



# The Representation of Canals in the Black Country Historic Landscape Characterisation

An Analysis of  
Change in the  
Landscape

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Archaeology Service



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### Front Cover

The nine locks at Delph, in Dudley.  
This 'new' sequence, opened in 1858  
represents some of the most modern  
locks on the canal network.  
(Photo: author)

### Acknowledgements

This study has been funded by English Heritage and conducted by the Black Country Archaeology Service on behalf of the four local authorities in the area. It has benefitted from support and advice from several individuals, both inside and outside local government. The cartographic information produced by so expertly by Richard Dean, made available in digital format with the support of the Black Country Consortium, has been vitally important to the analysis on which the study is based

Notwithstanding all this assistance, any errors in the report are entirely my own.

**Paul Quigley**  
Landscape Archaeologist

## The Representation of Canals in the Black Country Historic Landscape Characterisation **Executive Summary**



**T**he Black Country Historic Landscape Characterisation (BCHLC) is a comprehensive record of the sub-region in terms of its modern physical environment and its historical development.

The BCHLC record is based on the modern landscape of the 21<sup>st</sup> century, but it uses historic maps to plot the development of the landscape - particularly from the point at which the first comprehensive cartographic sources were published for the area in the 1770s (the maps of the counties of Staffordshire and Worcestershire by Yates and Taylor respectively).

This phase, 1770 to 2000, effectively covers the period of existence of the Black Country canal system, as well as the growth of the area into the industrial conurbation it represents today.

While records of the canals exist elsewhere, the BCHLC provides an opportunity to analyse how the landscape has been developed alongside them. In turn, this analysis could provide a useful base of evidence to inform the discussion of the future management of the canals. However, the analysis depends critically on the canals being accurately represented in the BCHLC database.

This report therefore outlines a number of improvements which have been made to the way in which the canal system, past and present, has been documented by the BCHLC. In particular, the changes create a more accurate record in terms of: the use/disuse/reuse of canal routes and canal basins; the (now dismantled) network of tramroads which supported the canal system; and the period of origin of the waterways which survive in the 21<sup>st</sup> century.

This new record of the canal system is then used to examine what is known about the geography of industry and coal extraction in relation to surviving canals. It concludes, for example, that of all the sites of industry recorded by the BCHLC in 1820 (towards the end of the period of canal construction) more than half lie within 50 metres of a surviving contemporary canal.

The amendments have also opened up the possibility of a more systematic examination of what has happened to canals which are now defunct. It appears that at least 10% of these lie in open land or similar, a fact which opens possibilities for the positive management and preservation of what remains.

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# 1. The Rationale for this Project

The 90 miles or so of canals in the Black Country are, in the early 21<sup>st</sup> century, disproportionately located within areas of rapid change. This means that information held about the canal system needs to be of the best possible quality if their management and protection is to be well-informed.

In 2009, part of the debate about the future management of the local canal system is concerned with an aspiration to achieve World Heritage Site status. This report is, in part, directed towards informing this debate.

However, as well as informing discussions about the canals as heritage assets, this report aims to improve our knowledge about the role of the waterways in causing or influencing the wider landscape to develop in the way that it has.

The Black Country Historic Landscape Characterisation (abbreviated throughout this report to BCHLC) represents a pool of information about both the canals and their surrounding landscape. This project uses the information held in the BCHLC in the following ways:

- to audit the way that the canal network is recorded; and
- to analyse the development of the canals in the context of their wider historic environment.

The audit of canal-related data is directed at ensuring that the representation of the canal network in the BCHLC is as accurate as possible.

Analysis of the long-term development of the areas adjacent to the canal network will allow us to start to consider the nature of the historic relationship between the canals and their surrounding landscape. In particular, we will

focus on the relationship to mining and industry. In doing this, we hope to provide the basis for future research to identify features surviving from the important phases of the Black Country's industrial development.

The Birmingham Canal south of Wolverhampton City Centre



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## 2. Records of Canals in the Black Country Historic Landscape Characterisation

### 2.1 CANALS AND THE BCHLC

The process of Historic Landscape Characterisation in England had not, until recently, included the characterisation of transport infrastructure as a separately identified part of the environment.

However, canals and railways are still relatively common in the surviving Black Country landscape, and are clearly of historic importance to the growth of the area as a centre of industry and settlement. For these reasons, the design of the Black Country HLC included the ambition to record the local canals.

The canal system has been represented by 59 records in the BCHLC database. Each of these records defines the geographic area of a section of canal, and is described as either 'used' or 'disused' at the point in time at which the BCHLC data was finalised (effectively the year 2000). The records themselves are listed in Appendix 1, and their geography is mapped in Figure 1.

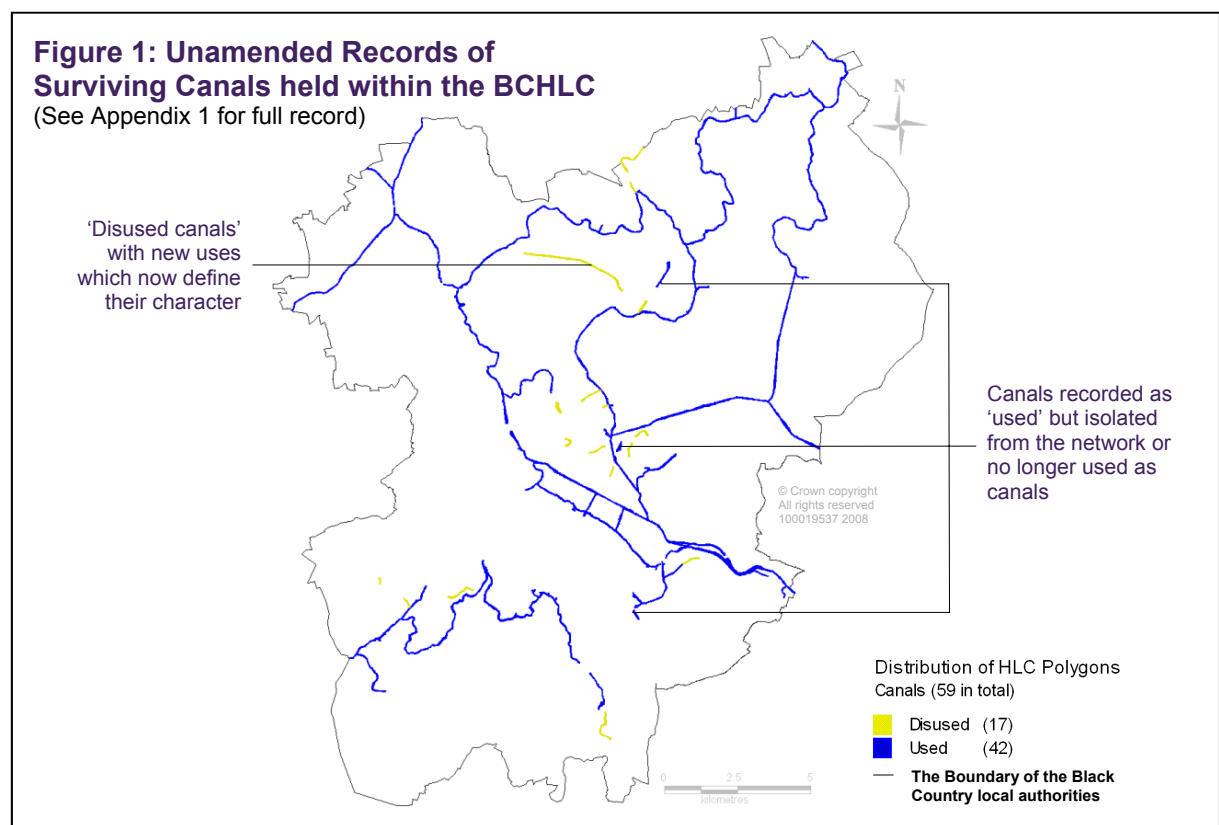
### 2.2 IMPROVING THE RECORD

However, on scrutiny of the BCHLC, a number of deficiencies appear in the record of the canal system.

