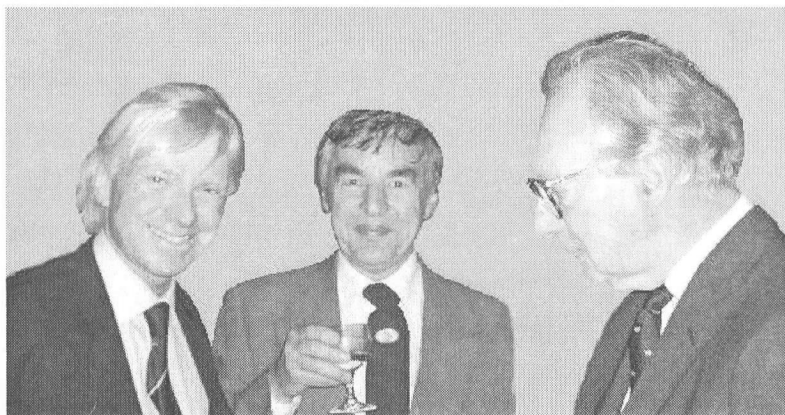


£1.00 (Free to Members) Issue No 29 AUTUMN 2001

*The Magazine of the Lichfield & Hatherton
Canals Restoration Trust*



Michael Fabricant (MP, Lichfield), Brian Kingshott (Chairman) and Sir John Smith (Manifold Trust) at the joint BMIF, British Waterways and The Waterways Trust reception held in London, 23rd October 2001. The event celebrated the successful campaign to save the route of the Lichfield & Hatherton Canals and welcome new Government guidance that will ensure that no future road improvement programme jeopardise potential waterway restoration projects.

Canal Forum
Prince of Wales Theatre, Cannock
30th January 2002
(see page 5 for details)

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The views expressed in CUT BOTH WAYS do not necessarily represent those of the Trust or the Editor. They are however published as being of interest to our readership

CHAIRMAN'S COLUMN

Given the time between the writing of my notes and the time they reach you, the members, it is inevitable that what I say may be overtaken by events. That was certainly the case in our last issue but, at least, we were able to flag up our exciting news on the cover. Now, so much time has elapsed to dwell too long on the decision of Government to change its attitude to the BNRR crossing at Churchbridge. The Trust has enjoyed marvellous national publicity and this, in itself is a great asset.

There can only be a sense of great satisfaction when so much effort suddenly produces the desired result. In this case the satisfaction is twofold. Not only has the Trust ensured that the route of the Hatherton through Churchbridge has been protected (and the infrastructure put in place) but there has been a firm statement from the Government that crossings must be provided for all other waterways deemed capable of restoration (although this had already been stated in the daughter white paper). We all owe a great debt of gratitude to those dedicated members of the Trust Council who have worked tirelessly to achieve this result. I also pay tribute to the work of David Suchet, Chris Coburn and many others who have worked tirelessly for our cause.

Even so, we can never afford even a brief moment of respite. The culvert issue was only one among many. Anyone driving along the A5 will be aware of the great pace with which earth is being moved. We now move on to the aqueduct over the Lichfield Canal near Muckley Corner where time is pressing in on us. We have money from the Manifold Trust which will enable us to do a considerable part of the work but not enough to complete the full structure. We have to have plans drawn and accepted by December this year to ensure that much of the structure can be incorporated into the building schedule. Happily, we are now enjoying a greatly improved level of co-operation from the Highways Agency, Midland Expressway and the building consortium (CAMBBA).

Another vital area in which we must continue to work hard is with fund-raising. There is a danger that people will feel that the task is complete, now that the culverts will be built and the aqueduct can be partly funded. Sadly, this is very far from being the case. The David Suchet Appeal has gone very well indeed but we need £40,000 to bring it to the target we set in January. We have many other projects which need further funding. We still need every penny we can raise.

(continued over)

CHAIRMAN'S COLUMN (continued)

I am pleased that my appeal for more volunteers has brought forth a small number of offers of help. We intend to follow these up in the near future but we need every person we can find. Meanwhile, we can now report that we have over 1000 members signed up. It is very encouraging that we have had so much support from the Waterways Trust and British Waterways and we are now entering discussions to try to draw up a formal partnership with B.W.

We can look back on 2001 with some satisfaction but not with complacency. There are very many difficult tasks ahead but I remain confident that we will tackle them with vigour and go forward into the new year with courage and confidence.

Meeting Place

For many years the Trust has held its monthly Council meetings in the conference room of the British Waterways offices at Fazeley. Provided free of charge, this has been an ideal location with a large board-room table for spreading out documents; but no longer, as increased work-load has compelled BW to convert it to office use. We are most grateful to BW for having let us use their facilities for so long.

Staffordshire University – Lichfield Campus have kindly agreed to let us use one of their rooms from next month.

