a sign of the times that so many groups, and not just waterways, are having to fold.

Myra Glover

Reinventing canals to tackle the modern climate crisis

Research proves it is 'cool' to be by canals in the UK's overheating towns and cities.

As global attention focuses on climate change at the UK's COP26 conference in November, we're highlighting how our 200-year-old canals offer huge 'blue' opportunities to help Britain tackle the climate change crisis.

The modern-day benefits of our canals

Following dereliction and decline in the 20th century, today's canals are enjoying a second golden age to help drive the 'Green Industrial Revolution'.

The modern-day benefits of historic canals include heat transfer technology, which enables canal water to heat and cool more than a quarter of a million UK homes and businesses, flood mitigation by providing extra urban drainage, and more electricity generated through hydro generators.

The widespread network of canals is also able to move water from areas of plenty to areas of drought, provides off-road towpaths perfectly placed for sustainable transport, and connects otherwise fragmented wildlife habitat to address biodiversity loss. And moving freight on larger commercial waterways remains a green alternative, removing hundreds of articulated lorry journeys from the roads.

Our role in the climate crisis

Research published today by us and University of Manchester shows

the presence of canal water in urban areas can also cool Britain's overheating cities during heatwaves by up to 1.6 degrees Celsius in a 100-metre-wide corridor along the waterway.

Richard Parry, our chief executive, said: "Our network of canals and river navigations flowing through the hearts of Britain's towns and cities are perfectly placed to tackle the challenges wrought by climate change, offering opportunities to provide 'net zero' solutions and climate change mitigation.



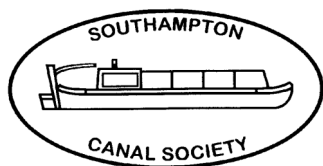
Brindleyplace, Birmingham

"With the right investment, our waterways will play an important role in meeting the aspirations of COP26. They can cool cities in summer, heat homes in winter, provide low-carbon energy, transfer water to where it's needed and take it away from places where it's not, and provide a network to move goods and materials, connect important wildlife habitat and offer sustainable transport. The canals are ready to be the arteries of the new Green Industrial Revolution."

Urban cooling

The University of Manchester research creates a new model which shows the extent to which urban waterways cool cities, where the 'urban heat island' effect plus a warming climate threatens to make summers intolerable. The research conducted across Birmingham, London and Manchester shows reductions in summer temperatures of up to 1.6 degrees Celsius, without undesirable cooling in winter, and

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SOUTHAMPTON CANAL SOCIETY 2021 ANNUAL GENERAL MEETING

Chilworth Parish Hall, Chilworth, Southampton, SO16 7JZ

Thursday 2 December at 8.00 pm

AGENDA

1. Announcements
2. Apologies for Absence
3. To approve the Minutes of the AGM carried out via email on 5 November 2020 (herewith).
4. Chairman's Report (herewith).
5. Secretary's Report (herewith).
6. To receive and approve the Treasurer's Report and Accounts for the year ended 31 March 2021 (herewith).
7. To consider and vote on the following motion: That in the absence of volunteers for the posts of Chairman, Secretary and Treasurer the Society be wound up on 31 March 2022.
8. If the previous motion be carried, to consider the following motion: That the residual funds belonging to the Society shall be distributed to other charities that support the same aims as the Society.
9. If the motion in Item 7 not be carried, to appoint the new Chairman, Secretary and Treasurer.
10. If the motion in Item 7 not be carried, to appoint Committee members.
11. Any other business relevant to an Annual General Meeting, where prior notice of the item has been given.

Note: In accordance with the Society's Constitution, only fully paid up members are eligible to vote at a meeting of the Society. Individual members and affiliated member organisations are entitled to one vote. Joint or family membership entitles that category to a maximum of two votes. Only members aged 18 or over are eligible to vote. All votes have to be cast in person, no proxy votes being permitted.

Draft SCS AGM Minutes - 2020

The AGM for 2019/2020 was carried out via email on the 5th November 2020 between

Chairman: Alan Rose

Treasurer: Aelred Derbyshire

Secretary: Angela Rose

The AGM agenda had previously been printed in the November 2020 Newsletter.