These inaccuracies which, given the available sources, could not necessarily have been foreseen at the time the data was first compiled, represent possible obstacles to the analysis of the historical development of the landscape and its relationship to the canals. The deficiencies are:

1. disused canals recorded as 'used';
2. disused canals with more modern uses;
3. locations of former canals not recorded;
4. locations of tramroads not recorded;
5. inaccurate records of period of origin;

They are detailed on the following pages, together with the amendments made to address them.





### 2.2.1 Disused canals recorded as 'used'

This first amendment is a relatively small one in terms of the number of records affected.

As the map in Figure 1 shows, a few sections of canal are recorded as being in current use (i.e. in 2000), when they appear to be either isolated from the network (and therefore unlikely to be navigable!) or otherwise no longer in use. These records are:

- HBL5360<sup>1</sup> (Walsall Canal, Anson Branch) - statutory closure powers were granted in 1956<sup>2</sup>;
- HBL11179 (the former Causeway Green Branch of the Titford Canal) - statutory closure powers were granted in 1960<sup>2</sup>; and
- HBL11550 (Danks Branch Canal, Sandwell) - statutory closure powers were granted in 1960<sup>2</sup>.

The BCHLC records were therefore amended to take account of the closure of these sections.

### 2.2.2 'Disused' canals with more modern uses

A number of the records held within the category of 'disused canals' refer to a section of canal which has been backfilled after having fallen into disuse. In some of these cases, the backfilled canal has become part of a new use for the land. In these situations, there would be an advantage to future analysis in characterising the land according to its modern use (e.g. 'open land') rather than 'disused canal'. The area's use as a canal is then recorded as part of its previous phases, rather than its modern use.

Sections of canal which are known to have been fully or partly filled account for 6 out of 20 disused canals recorded (the 20 being 17 out of the original 56 records of canals in the BCHLC, plus the three records discussed in 2.2.1 above).

These BCHLC records were therefore amended to take account of the reuse of these sections (the details of their reclassification are included as Appendix 2 to this report).



<sup>1</sup>The codes of the format 'HBL00000' refer to the unique identifiers for the records held in the BCHLC database.

<sup>2</sup>R J Dean, Canals of Birmingham, 2008 ([www.cartographics.co.uk/page3.htm](http://www.cartographics.co.uk/page3.htm)).





Some of the surviving views of the Black Country canals in 2008. On opposite page: (left) a view of Engine Arm in Smethwick showing Birmingham City Centre in the background; and (right) a former power station on the banks of the Birmingham Canal in Wolverhampton. On this page, clockwise from top left: the Stourbridge canal looking surprisingly rural; the surviving entrance to a former industrial basin on the Telford canal near Oldbury; the silted up route of the former Bradley branch canal close to the northern edge of Sandwell; an historic canalside iron-making location at Coseley - the buildings of Bean's Foundry were built here between the wars and were demolished in 2008; the modern expansion of housing along the Wyrley & Essington canal at Brownhills. (Photos: author)





### 2.2.3 Locations of former canals and basins not recorded

The number of BCHLC records which needed to be amended to take into account the points made in paragraphs 2.2.1 and 2.2.2 is small. However, the process of fully accounting for former canals and basins is a more far reaching one. This is because we are forced to consider not just those records labelled as 'canal' but rather all those other types of record (e.g. 'settlement', 'industry' etc.) which had a canal or canal basin as part of their previous use.

We know from other sources such as the Ordnance Survey 25" First Edition maps that much of the modern landscape was at least partly built on former canals. However this disappeared canal infrastructure is not always noted among the former land uses recorded within the BCHLC. Often this has been the case because the linear features of canals were not the *predominant* use of the land within a given individual record area.

Figure 2 shows an example of this. The modern use of the area (the top image) is clearly for settlement, but the use of the land at the time of the Ordnance Survey First Edition, in about 1880 (i.e. the bottom image), was predominantly as a colliery. The only previous land use recorded in the BCHLC for this area in this period is therefore 'Pre 1881 colliery', even though sections of canal can be seen to have been part of its area.

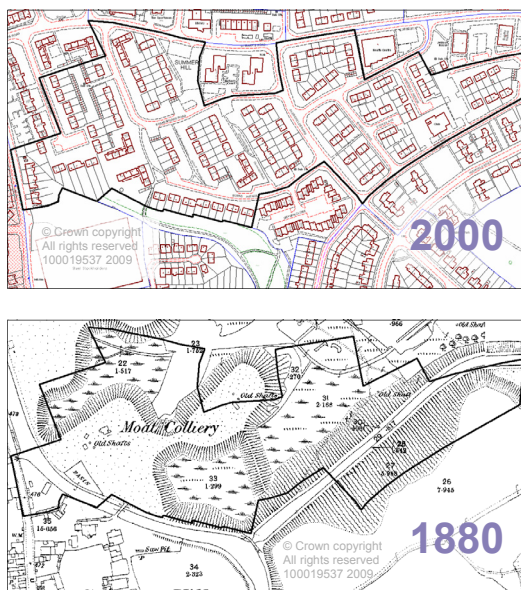
As a result of this approach, only those areas illustrated in blue in Figure 3(i) (opposite) are recorded as having a previous use as part of a canal.

Data derived from the 2008 edition of Dean's map 'Canals of Birmingham' (not available at the time of the compilation of the original BCHLC data) indicates that the tendency to record *predominant* land use within the BCHLC, while being a useful way of simplifying the landscape history, disguises the extent of the coverage of the former canal system. It shows that more than 870 BCHLC records, each representing part of the landscape, may contain at least part of a defunct canal.

The difference between these two approaches is illustrated by the difference between the maps in Figure 3 opposite.

As a result of this new evidence, the BCHLC records have now been amended to refer to the existence of the locations of former canals and basins.

**Figure 2: An Example of a BCHLC Record of Land Previously the Location of a Canal**



### 2.2.4 Locations of tramroads not recorded

This disparity between the original BCHLC record of *predominant* previous land uses and the full extent of the actual former canal system is even more marked when we consider trackways and tram routes. These were built to make the canal network accessible to industrial sites which were remote from the waterways themselves.