Patrick Harrison

Our Vice-President, David Suchet has found us a professional fund-raiser and has very generously funded his services. Patrick spent three days in Lichfield in early October to acquaint himself with all aspects of the project. He visited both canals, met the Directors and at the October meeting of the Trust Council explained what he hopes to be able to do. We now look forward to his report and being able to build on the advice he will offer. We are very grateful to Bob and Sue Williams and to John and Janette Horton for helping with Patrick's visit.

Brian Kingshott Chairman

Dates for your Diary

Forum at the Prince of Wales Theatre, Cannock – 30th January 2002

National Boat, Caravan, and Leisure Show at the N.E.C.

15th February to 24th February 2002

See you there!

Trust members and the public are invited to attend a
Lichfield & Hatherton Canals Restoration Trust special

CANAL FORUM

on Wednesday, 30th January 2002, 7-30pm.
at the Prince of Wales Theatre, Cannock.

Supporting presentations and displays will include
Waterways, Local Authority and various interest groups.

Following the overwhelming success of the Forum held in
Lichfield in April 2001 which attracted a capacity audience, you
can discover more about the progress being made towards
regenerating the Lichfield & Hatherton Canals.

The effects of the Birmingham Northern Relief Road will be
explained, together with plans for completing the Canals which
have been so well supported by the public response to the
David Suchet Appeal.

Anyone wishing to help the Trust with this exciting project will
be welcome to find out more about what you can do.

Admission free. Light refreshments available.

Personal appearance by David Suchet

(subject to availability)

New Members October 2001

Mr B. Seymour	Bromham Bedford	Mr W. J. Davies	Lichfield
Mr C. G. Wadley	Colchester	Mrs M. Davies	Lichfield
Mr M. F. Clements	Market Harborough	Mr D. Backhouse	Lichfield
Mr & Mrs S. Gunter	Sutton Coldfield	Mr E. O. Gardiner	Lichfield
Mr R. A. Smith	Bugbrooke, N'hants	Mr D. Bufton	Aldridge
Mrs M.D. Smith	Bugbrooke, N'hants	Mr M Cooper	Cannock
Mr P. Newman	Wylde Green	Mrs E. Scott	Sheffield
Mrs M. Sherratt	Barrow on Soar	Mr D. Savory	Dosthill
Mr N. Lockwood	Market Weighton	Dr P. Putterill	Fazeley
Mr R. A. Eales	Burnham, Bucks	Mr B. Tuckley	Lichfield
Mr J. Belt	Frodsham	Mr R. Hallam	Lichfield
Mr B. A. Horne	Wokingham	Mrs K. Bown	Whittington
Mr M. J. Fileman	Cheddleton	Mr P. Johnson	Hexham
Mrs J. Thomas	Sutton Coldfield	Mr A. E. Parker	London
Mr K. Humphreys	Hammerwich	Mr P. Croft	Edinburgh
Mrs M. Humphreys	Hammerwich	Mr P. Arnold	London
Mr R. Young	Harwood, Bolton	Mr S. Pearce	Pelsall
Mr P. Appleton	Cheslyn Hay	Mr R. Zanelli	Reading
Mr P. J. Heathcote	Alton Hants	Mr A. D. Culley	Maldon
Mrs E. Kennisson	Walsall Wood	Mr T. England	Chester
Mr G. A. Roberts	Long Eaton	Mr S. Jones	Walsall
Mr W. R. Manning	Hoole, Chester	Mr A. Fenn	Blewbury
Mr P. D. Wall	Ashted, Surrey	Mr R. Brown	Chingford
Mr C. Scrivener	Bromsgrove	Mr P. M. King	Albrighton
Mr I. H Donisthorpe	Swadlincote	Mr H. Eyles	Birmingham
Mr R. S. Payne	Leighton Buzzard	Mr P. G. Briggs	Frodsham
Mr A. J. Duffield	Verwood, Dorset	Mrs J. M. Briggs	Frodsham
Mr M.J. Smith-Keary	Kidderminster	Ms D. Maynard	Seascale
Mr R. Smith	Cheslyn Hay		



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VICE-CHAIRMAN'S NOTES

I make no apology for the fact that these notes are again dominated by the BNRR issue. It remains both our greatest problem and our greatest opportunity, but it is also now our greatest success.

BIRMINGHAM NORTHERN RELIEF ROAD

The wonderful news about the Government's last minute intervention to secure the Hatherton Canal culvert under the BNRR came just in time for a modified front page to our last magazine, but the Stop Press article was inevitably brief and I am sure that our members would like to know more about what has been achieved and what still remains to be done. Many of you will by now have read more about the announcement in the various waterways magazines, and those in the area may also have seen the good coverage in our local newspapers, but now a fuller story can be told.

HATHERTON CANAL CULVERTS

What the Government has done is to issue instructions, through the Highways Agency, to MEL and CAMBBA for a "Client's Change" which requires them to construct Culvert 144 under the motorway and parallel link road to enlarged dimensions to accommodate the future restoration of the Hatherton Canal at Churchbridge. This involves increasing the height of the culvert to give sufficient water depth and headroom (1.5 m and 2.44 m respectively), the width already being adequate at 6.4 m to accommodate both the Wyrley Brook and the canal channel as well as a towpath. Discussions are continuing with CAMBBA about the exact water level and other details, but the basic design is agreed and construction is expected sometime next spring. The cost has been estimated at £345,000 which will be funded largely by the Highways Agency, although there may be some BW involvement in this which we are advised it is best not to enquire too deeply about !