Item 1 : To approve the minutes of AGM held on the 4th July 2019. This was proposed by Alan Rose and seconded by Aelred Derbyshire. It was agreed by all committee member at the meeting that this item was accepted.

Item 2: To receive and approve the Chairman and secretary report and Accounts for 2019/2020. These were published in the June Newsletter. Proposed that these to be accepted by Aelred Derbyshire and seconded by Angela Rose. It was agreed by all present that these should be accepted.

Item 3: To agree the continued appointment of the current Officers and committee until the next AGM. All agreed to continue till the next AGM.

Meeting then closed

Angela Rose, Hon Secretary

A Note from the Treasurer

At the meeting in October, it was agreed that the Society would continue to meet until March 2022. This involves the Society in some expenditure for hall hire and insurance cover. The Society could use its reserves to pay these amounts, but it would deplete the Society's funds considerably. If the General Meeting in December votes to close the Society, there will less to distribute to other organisations. If, however, volunteers come forward to replace the current Committee, they will need funds to move the Society forward.

For these reasons, it was also agreed that members would pay subscriptions for the year 2021 – 2022, at the existing rate of £27 for a joint membership and £16 for a single membership. Some members had paid subscriptions in the 2020 – 2021 year, before it was decided to suspend subscriptions. These amounts have been treated as subscriptions paid in advance, and have been rolled forward to this year 2021 – 2022. For those who haven't yet paid their subscription, I look forward to receiving your payments in due course.

Aelred Derbyshire, Hon Treasurer

Notes on the accounts for the year ended 31 March 2021

I am publishing the accounts for this year now, because I want to draw Members' attention to the serious state of the Society finances.

These figures show that even though the Society did not meet and had no income, it still had unavoidable expenses, thus reducing the Society's reserves. This situation will continue until Members decide to resume paying subscriptions again.

The subscription income shown for this year was received before it was decided not to collect subscriptions for the year. This sum therefore becomes subscriptions paid in advance for year ended 31 March 2022, and is technically a debt owed by the Society.

The expenses were our annual subscription to the IWA (£54) and, more importantly, insurance for the year to 31st December 2021 (£140.74).

Last November I had to take a chance that the Society would meet in the Chilworth Hall during calendar year 2021, and pay the annual insurance premium upfront. As it happens the Society will be meeting only in October, November and December this year.

As the figures for the year ended 31 March 2020 show, the Society had run up an annual deficit of £387.09 against a cash reserve of £1778.58. At the AGM that was scheduled for the meeting on 2 July 2020 I was going to propose a significant increase in annual subscriptions to rectify this unsustainable situation. Since then, the Society has incurred a further deficit of £194.74, as noted above (ignoring the windfall £30 from an uncollected speaker fee), thus further reducing the Society's reserves.

The insurance premium for the next calendar year will fall due this November, which I anticipate will be approximately the same. I need to know whether the Society will meet at the Chilworth Hall in 2022 before I have to pay the premium. The IWA subscription has already been paid by Direct Debit.

In August this year I received information from HSBC, the Society's bankers, that from 1 November 2021 they proposed to charge charitable accounts a service fee of £5 per month and a further fee of £0.40 per transaction. I estimate that for the last full year, to 31 March 2020, our bank charges on that basis would have been £72. This is not an insignificant sum for the Society and adds further pressure to the need for a substantial increase in subscription fees, possibly in conjunction with a reduction in the number of meetings to reduce costs.

Southampton Canal Society Income and Expenditure Account for the Year ended 31 March 2021

	£	£	£	£	Y/E 2020	£	£
Income							
Subscriptions							
2019/20						436.00	
2020/21		140.00					
Subscription pre-payment		7.00					
Donation (uncollected speaker fee)		30.00					
Raffle						293.00	
Teas			177.00			73.33	802.33
Expenditure							
Hall hire						520.50	
IWA Membership		54.00				54.00	
Insurance		140.74				136.64	
Speaker Fees						350.00	
Secretary's Expenses						128.98	
Jubilee Trip / Cake							
Sweaters			194.74				1,190.12
Excess of Expenditure over Income			- 17.74				- 387.79
Deposit Interest			0.19				0.70
Deficit for the Year			- 17.55				- 387.09