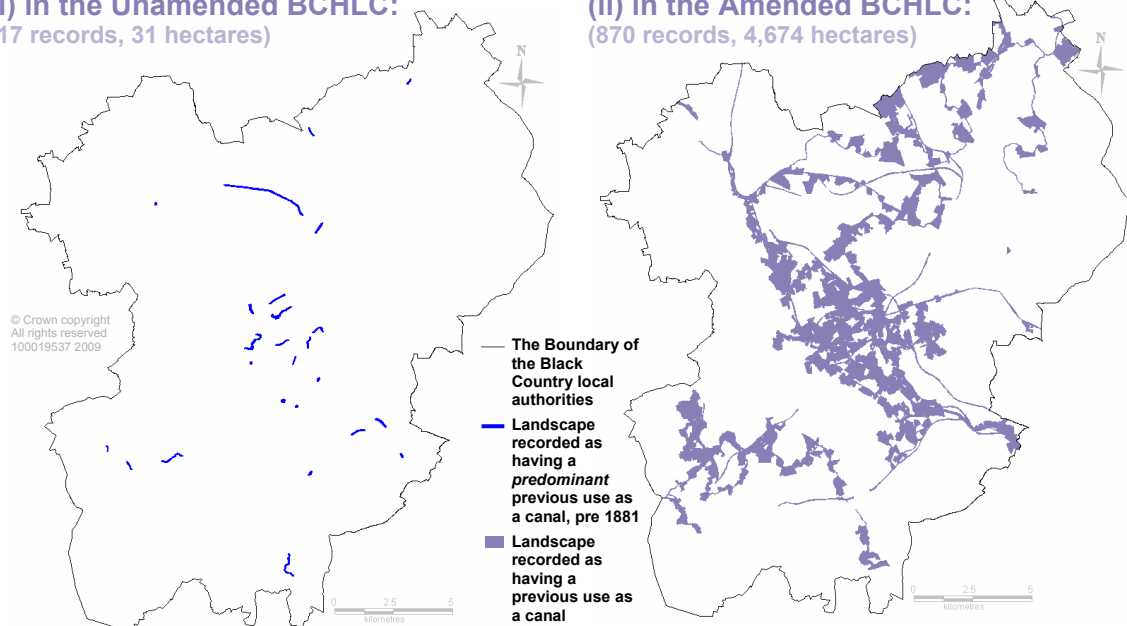
As Figure 4 (opposite) illustrates, no records of the system of tramroads exists within the BCHLC. Possibly because evidence of their location was not available but also because, as individual features, their presence was always considered to be subsidiary to some other land use. Nevertheless, data derived from the Dean map referred to above indicates that there are likely to be more than 1,994 records (equivalent to more than a quarter of the surface of the Black Country) which represent part of the landscape containing a defunct tramroad.

As a result of this new evidence, the BCHLC records have now been amended to refer to the existence of the locations of former tramroads.

**Figure 3: Records of Landscape with a Previous Use as a Canal**

**(i) in the Unamended BCHLC:**  
(17 records, 31 hectares)

**(ii) in the Amended BCHLC:**  
(870 records, 4,674 hectares)



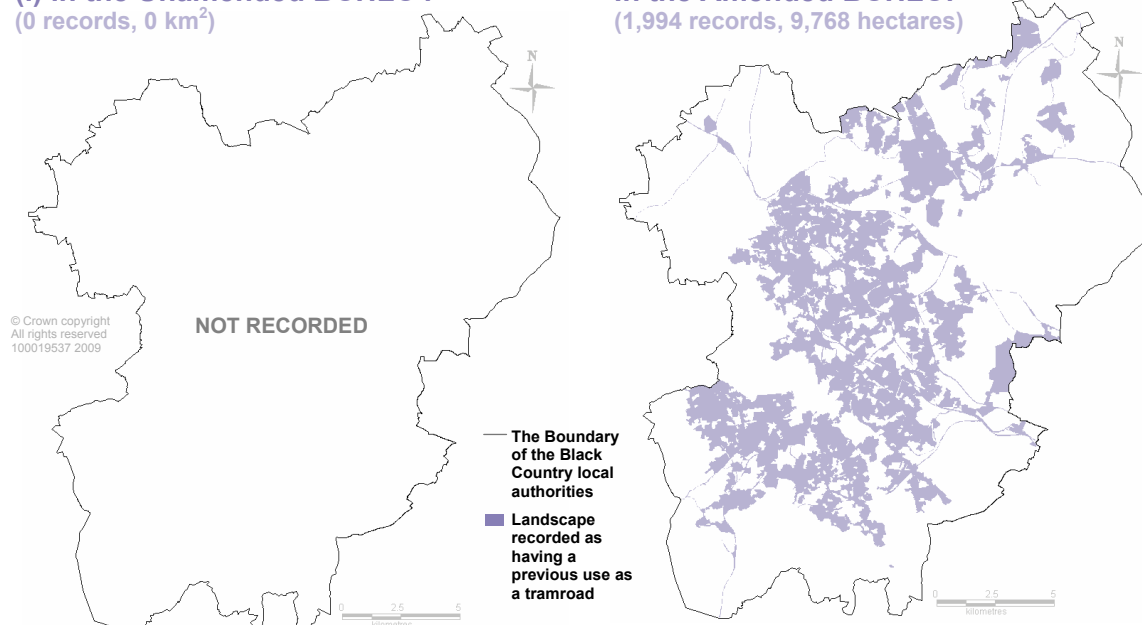
**Note:** In map (i), the areas were identified within the record of 'previous types' (i.e. previous land uses) within the BCHLC (four further areas, not shown here, had a previous use as a canal referred to in their BCHLC summary or description text). In map (ii) all areas shown area associated with records which refer to the former presence of a canal in the summary or description text within the record.

Source: BCHLC, based on *Historical Map of the Birmingham Canals* by Richard Dean ([www.cartographics.co.uk/page3.htm](http://www.cartographics.co.uk/page3.htm)).

**Figure 4: Records of Landscape with a Previous Use as a Tramroad**

**(i) in the Unamended BCHLC\*:**  
(0 records, 0 km<sup>2</sup>)

**In the Amended BCHLC:**  
(1,994 records, 9,768 hectares)



**Note:** In map (ii) all areas shown area associated with records which refer to the former presence of a canal in the summary or description text within the record.

Source: BCHLC, based on *Historical Map of the Birmingham Canals* by Richard Dean ([www.cartographics.co.uk/page3.htm](http://www.cartographics.co.uk/page3.htm)).



### 2.2.5 Inaccurate records of period of origin

Before the process of amendment of the BCHLC in this study, the period of origin of individual sections of canal was, in general, relatively loosely defined. More than three quarters of all records of used canals in the BCHLC gave a range of more than 60 years for a period of origin. In many records this range was a reference to a broad period of Black Country canal construction - '1751 to 1820' or '1821 to 1880' for example. In the case of records of disused canals, the phase of disuse was generally recorded as having started at some point within the period 1931 to 2000.

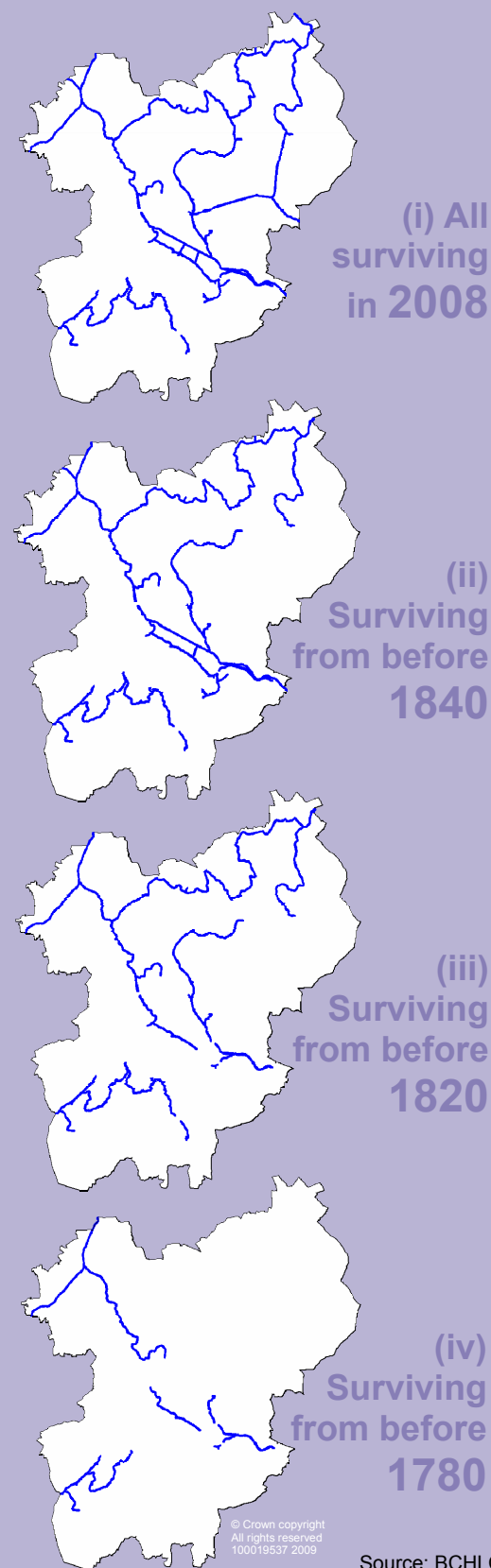
The consequence of the use of these broad ranges was that there was little scope to consider the more closely defined phasing of the various parts of the canal system without more detailed information being incorporated into the BCHLC dataset.