There is no doubt that this would not have happened without the Trust having first reached agreement with CAMBBA for Culvert 155 under the new A5 roundabout and having raised sufficient funds through the David Suchet Appeal and a guarantee through The Waterways Trust to pay for it (£130,000 plus VAT). The cumulative pressure of 4 years of campaigning and the publicity from our securing the first culvert in effect shamed the Government into conceding the second main crossing. It would, however, be misleading to think that we had done it all ourselves. We had some very powerful behind the scenes support from several quarters, and in particular from BW and their Chief Executive David Fletcher, which is an aspect of the story that must remain untold, at least until he retires and writes his memoirs, although we hope that won't be for a long time yet !

(continued over)

VICE-CHAIRMAN'S NOTES (continued)

This now means that we have secured the two most important road crossings of the Hatherton Canal, without which the route would have been severed and the restoration prematurely terminated. However, this is far from the whole story at Churchbridge where the complexity of the new road intersections requires a total of five crossings to complete a through canal route. We are currently talking to CAMBBA about making provision for the canal in with the Washbrook channel under the new railway bridge, to replace the original route under the railway viaduct alongside the A5, which will be cut off by the motorway and is at present being culverted and infilled. If we can obtain a passage here it will save a major future expense of a new culvert under the railway. A fourth crossing was needed under an Emergency Access road but it has been suggested that this may no longer be required. If it still is then we may need to contribute to its enlargement, although this is a much shorter structure than the others.

Finally, the 'one that got away', or 'a bridge too far', is the crossing of Walkmill Lane. Although we asked CAMBBA at the outset for a design and a price to enlarge it as for C155, in the climate of the time they would not assist and their original design of twin culverts to accommodate only the brook course has since been installed. This leaves us to pick up the future cost of a separate canal culvert which will be much more expensive than just enlarging the smaller ones would have been. This has been immensely frustrating and could have been avoided if the Government had not left it to the 13th hour to intervene, after the deadline for making this change had long since gone. We therefore have to temper our elation with regret about this opportunity missed, but had we been offered at the beginning of the year the prize of securing the two most important crossings and the possibility of two more out of the five, then we would have been reasonably satisfied.

(continued)

TRAILBOAT FOR SALE

To caring L.H.C.R.T. member, or local canal fan

12'6" traditional craftsman built, all quality marine wood, used very little before being stored in garage for many years. (Built in the 1970s). Excellent condition. Design is a scaled-up 'Ventura' (Percy Blandford.) Part built trailer needs finishing.

Selling due to need for space. Reasonable offers.

Contact Harry Eyles To view phone 0121 353 2442.

VICE-CHAIRMAN'S NOTES (continued)

LICHFIELD CANAL AQUEDUCT

Although the Government's press release referred to "a package of measures allowing the canals' restoration to continue" it offered nothing specific towards providing the aqueduct or other works needed for the Lichfield Canal crossing. Our celebrations of the Hatherton victory were perhaps muted by the realisation that the design, funding and agreement on construction of the aqueduct were still down to us to solve. In fact, achieving the Hatherton solution has improved our relations with MEL and CAMBBA and we are receiving valuable help from the Highways Agency. HA have agreed to issue a draft instruction to build the aqueduct and have asked CAMBBA for a price. Once the design and costs are agreed HA will issue a formal Client's Change instruction to build it, or as much of it as we can afford. This will get round the problem of ownership, as it will then belong to HA which relieves us of the burden of owning and thereby having to insure it. MEL are also considering taking on its maintenance which would be another burden removed.

We need now to get agreement on the design and costings and to that end we have appointed consultant engineers Maunsell Ltd. to provide design advice, plans and documents for both the aqueduct and the adjacent new deep lock, the design of which needs to be integrated with the aqueduct foundations and eastern abutment. This has now reached Approval In Principle stage but we still have to decide between alternative designs for the aqueduct trough, although the abutments and central pillar are common to each design. CAMBBA propose a composite design, a concrete trough supported on steel beams at the sides, which is consistent with their other bridge designs. MEL favour a steel trough which could be lifted in later with minimum disruption to traffic if finance does not permit its earlier completion. BW favour a concrete trough as all recently constructed aqueducts have been pre-stressed or post-tensioned concrete. Clearly each has different priorities. The Trust's priority is to minimise construction costs and to get everyone to agree on a common solution which CAMBBA can take forward to full design and construction within their ever-shortening timetable.

It would be easier if we had all or more of the necessary finance for the aqueduct. The promised £250,000 from the Manifold Trust will not be enough but until the final design is agreed and costed we can't say how much more we will need. As soon as we know that, we can re-launch the Appeal to a final target. Meanwhile we need to reach the original target in the knowledge that every pound we can spend now on the crossings will save several pounds compared with having to do the work after the motorway is opened.