Balance Sheet at 31 March 2021

Current Assets				
Bank Deposit account		347.05		346.86
Bank Current account		1,022.78		1,040.52
Cash in hand		4.11		4.11
		<u>1,373.94</u>		<u>1,391.49</u>
Reserves				
Brought forward		1,391.49		1,778.58
Surplus/(Deficit) for year		- 17.55		- 387.09
Carried forward		<u>1,373.94</u>		<u>1,391.49</u>

Report to the members of Southampton Canal Society

I have examined the accounts for the year ended 31 March 2021.

I have no reason to believe that the accounting records have not been properly maintained.

The accounts agree with the underlying accounting records.

Laura Sturrock 18 August 2021



Recommendation to the Society

These accounts show the serious state of the Society's finances. If it is to continue, the Society must both increase its income and reduce its outgoings.

Apart from increasing the membership, the only certain way to increase income is to raise the subscription rate. The Deficit for 2020 was roughly equal to the Subscription Income. We would need to, at least, double the annual subscription if that was the only action taken.

Society membership at the end of March 2020 was 34 subscribing members, plus one Life member and two Honorary members. The subscribing membership consisted of 8 single members and 13 joint

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Notes on the accounts

(Continued from page 4)

memberships.

In 2020 the Raffle and sale of tea and biscuits contributed a sum close to 80% of the Society subscription income. This will decline if fewer members attend and we hold fewer meetings.

The current membership is a very small base from which to increase income by raising subscriptions. I therefore recommend that we also reduce our outgoings by spending less on Hall Hire charges and Speaker fees.

We can only reduce the Hall Hire charges by meeting less often. Historically we did not meet in May or August. It has been suggested that we do not meet in September because a number of members are away then. We could be more radical and move the AGM to June, so that we would not meet in July, August and September, which would reduce the number of meetings by two.

We should expect that when the Hall reopens there will be an increase in hire charges as the Hall Committee rebuild their reserves, and the hire charges have not risen for some years anyway.

In 2019/20 we paid for speakers at eight meetings. If we were to take the radical option above, we would have only eight meetings each year. The AGM, Quiz Night and Photographic Evening account for three of those. If the Society could find a speaker from within the members, or hold some other form of meeting, we would only have to pay a speaker for, say, four meetings a year.

Chairman's and Secretary's Report 2020/2021

Well, as you will all agree, the last year has been very different for all of us.

Our last meeting was in March 2020. We then had our lockdown so nothing has happened with the society.

As Chairman, I have kept in contact with the other members of the committee.

We have continued with our Peter Oates, who we must thank for the Newsletter with snippets of our own time during the last year.

I have asked for thoughts from you, the members, about the Society

In 2020 speakers were beginning to charge higher fees and expenses. This was a major contribution to that year's deficit. I expect this trend to continue.

In order to survive, I think the Society must take into consideration:

- The low membership numbers, requiring a significant increase in contributions to continue meeting as at present.
- An anticipated increase in Hall Hire fees
- A sharp rise in bank charges
- The probability that fewer meetings will reduce other income, from the Raffle and refreshment sales.
- The likelihood that speakers will be more expensive to engage.

I would note also that the Chairman and the Secretary have said they wish to stand-down at the next AGM. I also wish to stand-down.

It is impossible at the moment to put a figure on the likely increase in subscriptions necessary for the Society to continue because there are too many unknowns. As a guide, my proposal for the 2020 AGM was an increase of single membership from £16 to £21 and joint membership from £27 to £34. This was based on the Society's then costs. Any increase proposed in future is likely to be greater.

This is not a pretty picture but I feel that Members need to know the facts so that they can decide how the Society should proceed.

*Aelred Derbyshire
Hon. Treasurer*

and anything else you might have thoughts on. Unfortunately apart from a couple members nothing was forthcoming.

We must thank Aelred Derbyshire for his work as Treasurer and for keeping in contact with Chilworth Village Hall.

I need to also thank our Newsletter editor Peter for his interesting articles which in most cases have to be found.

We would like to think that the forthcoming AGM does bring us to the right decisions for the Society.