The amendments to address this issue drew on the information recorded on Dean's 2008 map. They had the effect of defining the period of origin of each part of the remaining canal system much more closely. In the unamended record of canals in the BCHLC, for example, only one in every six records could define a period of origin to within a 20 year period, whereas in the amended record this proportion was increased to nearly five in every six.

A side effect of this process was also that several of the canal sections were split between different records in order to reflect different periods of origin. So, the record of 39 sections of surviving canals (after the changes which are discussed in section 2.2.1 above) became 52 during the process.

The amended data is represented in Figure 5(i), which shows the canal system in the 21<sup>st</sup> century and, in maps (ii), (iii) and (iv), the parts of the network which survive from each period. It shows for example that the first 10 years of canal construction (roughly 1769 to 1779) contributed a relatively small proportion of the routes remaining in 2008.

**Figure 5: Surviving Canals, by their Period of Origin**



### 3. Canals and the Landscape of the Industrial Revolution

The history of the Black Country landscape in the past 250 years is defined by the area's expansion as a centre of mineral extraction and industry.

Using the BCHLC, one way in which we can quantify the relative importance of these activities (albeit in relatively crude generalisations) is to consider the number and distribution of sites associated with them by the cartographic evidence. In this context, the term 'sites' refers to those defined parts of the landscape which are predominantly used for a particular purpose (e.g. housing, fields etc).

By this measure, for example, we know that, at the start of the 21<sup>st</sup> century there were about 1500 industrial sites and about 60 extractive sites (compare these figures with the 8,500 sites given to housing). However, the relative distribution of these land uses has clearly changed over time: particularly during the period when canals were perhaps most influential - the 18<sup>th</sup> and 19<sup>th</sup> centuries - we can see rapid change in the land use reflected in the BCHLC record.

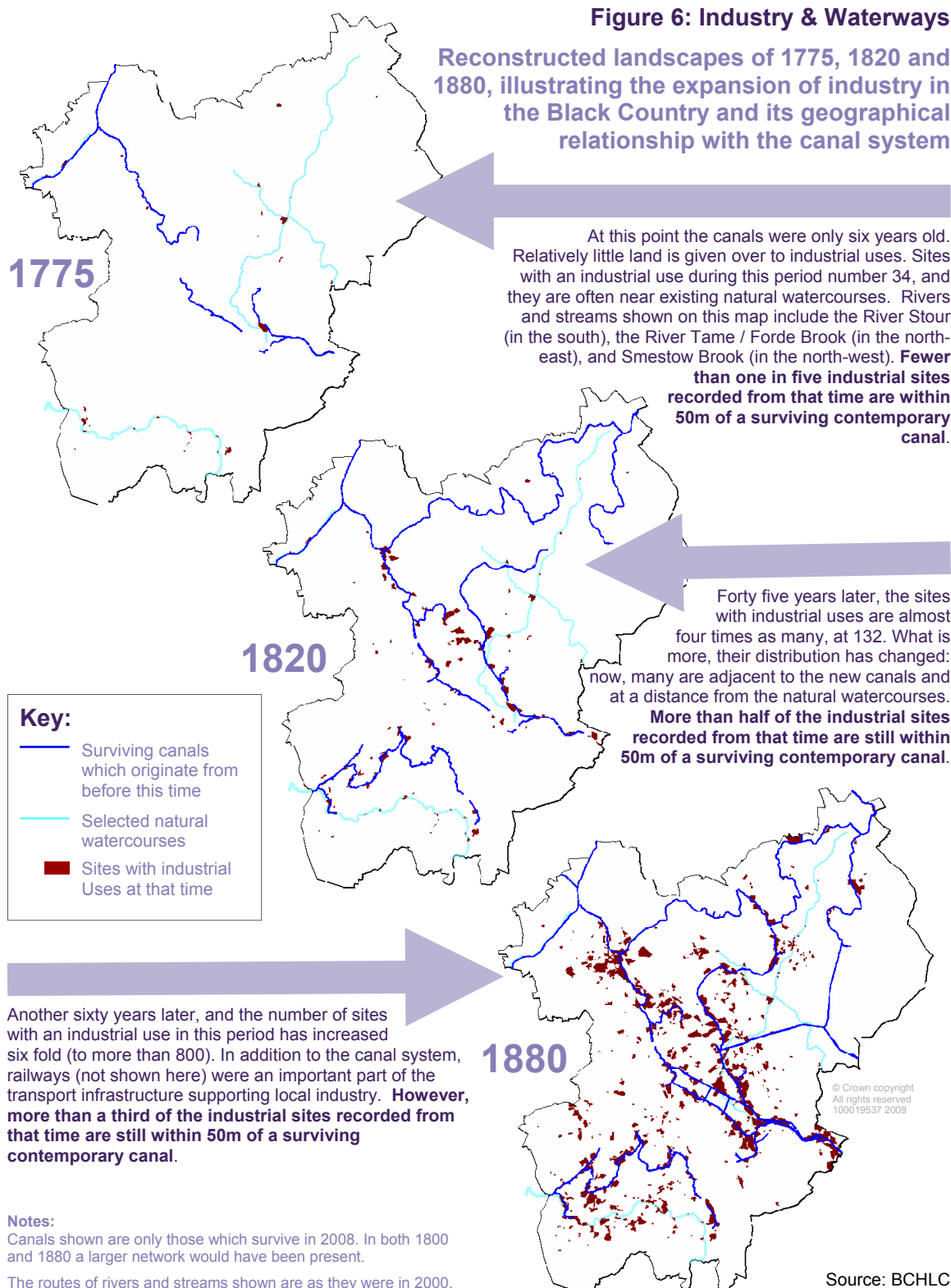
Figures 6 and 7 on the following pages use the BCHLC data to illustrate aspects of these changes - the growth of industry and coal mining alongside those parts of the canal network which survive from the equivalent phases.

Although these maps give an interesting impression of the parallel expansion of the canals, industry and mining, some caution should be taken in drawing too many conclusions about the influence of the canals in supporting coal extraction and manufacturing (i.e. the basis of the industrial revolution in the Black Country) on this evidence alone. The absence of a full depiction of the contemporary canal network at its various stages (as opposed to that part of it which still survives in use) makes any inferences about the influence of the canals dependent on more thorough research than has been possible here.

Nevertheless, these maps allow stronger conclusions to be drawn about what is left of the physical legacy of industrial and mining activity at the heyday of the canal system. The 1820 reconstructions in particular support the view that the banks of the modern day canal network are likely to host (either as standing buildings or archaeological remains) an important proportion of what is left in total of industrial and extractive facilities of the late 18<sup>th</sup> and early 19<sup>th</sup> centuries.

**Figure 6: Industry & Waterways**

**Reconstructed landscapes of 1775, 1820 and 1880, illustrating the expansion of industry in the Black Country and its geographical relationship with the canal system**



**Notes:**

Canals shown are only those which survive in 2008. In both 1800 and 1880 a larger network would have been present.

The routes of rivers and streams shown are as they were in 2000.

