

Stamford Canal

Proposal to restore the waterway for pleasure craft from Stamford to Deepings St James and on to the River Welland in south Lincolnshire

Stamford Canal

- Having spent many years researching the Stamford Canal and creating a website dedicated to its past, I now wish to move this project forward and look to the future
- This proposal is to get the whole of the Stamford Canal restored and used for recreational craft and water transfer as soon as possible.

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- The majority of the route is still clear; a lot of it is visible if you know where to look.
- Some of it is STILL in water after 350 years and even after being closed since 1853!
- The problems are small; the amount of building over the route is tiny and the road and rail infrastructure can be coped with.
- On that basis – let me explain.....

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- Sequentially, the impediments are:
- Lock 1 at Hudds Mill needs the garden removing and new doors hanging.
- The River Gwash weir needs cleaning and water rerouted
- Barnack Road bridge needs the infill removing
- Locks 2, 3 and 4 need rebuilding in-situ with a cantilever farm bridge between locks 2 and 3

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- Obviously the route to this point needs re-dredging and minor bridge work & sluices done.
- The route from 4 to 5 will need a slight detour on going into Tallington due to two houses having been built across the bed of the canal. Again cantilever bridges for field access
- Lock 5 when rebuilt needs to be deeper to allow the canal to go under a new flat bridge on Bainton Road

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- The canal would then go through the Millennium Green. The current footpath would just be raised to be the new towpath.
- A single pedestrian bridge would be needed where two footpaths cross near the Dovecote
- A cantilever bridge would be needed for farm traffic to cross at Mill Lane

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- Another cantilever farm bridge would be required on the next bend of Mill Lane into the farm buildings
- Unfortunately the old lock 6 just beyond is under the East Coast Main Line along with its associated tunnel.
- Luckily, this would just need emptying of the gravel backfill and the sides of lock 6 would remain, without need for lock gates.

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- Beyond the railway it is just a case of dredging the old canal route all the way to Lock 7
- Lock 7 would need rebuilding even though most of it is still there. It would need to be deeper (like lock 5) to get traffic under King Street without a humped back bridge.
- Dredging would continue through West Deeping

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- The route would then follow the original route but go straight through lock 8 (like lock 6).
- Lock 9 would need reinstating and this would allow access to the only section still in water.
- Bridges into Molecey Mill would need to be provided (similar to the cantilever bridges on Mill Lane?)

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- The next section needs re-dredging and height determined to get under the A15 Deeping bypass
- Continue re-dredging and dig out the old route to the rear of the old mill alongside the road.
- A new lock 10 would be needed. How much is still under the soil is not known.
- This drops the canal back onto the River Welland

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- Obviously sufficient water would be needed to provide a depth in the river for navigation.
- Lock 11, Briggins or High Lock is 100% solid, just needing new gates! However it will need its length checking - being the shortest one!
- Lock 12, Low Lock just needs rebuilding in-situ to get round the weir alongside and onto the Welland

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- Said quickly, it isn't as much a job as MANY of the restoration projects completed and planned
- The social and environment benefits would be huge, along with the provision of marinas
- The run-off from Rutland Water could then be harnessed later in the new Holbeach reservoir

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- I recommend it to you for consideration of an early start in restoring England's earliest canal to its rightful position in providing an ideal destination of Stamford for waterway users of all ages.
- Thank you Ken Otter
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