Alan and Angela Rose

Canal Funding Will Transform Montgomeryshire's Economy

Craig Williams, Member of Parliament for Montgomeryshire, has hailed the Chancellor's announcement that nearly £16million of Levelling Up funding has been approved for the restoration of Montgomery Canal as "a milestone day for Montgomeryshire."

The Chancellor of the Exchequer announced today in his Budget speech that Powys County Council's Levelling Up Fund bid, supported by the Canal & River Trust, has been successful. This will see close to £16m worth of investment granted by the UK Government to fund works that would restore the Montgomery Canal. The approved funding will also be a major contributory factor to the final aim of restoring the Canal to the national canal network. The project will specifically focus on progressing the restoration of navigation to a 4.4-mile section from the Wales-England border at Llanymynech to Arddleen.

Welcoming today's Budget announcement, Craig Williams MP said: "Today represents a milestone day in Montgomeryshire's history, after decades of local campaigning. I am thrilled that Powys County Council's Levelling Up Fund bid to restore and reconnect Montgomery Canal to the national network has been successful. This will transform Montgomeryshire's economy in opening up so many opportunities, and will finally see one of the UK's most picturesque attractions returned to its former glory.

"I would like to thank the Chancellor and my HM Treasury colleagues for approving the funding. It is clear that Montgomeryshire is central to

the UK Government's plans for a more visible and active role within Wales through the Levelling Up Fund, as well as the Mid Wales Growth Deal. The restoration of the Canal will bring real investment, real growth and real jobs to Montgomeryshire's communities.

"I would also like to pay my wholehearted tributes to all of the fantastic volunteers at the Montgomery Canal Partnership and Montgomery Waterway Restoration Trust, who have campaigned tirelessly for decades and dedicated so much of their personal time to restoring sections of the Canal, in conjunction with the Canal & River Trust and my predecessor Glyn Davies. Also not forgetting the huge commitment of previous campaigners such as Claude Millington, whose devotion to the cause proved a massive driving force for the campaign. It goes without saying that today's announcement would never have been possible without all of their efforts and hard work."

Russell George MS said: "I am absolutely thrilled by the announcement from the UK Government on this huge investment into Mid Wales to restore the Montgomery Canal. This will provide a much-needed boost to the local economy and will benefit both Montgomeryshire residents and visitors to the area.

"I look forward to seeing the project commence as soon as possible and to taking a ride along the whole of the restored Montgomery Canal!"

Towpath Talk - 28 October 2021

Crossing the channel, and chasing a croissant



Continuing our occasional series by Annemarie Evans, daughter of our President and a journalist/broadcaster based in Hong Kong. She has been catching up with this month's well-travelled speakers:

Myra and Ron Glover

Myra and Ron sit chatting with their afternoon drinks at The Old House at Home in Romsey. On the table in front of them is a map showing European canals. They first ventured into Europe with their boat more than 20 years and Elsa is currently in dry dock in Germany.

"When we first went over," says Myra, "we were on the River Thames and we went round the River Thames and to Ramsgate. We had done that previously with an instructor when we were taking our qualifications – Overseas Certificate of Competence. So we knew our way to Ramsgate and then we met a load of other boaters there."

The next bit was a new experience for the Glovers – crossing the English Channel. The boats were divided into two groups. "One was the very fast group of boats," explains Myra.

"We left at six o'clock in the morning," says Ron.

While the very fast group of boats left hours later "and then halfway across they were zooming past us", continues Myra. There were about four or five slower boats like us. We wouldn't have done that by ourselves," the sense of security coming from the fact that they were part of a convoy. The now defunct Motorboat Monthly was also on the Channel trip for the first time. It was the start of the summer school holidays.

Myra recalls passing Rotterdam and arriving at the Dutch port town of IJmuiden, just 21km from the capital Amsterdam. While the crossing had passed without incident things were about to go wrong.

"I woke up in the night and I could hear running water and when I tasted it, it was salt water," says Myra. "But I didn't panic. The word 'sinking' didn't even come into my head. I just went to the hand-pump and started pumping. If I'd gone to the electric pump it would have stopped it coming in. But my brain didn't think about that."