The first map here (1775) shows the area of all those BCHLC records which noted a previous land use of 'Circa 1750 industry' (coded 'INDPR'). These are sites marked on maps published in 1775 which seemed to indicate industrial activity at these locations.

The second map (1820) shows the area of those BCHLC records which noted a previous land use of 'Circa 1800 industry'

(coded 'INDPO'). These are sites marked on maps published before 1820, or recorded within the Sites & Monument Record.

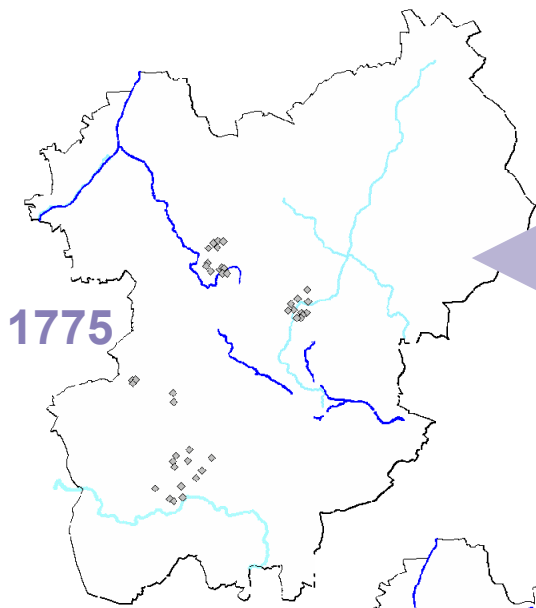
The third map (1880) shows the area of BCHLC records which noted a current industrial land use originating before 1880, together with those with a previous industrial land use which first appeared on an 1880 map.



## Figure 7: Coal Extraction & Waterways

Reconstructed landscapes of 1775, 1820 and 1880, showing the expansion of Black Country coal mining and its geographical relationship with the canal system

1775

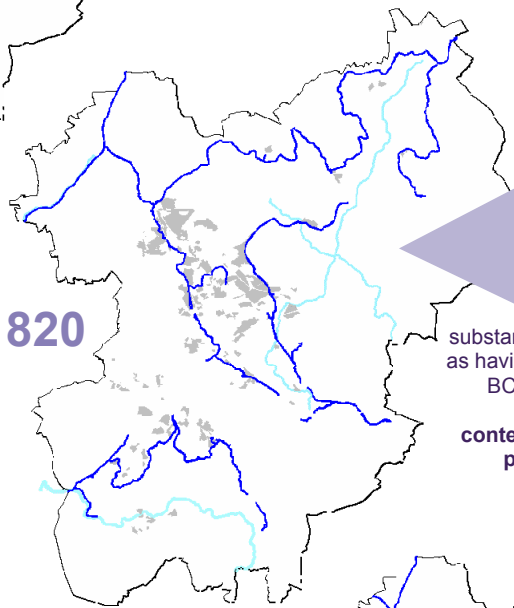


At this point the canals were only six years old. No data is held in the BCHLC of sites which were used at this specific time for coal extraction, but Yates' map of Staffordshire (which effectively surveyed the full extent of the coalfield) noted a number of locations of 'coal pits' which are shown here. **Only a very small proportion of these locations are within 50m of a surviving canal.**

### Key:

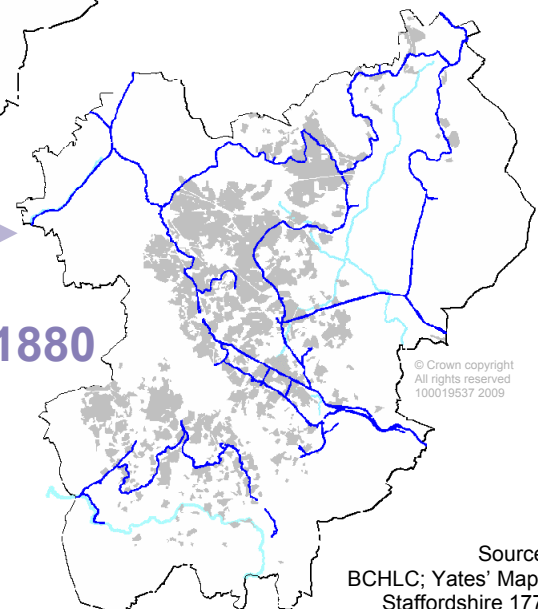
- Surviving canals which originate from before this time
- Selected natural watercourses
- Sites used for coal extraction or, in the case of 1880, with a recent previous use for coal extraction & where the land is not yet reused

1820



Forty five years later, and coal mining has expanded substantially. Now 310 sites are recorded as having a use for this purpose within the BCHLC. **About a fifth of these sites area within 50m of a surviving contemporary canal (so, not as high a proportion as for industrial sites).**

1880



Another sixty years later, and the number of sites with a contemporary (or almost contemporary) use for coal extraction in this period has increased four fold (to more than 1,400). In addition to the canal system, railways (not shown here) were an important part of the transport infrastructure supporting local mining. **Again, around a fifth of the sites of coal extraction recorded from that time are within 50m of a surviving contemporary canal.**

### Notes:

Canals shown are only those which survive in 2008. A larger network would have been present in the three periods referred to.

The routes of rivers and streams shown are as they were in 2000. Rivers and streams shown on this map include the River Stour (in the south), the River Tame / Forde Brook (in the north-east), and Smestow Brook (in the north-west).

The first map here (1775) shows all the records of 'coal pits' marked on Yates' map of Staffordshire of that year.

The second map (1820) shows the area of those BCHLC records which noted a previous land use of 'Circa 1800 coal

mining' (coded 'COL50'). These are sites which could be identified from earlier mapping (including Yates' and the 2" OS surveyors' maps (1816-19).

The third map (1880) shows the area of BCHLC records which noted a previous land use as a colliery (coded 'COL81') or disused colliery (coded 'DCL81') which first appeared on an 1880 map.

Sources:  
BCHLC; Yates' Map of Staffordshire 1775.

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## 4. Conclusions

This study has improved the record of canals within the BCHLC in order to be able to analyse the historic relationship between the canals and the Black Country landscape. Figure 8 illustrates the changes made to the record.

There are two areas of analysis where this new record may be of particular assistance. These relate firstly to the extent and nature of the relationship of the canals to the activities of mineral extraction and industry and, secondly, to understanding what remains of the canal network (and what no longer exists).

On the first question, this investigation has supported the conclusion that many of the physical remains of a critical period of industrial development in the Black Country are within a short distance of a surviving canal.

Further research using the record of disused canals and disused tramroads within the BCHLC (particularly to detail their periods of origin and use) may help us to build on the work here towards investigating the

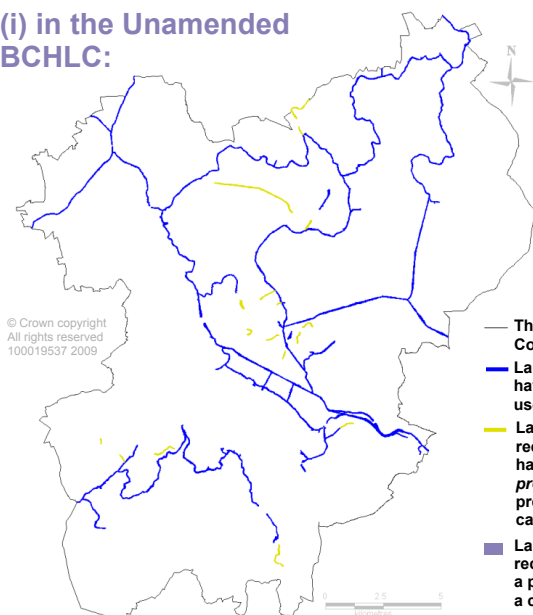
relationship between canal infrastructure, industry and extraction.