(continued over)

VICE CHAIRMAN'S NOTES (continued)

NEW POLICY AND GUIDANCE

Our campaign for road crossings has, however, achieved even more than just protection of the Hatherton Canal route, it has brought about a fundamental shift in Government policy which will prevent this situation ever occurring again and ensure the protection of all other viable waterway restoration projects from road building. In future, road schemes must take waterways restoration opportunities fully into account at the planning and design stages and provide bridges or diversions wherever necessary to prevent any obstruction to the waterway. This is being effected by issuing new Policy Advice and amendments to the Design Manual for Roads and Bridges. The new policy was announced in the same press release as the Hatherton culvert and the two decisions are inter-linked.

IWA and others have been pressing for this policy change for many years, since the campaign for the Latton culvert on the Thames & Severn Canal. Indeed, an early draft of viability criteria was included in our evidence to the BNRR Public Inquiry in 1994/5. However, despite support from the inland waterways section, the highways civil servants endlessly delayed progress until the pressure from our situation finally forced the Government to act. To change Government policy in this way is no mean achievement for a small group of volunteers, although we stand on the shoulders of the many other campaigners who have fought similar battles over the years to protect their waterways from destructive road schemes.

The news about the new policy and its application to the Hatherton Canal was contained in a joint DTLR and DEFRA press release titled "Joined-Up Thinking Will Benefit Our Waterways" dated 17th July which, because of its momentous importance we reproduce in these pages (*see page 17*). BW and The Waterways Trust jointly welcomed the announcements in their press release of 18th July, and gave additional details such as the cost of the culvert being £345,000, and IWA chipped in with its press release of 23rd. Our own press release of 20th July titled "Hatherton Canal Breakthrough - Great News For The Waterways" is also reproduced here (*see page 15*) and was extensively quoted from in articles in the waterways magazines.

(continued over)

VICE-CHAIRMAN'S NOTES (continued)

It is very pleasing to see another early beneficiary from this new policy with the announcement of £300,000 of Government funding going into providing for a bridge on the Manchester & Salford Inner Relief Road over the entrance to the Manchester, Bolton and Bury Canal, which will undoubtedly give that restoration scheme a deserved boost. We look forward to many more such decisions in the future, including of course provision of a bridge for the Hatherton Canal under the M6 at Calf Heath when its proposed widening goes ahead, and full provision for the Lichfield Canal restoration in the design of the Lichfield Southern By-pass.

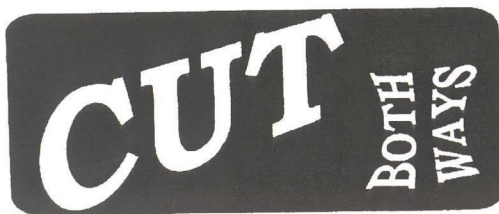
To those who ask "How did you do it ?" I have to admit that I'm not sure ! We and our supporters wrote letters, lobbied MPs, publicised the cause far and wide and benefited from the rapidly changing perception of waterways from just being a legacy from the past to having exciting potential for the future. We set balls rolling in all directions and where they went was often out of our control and sometimes not even known to us. We engaged the full support of the waterways movement in a *cause celebre* and eventually elevated our problem to an issue of national significance. We started this because we felt passionate about the restoration of our waterways and aggrieved at the injustice of the Public Inquiry victory being snatched away by an ill-advised Minister. We ended up with a new Government policy and a level of support for the waterways never before seen.

For a time it seemed that ours would be the only scheme not to benefit from this change, and we have still got only part of the works recommended by the Inspector and have to fund the rest ourselves. Although the Hatherton is saved for restoration, we still have a lot to do to prevent the BNRR adding to our difficulties and costs on both canals. Even if we can solve the other crossings at Churchbridge and build the Lichfield aqueduct, we will not have restored anything, merely prevented additional blockages. There is still an immense amount to do, but when the BNRR problems are finally out of the way we will at last be able to concentrate on a forward strategy for achieving the restorations instead of just fighting a rearguard action.

To all those who have helped us along the way, a very heartfelt thank-you. To those who have not yet contributed to the David Suchet Appeal, may we ask you to consider helping us now in our final push to build not only the Hatherton culverts but also the Lichfield aqueduct as a very visible monument to the new future for our waterways.

Philip Sharpe

Cut Both Ways next press date is 5 th JANUARY
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Issues 1 to 10 have been reduced to A5 size from the original A4 size to match the present size.

Copies of issues 1 to 28 available from the Editor,
Steve Pitt, 11 Silkmore Lane, Stafford. ST17 4JN
Cheques made payable to LHCRT please.



Chasetown Civil Engineering's donation of 16-ton excavator and driver for a week-end, being used to clear the channel from Lock 26 towards the A38
(photo Jan Horton)

MARKETING REPORT

This time of year one tends to look back at the last few months and review what has taken place, and also plan for next year. Since I last wrote for 'Cut Both Ways' it is almost unbelievable the advances that have been made to secure the culverts at Churchbridge and the aqueduct on the Lichfield Canal. Much of this was due to the high profile given to our campaign by David Suchet and our appeal for funds for the culverts.