The water was in fact halfway up the engine. So the Glovers made a VHF call to the leader of the cruise, a rubber dinghy was deployed, tapered wooden plugs inserted into every outlet on the hull and the water intake ceased.

"What had happened was that a ferry had entered the port and sent a surge wave which had pushed the water over the 'swan's neck' in the bilge pump outlet and the channel was being syphoned into Elsa," says Myra. "Three oil changes later we were ready to continue our cruise

but the next few weeks saw the electrics gradually breaking down. We added a one way valve to the bilge pipe straight away."

After that incident the Glovers continued with Elsa on the cruise with 20 other boats around Holland for two weeks and when the other boats headed back to the UK, the Glovers stayed on in Europe.

They waved the boats off in Nieuwpoort in Belgium and headed on to Laroche Migennes in Burgundy, France, on the northern entrance of the Canal de Bourgogne for the first major trip on the continent that they had done by themselves.

Since then the Glovers have travelled extensively on Europe's canals.

"We're often asked which is our favourite country and waterway," says Myra. "It's not a question that we can answer as everywhere is so different. Quiet peaceful, attractive countryside is pleasant and relaxing..."

But the Glovers also enjoy the large busy waterways full of commercial traffic "with large barges up to 1,350 tons overtaking us, watching them load and unload their cargoes. We enjoy mooring in small villages, wandering around their streets, the run down houses, always a well-kept church and if we are lucky they still have their boulangerie. For those villages whose boulangerie has long gone we keep our ears open for the familiar sound of the hooter from the delivery van."

It has been known for Myra to chase after the moving white van for the breakfast croissants. But as well as the villages and small towns the Glovers enjoy being moored in the centre of big European cities.

"Berlin is one of our favourites, free mooring right in the centre, fascinating places to explore. One disappointment was that we never made it into Poland. We travelled along the Mittelland Canal to the River Oder which is the border between Germany & Poland. Unfortunately we arrived towards the end of the summer and there wasn't enough water for us to cross the river. The lock keeper informed us that a barge had gone aground and was waiting for the snow to melt higher up the river in order for there to be sufficient water to float him off. We could have waded over to Poland."

Annemarie Evans



Ron and Myra at last month's meeting



Ron and Myra planning the day's journey in East Germany in 2005



Entering the Malpas Tunnel on the Canal du Midi in 2010



Elsa in the tank rising up in the Ronquières Ship Lift

Canals and towpaths wave the green flag for quality

CRT have announced that 40 new miles of waterway, including the iconic locks at Foxton and urban canals in Coventry, Manchester and Stoke, have been awarded prestigious Green Flag status by Keep Britain Tidy.

The past year has seen our plans and volunteering activity impacted by the pandemic. Despite this, we were able to add new stretches across England and Wales to the 400 miles which already hold the quality mark.

Green and blue spaces on your doorstep

Julie Sharman, our chief operating officer, comments: "Our efforts to win Green Flags are founded on the principle of local community action. Canals offer amazing green and blue spaces on our doorsteps teeming with nature and wildlife, but we do need the community to act now to help look after these 200-year-old special places.

"I'd like to thank and congratulate everyone who works or volunteers with the Trust, including those in the community who do their 'little bit' to help look after their local canal. The Green Flags are thanks to those efforts. Every action makes a difference, from picking up the odd piece of litter on a towpath walk, getting involved in adopting a stretch of canal, or making a donation to help fund the repairs and maintenance that keeps the canals open and available for people to use. We welcome everyone who wants to come along and make positive changes in their local community."

Astonishing achievements

A stretch of the Rochdale Canal in the heart of Manchester between Dukes Lock on Castle Street and the Aytoun Street Bridge has been added to the existing award, with twelve and a half miles of the city's canal now holding Green Flag status. This is an astonishing transformation in an area that has previously suffered from antisocial

behaviour. In Saddleworth in Greater Manchester, a stretch of the Huddersfield Narrow Canal also gained a Green Flag.

2021's City of Culture, Coventry, has another reason to celebrate, with five and half miles of the Coventry Canal receiving a Green Flag, while the Trent & Mersey Canal is bringing quality blue-green space into Stoke, with just over seven and a half miles awarded a Green Flag.