On the second question we can see that the landscape which hides a previous use as part of the canal waterways is widespread. Because of this, the analysis of former, lost canals, basins and tramroads, and particularly their depiction in Figures 3 and 4, lead us away from thinking about the canals as a set of linear features, somehow isolated (as they tend to be today) from their surrounding landscape. In fact, the number of different parts of the Black Country landscape which have, at some point, contained canals or canal-related infrastructure is clearly huge.

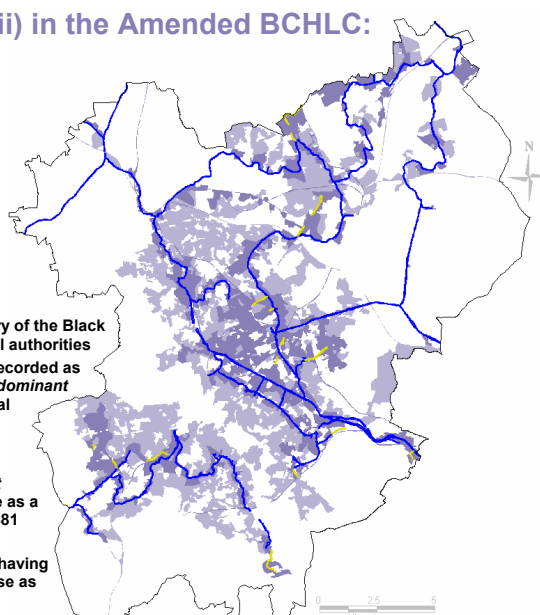
This evidence leads us much more to thinking about the modern canals as material evidence of a larger set of transportation-related features, a wide-ranging *system* which was intertwined with its contemporary production facilities and the homes of the people who worked in them.

**Figure 8: Records of Canals held within the BCHLC**

**(i) in the Unamended BCHLC:**



**(ii) in the Amended BCHLC:**



Source: BCHLC, based on data compiled by Richard Dean ([www.cartographics.co.uk/page3.htm](http://www.cartographics.co.uk/page3.htm)).

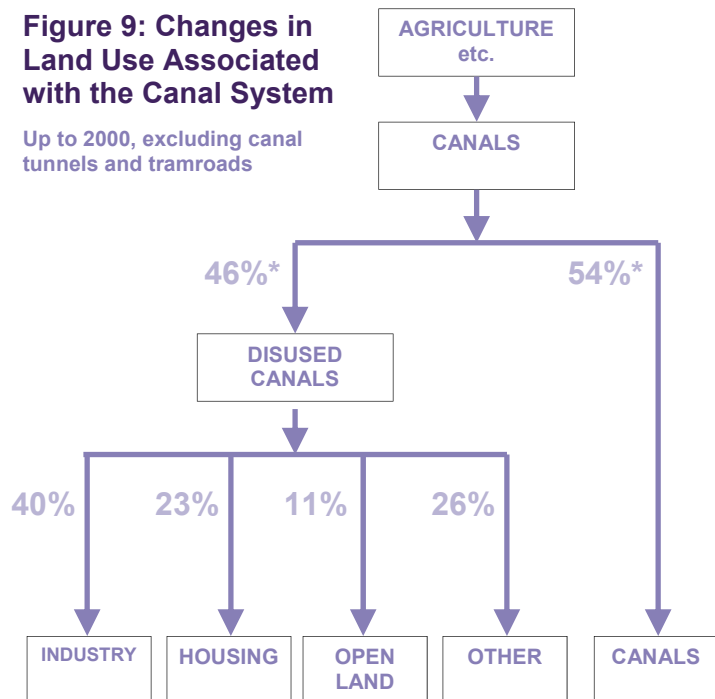
There are indications elsewhere that, in terms of length of waterway, the lost canals are the minority of that which has ever existed in the area. Also that much of the loss is concentrated in the area around Tipton (formerly known as 'the Venice of the Midlands'). However, it is probable that much of the rest of the loss is accounted for by short sections of canal basin which were previously distributed around a much broader area of the network.

In effect, these basins, together with the system of tramroads spreading out from them, were the connection between the main canal through-routes and the landscape they passed through. This particular area of loss has therefore caused, or at least reinforced, the modern disconnection of the waterways from their host landscape in the 21<sup>st</sup> century.

In terms of what now covers the defunct parts of the canal system, analysis of the BCHLC (see Figure 9) shows that the largest single category has been incorporated into or redeveloped as industrial sites. That said, analysis also suggests that possibly 10% currently lies within areas of open land, suggesting that the full process of reusing defunct canals within the modern landscape is incomplete, or only partial.

**Figure 9: Changes in Land Use Associated with the Canal System**

Up to 2000, excluding canal tunnels and tramroads



**Notes:**

\*These two proportions represent the calculated length of canals (including basins) which have ever existed within the boundaries of the four modern Black Country local authorities.

The remaining percentages refer to the proportion of BCHLC records for which this is the modern land use (the number of all the BCHLC records which are believed to be intersected by the line of a defunct canal is taken to be 100% in this case, and is 848 records, as shown in Figure3 (ii)).

Source: BCHLC, *Historical Map of the Birmingham Canals* by Richard Dean ([www.cartographics.co.uk/page3.htm](http://www.cartographics.co.uk/page3.htm)).

Readers who are interested in using the information on canals which is held within the Black Country HLC should contact the Black Country Archaeology Service (details on the back cover of this report).



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## Appendix 1: Unamended Records of Surviving Canals held within the BCHLC

Unique ID	HLC Type	Name	Summary	Certainty	From	To	District
HBL299	Used	Daw End (or Hay Head) Branch canal	The canal probably dates to the 18th century.	Probable	1751	1820	Walsall
HBL813	Used	Rushall Canal	This canal is fairly late in date being built some time in the 19th century.	Certain	1821	1880	Walsall
HBL814	Used	Daw End Branch (Wyrley & Essington Canal)		Certain	1801	1820	Walsall
HBL876	Used	Birmingham Canal - Wolverhampton Level		Certain	1751	1820	Wolverhampton
HBL1142	Used	Wyrely & Essington Canal		Certain	1801	1820	Walsall
HBL1967	Used	Cannock Extension Canal (Wyrley & Essington)	The Cannock Extension Canal was built during the 19th century off the earlier Wyrley & Essington Canal.	Certain	1821	1880	Walsall
HBL2155	Used	Birmingham Canal (Wolverhampton Level)		Certain	1751	1820	Wolverhampton
HBL2213	Disused	Birmingham Canal (Wolverhampton Level)	This is the line of a now filled in canal.	Certain	1931	2000	Wolverhampton
HBL2973	Used	Staffordshire & Worcestershire Canal		Certain	1751	1820	Wolverhampton
HBL3278	Disused	Bentley Canal	The former line of the Bentley canal is still discernible and must have been filled in in the mid/late 20th century.	Certain	1931	2000	Wolverhampton
HBL3431	Used	Birmingham Canal Wolverhampton Level part 2		Certain	1751	1820	Wolverhampton
HBL4339	Used	Shropshire Union Canal		Certain	1821	1880	Wolverhampton
HBL4630	Disused	Wyrley & Essington Canal - Sneyd Branch	The canal dates to either the very end of the 18th century or the early 19th century.	Certain	1801	1820	Walsall
HBL5023	Used	Walsall Canal (formerly known as Birmingham Canal).		Certain	1801	1880	Walsall
HBL5181	Disused	Sneyd Branch of the Wyrley & Essington Canal	The canal branch was closed in the mid/late 20th century having been opened c. 1796.	Certain	1931	2000	Walsall
HBL5196	Used	Walsall Canal		Certain	1751	1820	Walsall
HBL5360	Used	Walsall Canal Anson Branch		Probable	1851	1880	Walsall
HBL6190	Disused	Walsall Canal Anson Branch		Probable	1931	2000	Walsall
HBL7000	Used	Dudley Canal	The canal dates to the late 18th/early 19th century.	Certain	1751	1820	Dudley
HBL7111	Used	Birmingham Canal Wolverhampton Level	The canal is still active.	Certain	1751	1820	Dudley
HBL7145	Used	Birmingham Canal (Wolverhampton Level)		Probable	1821	1840	Dudley
HBL7776	Used	Stourbridge Canal, North of Stourbridge		Certain	0	1820	Dudley
HBL7777	Used	Stourbridge Canal		Certain	0	1820	Dudley
HBL7849	Used	Stourbridge canal/ Dudley Canal		Certain	1751	1820	Dudley
HBL8123	Disused	Stourbridge Extension Canal	The canal, which was built in the early 19th century, went out of use in the mid/late 20th century.	Probable	1931	2000	Dudley
HBL8186	Disused	Ketley Road, Kingswinford	The remains of a canal which had ceased operation by the inter war period.	Certain	1911	1930	Dudley
HBL8628	Used	Dudley Canal south of the tunnel.		Certain	1751	1820	Dudley
HBL8675	Disused	Pensnett Canal	The mid 19th century canal probably ceased to function in the mid/late 20th century.	Certain	1931	2000	Dudley
HBL8825	Used	Bumble Hole Branch, Bumble Hole	The canal probably dates to the late 18th/early 19th century.	Probable	1751	1820	Dudley