Our first major outing of the season for the marketing promotion stand was at the Crick Boat Show. This was guaranteed to be a success with the attendance of David Suchet who opened the event. Much of his opening speech concentrated on our restoration and the appeal for funds, several buckets were passed round and the visitors invited to contribute! David Suchet also spent time on our stand auto-graphing photographs of himself – for a fee, of course! The net result was over £1800 was added to our appeal.

That same weekend a separate team visited the 'Lichfield Bower' and raised £327 in just a few hours on Bank Holiday Monday.

Our next outing was at the Inland Waterways Exhibition at the National Indoor Arena alongside the canal in Birmingham. This is the second year of this new event on the calendar and is proving to be very popular with boaters. We had two teams of people at this event, one inside and one outside and grossed £1,886 including seven new members and many more were promising to join!

One week later we were at the Lichfield 'Medieval Market' – our local event. The weather was kind and we had an enjoyable day, also passing over £500 to our Treasurer.

Saturday, 28th July saw us on the 'Charity Stall' at Walsall Market selling donated bric-a-brac. By lunch time we had sold out so we packed up and went home having raised nearly £200.

At the end of August over the bank holiday weekend was the Inland Waterways Association National Festival at Milton Keynes, where we had hired space in one of the marquees. This is always a very social event as well as being hard work for all the volunteers. Over the four days we grossed over £1,000 but more importantly recruited 13 new members.

(continued over)

MARKETING REPORT(continued)

The 'Black Bottoming' Draw, kindly donated by Streethay Wharf, raised £260 toward the Suchet Appeal.

By the time you read this we will also have visited the BCN Bonfire Rally and had our Social Evening at Tamworth Cruising Club.

One of the things that has made all this effort worth while is the amount of people who have come onto the stand and commented on how hard the LHCRT bunch all work! Many thanks to all our volunteers who have helped throughout the year, willingly, cheerfully, and enthusiastically!

*Derek S Beardsmore
Marketing Director, LHCRT.*

The winner of the 'Black Bottom' Draw was Ruth Symonds of Blackburn! Ruth has very kindly presented this back to the Trust and it will now be auctioned at the Social Night at Tamworth Cruising Club.



The L & H CRT Stand at the I.W.A. Festival at Milton Keynes
(photo Derek S Beardsmore)



PRESS RELEASE

20th July 2001

Immediate Release

HATHERTON CANAL BREAKTHROUGH - GREAT NEWS FOR THE WATERWAYS

The news that the Hatherton Canal will be saved from blockage by a new motorway is a major breakthrough in the campaign to restore the waterway for public benefit. The announcement on 17th July that the Government is ordering the construction of a second tunnel under the Birmingham Northern Relief Road (BNRR) is warmly welcomed by The Lichfield & Hatherton Canals Restoration Trust (LHCRT) as a victory for common sense and great news for the future of our waterways. The Trust has campaigned long and hard to achieve this result which will protect the through route of the Hatherton Canal and allow its full restoration to continue.

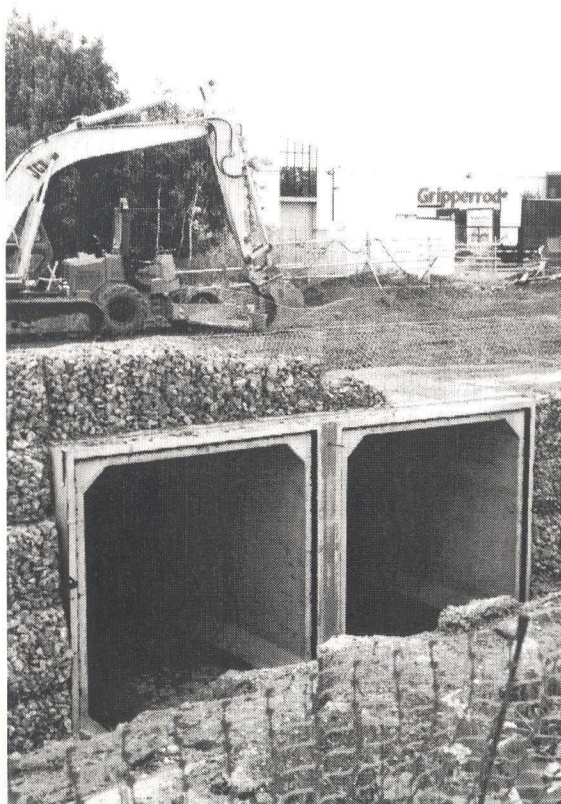
The BNRR crosses the route of the Hatherton Canal at Churchbridge near Cannock in Staffordshire and the new tunnel for the canal will be provided as an enlargement of a culvert taking the Washbrook under the motorway. The culvert will now be built to navigable dimensions for boats and for future pedestrian use. This compliments a nearby culvert under a new roundabout where the A5 and A34 cross the motorway which will also be enlarged to canal dimensions under a recent agreement between LHCRT and the motorway builders CAMBBA.