Other waterways achieving Green Flag status include Foxton Locks on the Grand Union Canal, Wigan Lock Flight on the Leeds & Liverpool Canal, Red Bull to Harding's Wood on the Trent & Mersey Canal, and a further stretch of the Huddersfield Narrow Canal.

Green Flag Award Scheme

Commenting on our success, Green Flag Award Scheme Manager Paul Todd said: "I would like to congratulate everyone involved in making the canals worthy of a Green Flag Award.

"To meet the requirements demanded by the scheme is testament to the hard work of the staff and volunteers who do so much to ensure that these waterways have high standards of horticulture, safety and environmental management and is a place that supports people to live healthy lives."

The Green Flag Award scheme, managed by environmental charity Keep Britain Tidy under licence from the Ministry of Housing, Communities and Local Government, recognises and rewards well-managed parks and green spaces, setting the benchmark standard for their management across the United Kingdom and around the world.

The status recognises that canals and their towpaths meet these criteria and play an important role in the local community, offering great places to relax, exercise, escape for a while, and get close to nature.

[Canal & River Trust - News & Views](#) - 19 October 2021

Major improvements to begin thanks to funding from Culture Recovery Fund

We have received our second round of funding from the Government's Culture Recovery Fund, which will support seven major heritage projects across the country.

The funding has been awarded via the Heritage Stimulus Fund, which is part of the Government's Culture Recovery Fund. This will help our vital work to safeguard our historic canals and rivers, so members of the public can enjoy the physical and mental health benefits of being by water.

Our improvement works

The following projects will benefit from the £1.4m funding: Locks 13 and 15 on the [Ashton Canal](#) in Greater Manchester, Ryders Green Locks 1 and 3 in Sandwell, Wigan Locks 73 and 80 and Bingley Five Rise on the [Leeds & Liverpool Canal](#), plus conservation work along the [Hertford Union Canal](#), at Soulbury in Bucks, and at Marple on the [Peak Forest Canal](#) in Stockport.

Our projects that received grants from Round One of the £1.6m funding included Hunts Lock on the River Weaver, Sawley Locks 1 and 2 on the [River Trent](#), Diglis Lock 1 where the River Severn meets the [Worcester & Birmingham Canal](#), Soulbury Three Locks on the [Grand Union Canal](#), and Wigan Flight Lock 71 on the Leeds & Liverpool Canal.

Preserving corridors of nature

Richard Parry, our chief executive, said: "Canals are at the heart of the nation's industrial heritage, forming the transport network that enabled trade and industry to expand more than 200 years ago.

"Now they provide valuable health and wellbeing benefits to those who spend time by or on the

water, boating, exercising, or simply enjoying the peace of mind that can come from stepping away from the hustle and bustle of everyday life. They provide corridors for nature in the heart of our towns and cities.

"Faced with the demands of a changing climate and more extreme weather events, the task of looking after these ageing assets is a greater challenge than ever, so that we keep them in good working order. We are delighted that the importance of our work has been recognised once again by Historic England and the Government.

"These Heritage Stimulus Fund grants will be spent during our annual winter works programme, which is essential to ensure our canals and rivers can continue to provide a valuable resource to the public."

Opening up the benefits of heritage to everyone

Heritage sites across England received a boost of £35 million thanks to the Government's Culture Recovery Fund. Administered on behalf of the Department for Digital, Culture, Media and Sport by Historic England, 142 sites will receive support, bolstering local economies and supporting jobs across the country.

Money from the government's £2 billion Culture Recovery Fund is intended to open up heritage and the benefits it brings to everyone, helping to level up and improve life and opportunities for people in places that need it most.

The latest £35 million funding awards builds on £52 million already allocated from the first round of the Heritage Stimulus Fund, which has supported works at 800 of the country's treasured heritage assets.

[Canal & River Trust News & Views](#) - 22 Oct 2021



Wigan Locks, Leeds & Liverpool Canal

SOUTHAMPTON CANAL SOCIETY

Established 1967

The objectives of the Society are to foster interest in canals and inland waterways, to assist in their preservation, restoration and development, and to give practical help on waterway projects.