HBL9422	Disused	Dudley Canal	The canal probably went out of use in the mid/	Probable	1931 2000	Dudley
HBL9536	Used	Dudley Canal		Probable	0 1840	Dudley
HBL9901	Used	Birmingham Canal, Wolverhampton Level,	The canal dates to the late 18th/early 19th century.	Certain	1751 1820	Sandwell
HBL9919	Used	Dudley Canal, Tipton	The canal dates to the late 18th/early 19th	Certain	1751 1820	Sandwell
HBL9932	Used	Birmingham Canal	The canal dates to the 19th century.	Probable	1821 1840	Sandwell
HBL10058	Disused	Haines Branch Canal, Great Bridge	The canal had dated to the 19th century but became disused in the mid/late 20th century.	Certain	1931 2000	Sandwell
HBL10076	Used	Dudley Canal Netherton Tunnel	The canal dates to the mid 19th century.	Certain	1841 1880	Sandwell
HBL10117	Disused	Line of Birmingham Canal, the Toll End	The line of a former canal which had been infilled in the mid/late 20th century.	Probable	1931 2000	Sandwell
HBL10151	Used	Walsall Canal Lower	The canal dates to the late 18th/early 19th	Certain	1751 1820	Sandwell
HBL10160	Used	Walsall Canal,	The canal dates to the late 18th/early 19th	Certain	1751 1820	Sandwell
HBL10203	Disused	Former Gospel Oak Branch Canal (Walsall	A disused 19th century canal which had been abandoned in the mid/late 20th century.	Certain	1931 2000	Sandwell
HBL10208	Disused	Bradley Locks	The 18th century canal is largely disused.	Probable	1931 2000	Sandwell
HBL10261	Disused	Line of former Birmingham Canal Wolverhampton Level,	The canal had been built in the 18th century and was backfilled in the mid/late 20th century.	Certain	1931 2000	Sandwell
HBL10377	Used	Balls Hall Branch	The canal dates to the late 18th/early 19th	Certain	1751 1820	Sandwell
HBL10378	Used	Rushall Canal,	The canal dates to the 19th century.	Probable	1821 1880	Sandwell
HBL10379	Used	Tame Valley Canal,	The canal dates to the 19th century.	Certain	1821 1880	Sandwell
HBL10590	Used	Dudley Canal,	The canal dates to the late 18th/early 19th	Certain	1751 1820	Sandwell
HBL10929	Used	Gower Branch Canal,	The canal was constructed in the mid/late 19th	Certain	1821 1880	Sandwell
HBL11179	Used	British Transport Waterway Causeway Green Branch, near	The canal dates to the 19th century.	Certain	1821 1880	Sandwell
HBL11189	Used	Causeway Green	The canal branch dates to the 19th century.	Certain	1821 1840	Sandwell
HBL11190	Used	Titford Canal,	The canal dates to the 19th century.	Certain	1821 1840	Sandwell
HBL11376	Used	Titford Feeder,	The canal feeder dates to the mid 19th century.	Certain	1821 1840	Sandwell
HBL11390	Used	Birmingham Canal (Wolverhampton	The canal mainly dates to the early 19th century.	Certain	1821 1880	Sandwell
HBL11483	Disused	Balls Hill Branch Canal.	The 18th century canal was backfilled in the mid/late 20th century.	Certain	1931 2000	Sandwell
HBL11492	Disused	Balls Hill Branch Canal, Golds Green	The 18th century canal was backfilled in the mid/late 20th century.	Certain	1931 2000	Sandwell
HBL11502	Used	Ridgacre Branch Canal (Birmingham	The canal branch dates to the 19th century.	Certain	1821 1880	Sandwell
HBL11550	Used	Danks Branch Canal,	The branch canal dates to the late 18th/early	Certain	1751 1820	Sandwell
HBL12089	Used	Cape Arm Canal,	The section of canal dates to the late 18th/early	Certain	1751 1820	Sandwell
HBL12152	Used	Birmingham Canal (Wolverhampton	The canal dates to the late 18th century.	Certain	1751 1820	Sandwell
HBL12296	Disused	Site of Canal Feeder,	The canal feeder went out of use in the mid/late	Certain	1931 2000	Sandwell



## Appendix 2: Records of Filled Canals with their new uses

Previous record code	Name of canal (shortened)	Previous period of origin (of 'disused canal')	Replacement record code(s)	New broad type	New hlc type	New period of origin
HBL2213	Birmingham Canal	1931-2000	HBL2213	Open land	Rough grassland/scrub	1960-2000
			HBL12684	Woodland	Mixed woodland	1960-2000
HBL3278	Bentley Canal	1931-2000	HBL3278	Open land	Rough grassland/scrub	1960-2000
			HBL12686	Open land	Rough grassland/scrub	1960-2000
			HBL12687	Open land	Rough grassland/scrub	1960-2000
HBL10117	Birmingham Canal	1931-2000	HBL10117	Open land	Rough grassland/scrub	1960-2000
HBL10261	Birmingham Canal	1931-2000	HBL10261	Open land	Rough grassland/scrub	1951-2000
			HBL12685	Woodland	Mixed woodland	1951-1960
HBL11483	Balls Hill Branch	1931-2000	HBL11483	Open land	Rough grassland/scrub	1951-1970
HBL11492	Balls Hill Branch	1931-2000	HBL11492	Open land	Rough grassland/scrub	1951-1960