Trust Vice-Chairman Phil Sharpe explained: "Since LHCRT was formed in 1988 we have been campaigning to prevent these blockages. At the Public Inquiry in 1995 we won the support of the Inspector but in 1997 the then Secretary of State ignored his recommendation to provide canal crossings. Since then we have attracted enormous support from all over the country and the tide of public opinion has gradually moved the Government towards its new recognition of the value of restored waterways. We have raised the money to build the first culvert and the Government's intervention now ensures that both these essential structures will be built. This is a victory for all those who have campaigned and made financial sacrifices to help our case, but is also a victory for common sense and for 'joined-up' thinking. We would particularly like to acknowledge vital 'behind the scenes' support from British Waterways and The Waterways Trust and the high profile public campaigning of Chris Coburn and David Suchet."

Press Release (continued)

Trust Finance Director Bob Williams said: "The launch of a public Appeal supported by our Vice-President, actor David Suchet has raised over £150,000 from over 800 individuals and organisations and has been instrumental in securing these canal crossings. The David Suchet Appeal continues to help us fund the aqueduct needed near Brownhills where the BNRR crosses the Lichfield Canal, the other part of our combined restoration project. For more information or to make a donation, write to LHCRT - David Suchet Appeal, 29 Hall Lane, Hammerwich, Burntwood, Staffs. WS7 0JP."

David Suchet adds: "I am delighted that all our efforts have been recognised in this decision by the Government to support the restoration of the Hatherton Canal. I hope that the public will continue to give generously so that we can go on and likewise secure the aqueduct crossing for the Lichfield Canal and bring forward the day when both will be re-opened for everyone to enjoy."



‘A bridge too Far’

- twin culverts under Walkmill Lane for Wyrley Brook - not deep enough for the canal!

These cut at right angles through the site of the now demolished Hawkins Basin aqueduct pictured in CBW 28.

(photo Phil Sharpe)

Department of Environment, Food & Rural Affairs
Press Release 17th July 2001

JOINED-UP THINKING WILL BENEFIT OUR WATERWAYS

Britain's 1,300 miles of disused inland waterways now stand a better chance of successful restoration, said Transport Minister John Spellar and Inland Waterways Minister Lord Whitty, today.

Derelict and disused waterways are being restored to their former glory faster than ever before. However, some restorations are jeopardised when road improvement schemes cut across the waterway's path, often meaning that the disused waterway is completely blocked.

New guidelines, announced today, will see an end to this. These will require the Highways Agency to take waterway restoration projects into account at the outset when designing road improvements and provide navigable crossings, if appropriate, as part of the road scheme. Road designers should make sure that road improvement schemes do not block the path of a waterway that has a realistic chance of being restored.

The need for clearer guidance is graphically illustrated by the case of the Lichfield and Hatherton Canals, which lie in the path of the future Birmingham Northern Relief Road (BNRR). Although the guidelines are not retrospective and do not affect existing road improvement schemes, Lord Whitty and John Spellar have today confirmed a package of measures allowing the canals' restoration to continue.

Transport Minister, John Spellar, said:

"I am delighted that this issue has been resolved. The restoration of the Lichfield and Hatherton Canals has made great progress since the decision on the BNRR was made four years ago and, in the light of our new *Waterways for Tomorrow* policy, I feel it is right that the road did not prevent the successful completion of this project.

"I am sure this move will be welcomed by all as an indication of the Government's support for waterway restoration in view of its contribution to the economic, environmental and social well-being of the country."

(continued over)

Department of Environment, Food & Rural Affairs
Press Release
17th July 2001 (continued)

Following discussions with British Waterways, The Waterways Trust and other stakeholders, the Government has instructed the contractor for the BNRR to provide a navigable culvert under the road for the Hatherton Canal to pass through. This will complement a similar culvert under the adjacent A5 which is being provided following an agreement between the Lichfield and Hatherton Canals Restoration Trust, the Waterways Trust, and the contractors for the BNRR.

Since the 1960s, more than 400 miles of waterways have been restored to full navigation, revitalising run down areas, generating jobs and development, and increasing opportunities for leisure, recreation and tourism – in both rural and urban areas. There are currently more than 100 active restoration projects.

Lord Whitty said:

"This is an historic decision which will be welcomed by all in the waterways world, and will allow an important canal link to be restored. It ensures that for the BNRR now being built, and for the future road projects, restoration of waterways will be taken fully into account.

"We support waterway restoration and development, because of the social, economic and environmental benefits it brings. We owe a great debt to everyone working to restore disused and derelict waterways, which help to bring vitality to the parts of the country through which they pass.

"Our new policy for the inland waterways recognises the important role the waterways play in regenerating urban and rural areas. We are determined that improving roads does not put waterway restorations in danger"

Phillip Sharpe, Vice-Chairman of the Lichfield and Hatherton Restoration Trust said:

"The Trust very much welcomes the Government's intervention to solve this long standing problem. This decision will protect the through route of the canal, allowing its full restoration for the benefit of everyone."