Meetings are normally held on the first Thursday of each month at 7.45pm (see Waterways Events in this issue) at Chilworth Village Hall, Chilworth, Southampton, SO16 7JZ. OS Grid Ref: SU410184. Contact the Secretary for further information.

This Newsletter is normally published during the first week of each month in time for the Society's meeting.

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Canals are 'cool'

(Continued from page 2)

demonstrates the importance of choosing the right type, height, scale and location of waterside buildings to maximise the benefits.

Richard continued: "This research proves the important role waterways play in reducing temperatures where and when it's needed most. This valuable knowledge should be used to inform urban planning and design and, combined with a full package of waterway benefits, can make a significant 'blue' contribution towards mitigating the damaging effects of climate change. We ask central government, local authorities, planners and developers to work with us to help make a real difference."

Dr Joanne Tippett, from University of Manchester, said: "The canals in our cities were a product of the Industrial Revolution, a time of great innovation. Adapting to climate change will require new thinking and ways of working, and this research shows the importance of working across disciplines and in partnership. Bringing together our industrial heritage with new technologies and cutting-edge research like this can help us create urban areas where people and nature thrive in a more sustainable future."

We're working with partners on a range of projects that support the Government's decarbonisation agenda and tackling the physical effects of climate change.

Heating and cooling

Water-sourced heat pumps have the potential in the UK to heat and cool a quarter of a million waterside homes, as well as other commercial buildings, saving well over a million tonnes per year of CO₂ entering the atmosphere compared to more traditional energy sources.

The technology is helping to heat and cool buildings at large commercial sites such as GlaxoSmithKline's canal-side headquarters in London, the Hepworth Wakefield art gallery, the Mailbox shopping and media centre in Birmingham, York's Guildhall, and Dollar Bay and Baltimore Tower in London's Docklands. The Trust is also involved in big infrastructure projects like Nottingham's District Heating Network where waterways are used to cool the generation plant.

Low-carbon energy and transport

Our waterways support hydro schemes generating around 21MWh per year, the equivalent energy for around 10,000 homes, with the potential to create a further 17MWh of hydro power for adjacent buildings and developments, particularly those located near weirs and locks.

In order to reach net zero emissions by 2050, the UK urgently needs to

improve the country's active travel infrastructure to promote walking and cycling. We've worked with many local councils and developers in recent years to lay all-weather surfaces on towpaths to provide off-road routes for sustainable transport into our towns and cities, with year-round access also encouraging people to stay local and discover the waterside destinations on their doorstep.

In addition, thousands of tonnes of freight are moved every year on our canals and rivers, where lower carbon emissions make them a green alternative that removes hundreds of articulated lorry journeys from the roads.

Water supply and land drainage

Three of the UK's five wettest winters on record have occurred in the past eight years, causing flood damage as intense storms follow in close succession. Our waterways accept over 2,500 drainage discharges, relieving the strain on overflowing urban surface water systems.

Our network offers the opportunity for new sustainable urban drainage schemes to connect to the Trust's waterways to remove surplus surface water. Conversely, increased temperatures, due to climate change, will exacerbate summer water stress in coming years. Our waterways can play an important role in transferring water across England and Wales, from areas with a surplus of water, to those with higher levels of water stress such as London and the south.

Nature recovery

Many waterside habitats have become fragmented or have vanished from the countryside entirely, making canals especially valuable habitats and much-needed corridors for wildlife. For some species, our waterways are among their last remaining strongholds, and, for many others, they provide vital resources now scarce in the wider countryside. Canals and rivers are helping to slow the loss of wildlife in the UK, helping to connect isolated natural habitats, so wildlife can spread, recover, and thrive again.

For us, keeping the ageing waterways fit for purpose is a constant challenge. This winter it is carrying out 168 large-scale works, across 48 different waterways, replacing lock gates, repairing masonry and brickwork, fixing leaks, updating and installing hydraulics and electrics at mechanised structures, as well as ongoing works to ensure resilience at several canal-feeding reservoirs.

You can view all of the findings in the full [research report](#) from the University of Manchester.

[Canal & River Trust News and Views](#) - 19 October 2021