## Appendix 3: Amended Records of Surviving Canals held within the BCHLC

Unique ID	HLC Type	Name	Summary	Certainty	From	To	District
HBL299	Used	Daw End (or Hay Head) Branch canal	The canal probably dates to the 19th century.	Probable	1800	1820	Walsall
HBL813	Used	Rushall Canal	This canal is fairly late in date being built some time in the 19th century.	Certain	1845	1850	Walsall
HBL814	Used	Daw End Branch (Wyrley & Essington Canal)		Certain	1800	1805	Walsall
HBL876	Used	Birmingham Canal - Old Main Line (part)		Certain	1770	1775	Wolverhampton
HBL1142	Used	Wyrely & Essington Canal		Certain	1791	1800	Walsall
HBL1967	Used	Cannock Extension Canal (Wyrley & Essington)	The Cannock Extension Canal was built during the 19th century off the earlier Wyrley & Essington Canal.	Certain	1821	1880	Walsall
HBL2155	Used	Birmingham Canal (Wolverhampton Level)		Certain	1770	1775	Wolverhampton
HBL2973	Used	Staffordshire & Worcestershire Canal		Certain	1770	1775	Wolverhampton
HBL3431	Used	Birmingham Canal Wolverhampton Level part 2		Certain	1770	1775	Wolverhampton
HBL4339	Used	Shropshire Union Canal		Certain	1830	1840	Wolverhampton
HBL4630	Disused	Wyrely & Essington Canal - Sneyd Branch	The canal dates to either the very end of the 18th century or the early 19th century.	Certain	1801	1820	Walsall
HBL5023	Used	Walsall Canal		Certain	1795	1800	Walsall
HBL5181	Disused	Sneyd Branch of the Wyrley & Essington Canal	The canal branch was closed in the mid/late 20th century having been opened c. 1796.	Certain	1931	2000	Walsall
HBL5196	Used	Walsall Canal		Certain	1795	1800	Walsall
HBL5360	Used	Walsall Canal Anson Branch		Probable	1851	1880	Walsall
HBL6190	Disused	Walsall Canal Anson Branch		Probable	1931	2000	Walsall
HBL7000	Used	Dudley Canal	The canal dates to the late 18th/early 19th century.	Certain	1785	1790	Dudley
HBL7111	Used	Birmingham Canal - Bloomfield Branch	The canal is still active.	Certain	1795	1837	Dudley
HBL7145	Used	Birmingham Canal Deepfields Branch (Sandwell part)		Probable	1794	1837	Dudley
HBL7776	Used	Stourbridge Arm		Certain	1775	1780	Dudley
HBL7777	Used	Stourbridge Canal		Certain	1775	1780	Dudley
HBL7849	Used	Stourbridge canal/ Dudley Canal west of Parkhead		Certain	1775	1780	Dudley
HBL8123	Disused	Stourbridge Extension Canal	The canal, which was built in the early 19th century, went out of use in the mid/late 20th century.	Probable	1931	2000	Dudley
HBL8186	Disused	Ketley Road, Kingswinford	The remains of a canal which had ceased operation by the inter war period.	Certain	1911	1930	Dudley
HBL8628	Used	Dudley Canal south of the tunnel.		Certain	1795	1800	Dudley
HBL8675	Disused	Pensnett Canal	The mid 19th century canal probably ceased to function in the mid/late 20th century.	Certain	1931	2000	Dudley
HBL8825	Used	Bumble Hole Branch, Bumble Hole		Probable	1800	1805	Dudley
HBL9422	Disused	Dudley Canal	The canal probably went out of use in the mid/late 20th century.	Probable	1931	2000	Dudley
HBL9536	Used	Dudley Canal		Probable	1795	1800	Dudley
HBL9901	Used	Birmingham Canal, Wolverhampton Level,		Certain	1770	1775	Sandwell

HBL9919	Used	Canal, Tipton Junction to Dudley Tunnel		Certain	1785 1790 Sandwell
HBL9932	Used	Birmingham Canal Birmingham Level		Probable	1825 1830 Sandwell
HBL10058	Disused	Haines Branch Canal, Great Bridge	The canal had dated to the 19th century but became disused in the mid/late 20th century.	Certain	1931 2000 Sandwell
HBL10076	Used	Dudley Canal Netherton Tunnel Branch	The canal dates to the mid 19th century.	Certain	1855 1860 Sandwell
HBL10151	Used	Walsall Canal Lower Ocker Hill Branch	The canal dates to the late 18th/early 19th century.	Certain	1780 1820 Sandwell
HBL10160	Used	Walsall Canal, Sandwell		Certain	1785 1790 Sandwell
HBL10203	Disused	Former Gospel Oak Branch Canal (Walsall Canal)	A disused 19th century canal which had been abandoned in the mid/late 20th century.	Certain	1931 2000 Sandwell
HBL10208	Disused	Bradley Locks	The 18th century canal is largely disused.	Probable	1931 2000 Sandwell
HBL10377	Used	Wednesbury Old Canal (part)		Certain	1765 1770 Sandwell
HBL10378	Used	Rushall Canal, Sandwell	The canal dates to the 19th century.	Probable	1845 1850 Sandwell
HBL10379	Used	Tame Valley Canal, Sandwell	The canal dates to the 19th century.	Certain	1840 1845 Sandwell
HBL10590	Used	Dudley Canal, Sandwell		Certain	1795 1800 Sandwell
HBL10929	Used	Gower Branch Canal, Sandwell		Certain	1825 1835 Sandwell
HBL11179	Used	British Transport Waterway Causeway Green Branch, near Langley	The canal dates to the 19th century.	Certain	1821 1880 Sandwell
HBL11189	Used	Causeway Green Branch	The canal branch dates to the 19th century.	Certain	1835 1840 Sandwell
HBL11190	Used	Titford Canal, Sandwell	The canal dates to the 19th century.	Certain	1835 1840 Sandwell
HBL11376	Used	Titford Feeder, Oldbury	The canal feeder dates to the mid 19th century.	Certain	1835 1840 Sandwell
HBL11390	Used	Birmingham Canal (Wolverhampton Level), Sandwell		Certain	1769 1790 Sandwell
HBL11502	Used	Ridgacre Branch Canal (Birmingham Level), Sandwell	The canal branch dates to the 19th century.	Certain	1821 1880 Sandwell
HBL11550	Used	Danks Branch Canal, Sandwell	The branch canal dates to the late 18th/early 19th century.	Certain	1751 1820 Sandwell
HBL12089	Used	Cape Arm Canal, Smethwick	The section of canal dates to the late 18th/early 19th century.	Certain	1751 1820 Sandwell
HBL12152	Used	Birmingham Canal (Wolverhampton Level)		Certain	1765 1770 Sandwell
HBL12296	Disused	Site of Canal Feeder, Smethwick	The canal feeder went out of use in the mid/late 20th century.	Certain	1931 2000 Sandwell
HBL12671	Used	Birmingham Canal Deepfields Branch (Wolverhampton part)		Certain	1794 1837 Wolverhampton
HBL12672	Used	Birmingham Canal - Pothouse Bridge to Bradley Bridge Junctions			1770 1820 Wolverhampton
HBL12673	Used	Birmingham Canal at Bradley Bridge Junction			1770 1775 Wolverhampton
HBL12674	Used	Birmingham Canal near Bloomfield Junction	The canal is still active.		1770 1775 Dudley
HBL12675	Used				1770 1775 Sandwell
HBL12676	Used	Birmingham Canal near Seven Stars Bridge			1770 1775 Sandwell
HBL12677	Used	Canal between Walsall and Birchills Junctions			1840 1845 Walsall
HBL12678	Used	Canal east of Tipton Factory Junction			1835 1840 Sandwell
HBL12679	Used	Birmingham Canal, Tipton	Part of the new main line		1825 1830 Sandwell
HBL12680	Used	Birmingham Canal Island Line	Part of the New Main Line between Birmingham and Wolverhampton		1835 1840 Sandwell
HBL12681	Used	Birmingham Canal east of Albion Junction	The canal dates to the 19th century.		1825 1830 Sandwell
HBL12682	Used	Canal west of Spon Land Junction	Part of Wednesbury Old Canal		1765 1770 Sandwell
HBL12683	Used	Wyrley & Essington Canal (Anglesey Branch)			1846 1855 Walsall





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[www.wolverhampton.gov.uk/environment/land\\_premises/conservation/archaeology/hlc.htm](http://www.wolverhampton.gov.uk/environment/land_premises/conservation/archaeology/hlc.htm)