PRESS & PUBLICITY

Our press reports this time cover the period from 5th July to 12th October. Back in early July it was a case of "Lichfield & Hatherton still in the balance" as reported by Canal Boat, and the August editions of all three waterway magazines featured pictures of David Suchet opening the Crick Boat Show wearing an L&H shirt and vigorously promoting the Trust.

The good news about the Government's funding for the Hatherton Canal culvert and their new policy on other canal crossings was released on 17th July and hit the headlines first in the Birmingham Post with "Canal is to tunnel through BNRR". That evening the Express & Star announced "Cash to save canal network", followed over the next few days by "Canal project U-turn" and "U-turn over canal projects". The local press soon picked up the story with "Canal restoration boost" in the Lichfield Mercury and "Canal Trust's victory in BNRR fight" in the Cannock & Rugeley Chronicle. Local MP Tony Wright's welcome for the news was reported in the Express & Star as "Welcome for move to protect canals" and in the Rugeley Post as "Water way to solve problem!".

Waterways World for September devoted a lengthy editorial to "Government waterway guidelines welcomed" and Reflections on "The delights of being wrong". Canal Boat for September reported "Lichfield and Hatherton saved", and Canal & Riverboat in October quoted extensively from our press release in "Hatherton Canal breakthrough great news for the waterways".

The good news about Churchbridge only served to highlight the urgent need for agreement and funding for the Lichfield Canal aqueduct and from July to August the press variously reported "Race to get aqueduct over new road" (Express & Star), "Call to build aqueduct now" (Post), "Grant for aqueduct" (Post), "Trust appeals for aqueduct help" (Mercury) and "Canal cash floods in" (Post). John Horton was interviewed twice on BBC Radio WM about the effects of the BNRR on the canals, the second time just after the Government announcement when he was able to put Lord Whitty on the spot about the need for further help to secure the aqueduct. News in September that the Government would instruct MEL to build the aqueduct, subject to our funding it, prompted the optimistic headlines "Canal group wins BNRR battle" (Express & Star), "Aqueduct gets the green light" (Post) and "Aqueduct joy for canal restoration campaigners". Canal Boat for October also reported "Lichfield aqueduct on the way". Later, our appointment of Maunsell to undertake design work on the aqueduct and replacement lock was twice featured in the Mercury as "Canal job firm" and "Canal engineers".

(continued over)

PRESS & PUBLICITY (continued)

Meanwhile, a grant from the Cadbury Trust towards work on Lock 26 was publicised in the Post in July as "Grant aids canal work" and in Waterways World for October as "Grant for Lichfield". Further coverage of the LHI grant for towpath wall rebuilding was given by Canal & Riverboat in September.

David Suchet's support for the Trust prompted another glossy magazine article on his passion for the waterways titled "A case of the canals" in Select magazine for July/August, with colour pictures of David and some of our campaigners. The recruitment of our 1,000th member gained publicity in September with "Trust thanks Poirot for canal milestone" in the Express & Star and "Canal Group hits 1,000 members" in the Chronicle, and prompted a feature article on the Trust in the Post titled "Putting our city on the national canal map". Further coverage of our membership milestone was given by "Canal plan is on course" in the Mercury in October and by "Trust membership grows" in Waterways World for November, which also included a review of The Missing Links video headed "Suchet And See" !

Phil Sharpe



The Lichfield Canal embankment at Crane Brook, cleared of vegetation where the BNRR will cut through and the new aqueduct is required. (photo Phil Sharpe)

David Suchet Appeal donations over £15

6 July to 5 October 2001

Ian Humphries	D V H Wheeler (additional)
J C Herrick	J Shilston
Ms J Ann Tilman	A H F Samways
Lt.Cdr. C C Maclean RNR	A.W.C.C.
A Campbell Boyle	Dr Michael P Saward
G A W Edwards	Mrs Elizabeth Booth
Ms Yvonne P Drury	Iain Bailey
Australian Canal Society	Donald A Wight
D Dewdney	A K Brock
Mrs O J Chessher	Mrs D K Dellbridge
F John Parkes (additional)	Clive M Newman
Mrs Gail Cargill	Mr & Mrs A Gilbert (additional)
Donald Male	Mrs J A Turpin
BP Employee Fund re P Fosker (USA)	J Weller
Mrs Rosemary J D Farthing	Ted's Boat Yard Ltd
River Churnet Boat Club	C J Holladay
Streethay Wharf (Festival competition)	C T P Woodfield
R P C Higgs	Mrs Elaine M Scott
Longwood Boat Club (K. Maslin talk)	A D Culley
R D Hardwick	G D Roynon

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Sums exceeding £15 received from 6 July to 5 October 2001.

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J Lamming (with sub.)	50.00
B F Phillips (with sub.)	20.00
Sue & Paul Newman (with sub.)	25.00
William Clifford (in lieu of free Life M.)	20.00
H J Y Pringle (with sub.)	105.00
P Sharpe (returned expenses)	98.52
N Blears (with sub.)	20.00
J E Davies (with sub.)	20.00
R Patient (with sub.)	25.00
Brian Kingshott (returned expenses)	352.65
M J Battisson (with sub.)	35.00
D E Cooper	35.00
David Stanistreet (land fund)	90.00
Aggregated donations of £15 or less	365.00

SPONSORED PILING APPEAL CONTRIBUTORS

(since last issue)

NAME	RESIDENTIAL AREA	INSCRIPTION
Mrs G M Sykes	Wakefield	N.B. GANGES

The Trust gratefully acknowledges this final donation before the Sponsored Piling Appeal was suspended due to the section at Darnford being completely piled for the time being.



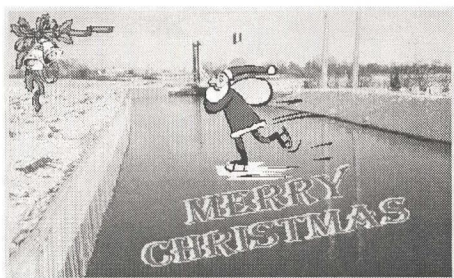
Supporters of the Trust will be invited to contribute to a new scheme to sponsor areas of ***brickwork*** which will be required extensively in locks, bridges and towpath walls on both Canals.

LOOK OUT FOR DETAILS IN OUR NEXT ISSUE!

WHAT'S NEW FOR YOU?

The Trust has added to its range of products some new lines which could be just the Christmas gift you are looking for!

- An **L & H TIE** in navy blue with the Trust's coloured logo embroidered to show below the knot **£10.00 each.**
- An **L & H LOGO** embroidered in colour with surrounding title in red on a black swatch (11 x 8 cm), to attach to your favourite garment, or blanket **£4.00 each.**
- Two new **CROSS-STITCH KITS** made by the popular "Abacus Designs", (25 x 18 cm), depicting:-
 - 1 - Gas Street Basin, Birmingham,
 - 2 - Hazlehurst Junction, Caldon Canal **£17.95 each.**
- **PAINTING** of Shardlow Basin on the Trent & Mersey Canal by Lichfield artist John Broadbent (29 x 20 cm)... **£12.00 each.**
- **CHRISTMAS CARDS** depicting the Lift Bridge on the watered Lichfield Canal, Darnford Section on a winter's day.
Pack of 5, with envelopes **£1.50 each.**



Message inside:-

***Best Wishes for a
Merry Christmas
and a Happy New
Year***

Go on, treat yourselves to something a bit different!

Please use the Product Order form with this magazine,

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*If you would like to help the Marketing Team,
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Essex wrg lay the hedge at Tamworth Road on 6/7 October
(photo Jan Horton)

WORKING PARTIES : NOVEMBER 2001 - MARCH 2002

LICHFIELD CANAL

By the time you read this our annual Canal Camp will be over, but our own work parties continue on rebuilding Lock 26 at Tamworth Road on the first Sunday of each month, and often on additional Saturdays or Sundays. Check with Peter Matthews for these extra dates. There are also occasional weekend visits from WRG groups.

For Tamworth Road Lock 26 (SK 130 083) take the A51 south out of Lichfield, the site is on the right past Cricket Lane. Park by Lock 25 and walk past The Cottage to the entrance track for Lock 26, but please note that the access is across private land and should not be used except on organised work parties.

Monthly work parties: Sundays: 4 November, 2 December, 6 January, 3 February, 3 March.

Work parties start at 10 am. Contact Peter Matthews on 01543-673127 or John Horton on 01543-262466 for further details of dates and work.

WRG work parties

Sat/Sun 3rd/4th November

Wrg North West

Sat/Sun 8th/9th December

Wrg Bitm

HATHERTON CANAL

Hatherton Canal work parties are held on the third Sunday of each month from 10 am. working on towpath maintenance and improvements. Meeting points are usually Saredon Mill Bridge or Roman Way Hotel, but check with Denis Cooper on 01543-374370 (work).

Monthly work parties: Sundays: 18 November, 16 December, 20 January, 17 February, 17 March.

ALL SITES: Bring old clothes, stout footwear, work gloves, and refreshment. Hard hats and basic working tools can be provided as necessary.

Don't forget the web site
for up to date details and photographs
www.lhcrt.org.uk

LICHFIELD & HATHERTON CANALS RESTORATION TRUST LIMITED.

Registered Office: 10 Bennetts Hill, Birmingham. B2 5RS

The Lichfield & Hatherton Canals Restoration Trust Limited was established in 1988 as a non-profit distributing company limited by guarantee (No. 2456172) and is registered as a Charity (No. 702429). Principal Aims : To promote the restoration of the Wyrley and Essington Canal from Ogley Junction to Huddlesford Junction (the "Lichfield Canal"), and the Hatherton Branch of the Staffordshire & Worcestershire Canal, and also the construction of a navigable link between the Hatherton Branch and the Cannock Extension Canal.

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<u>DIRECTORS</u>			
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