

*Facing the milepost on the Park Place traffic island look down Chorlton Terrace on your left. At the end of the Terrace is the site of the old terminus/canal basin and warehouse, now built over. To start the walk, take Cheadle Road (on your right with your back to the milepost), shortly pass The Limes on your right, this is the site of the old Limes Pub originally the Wharfingers house and Office. The line of the canal runs behind the houses, parallel to the road.*

Continue along the road to the Three Tuns pub. Take the left fork along New Road. Continue out of the Town still with the line of the canal on your right, past the old Parks Restaurant (*this is opposite the original apex of the canal bend*) to reach the roundabout above the A50. Walk to the far side (i.e. the footpath) and cross over the A50 bridge. Just before the roundabout, re-cross the road to reach the right-hand side and slip road. Look left and cross the slip road with care to reach a set of steps (by railings.) Descend the steps to reach a service road. Turn right here. At the end follow the white graded path ahead, to reach the milepost. (1.75 miles).

*The line of the old canal can be seen here, the large green A50 sign is approximately at the apex of the old canal where it swung back towards Uttoxeter, The line of trees to the left marks the line of the canal and where the canal crossed the River Tean over a cast iron viaduct.*

At the milepost descend the steps to a stile and track. Cross both and enter the field opposite (no stile, gate or sign). Cross the field to reach the river Tean on your right. Keep it to your right to reach the far corner with a stile and a bridge. Cross both and straight ahead across the next field to reach a new gate at the edge of trees. (*Here the old canal can be seen and followed for a few yards on your right*). Through the gate and ahead, following the line of trees which soon disappear to reach another gate. (It is the smaller, left hand gate). Cross the next field (hedge on right) and ahead through two stiles (the first of which has a no trespassing sign). Through the next field to another stile. Over it. *Once through this you are on the old towpath with clear signs of the canal curving to the left.* After 30 metres locate the stile on your right. Over this, cross the electric fence if it's there and turn left towards a gate at the right end of a yard (to left of electric pole). Cross stile to the right of gate and follow the enclosed path to enter the yard. Cross the yard to reach the Stramshall road in Spath, cross and turn left. Follow the road to the next junction on the right (Creighton Lane). Turn right to pass the next milepost (2.8 miles).

*The line of the canal crosses the yard on your left to parallel the lane until it crosses the lane at Bridge Cottage.* Follow Creighton Lane, to finally reach Hook Lane. Just to the left of the sign is a gate and stile. Over this stile and keep hedge

on the right. *At gap you can see a cottage, this is the old crossing cottage which was built by the railway which lay over the canal. The line of the canal is parallel to this footpath but around 300 metres away. Over the next stile to reach the next milepost. (4 miles).*

Continue ahead to a stile in the corner. Cross the next field, over stile and cross another field and over stile. *One of the old railway bridges can be seen on the right with the line of the canal a little further away.* Reach a track, stile either side. Cross stiles and enter field, hedge on left to the left corner. Over stile, hedge on right. Ahead to a brook, gate and stile, over, hedge now on left. Over next two stiles to emerge at a third stile on a road.

*The cottage opposite is another level crossing cottage indicating the line of the railway and also canal.* Turn right. *The next buildings on the right are an old Smithy and former farm workers' cottages.* Reach a road junction and turn left to soon reach the main road (B5030). Cross with care to turn left and walk on the far verge. The next milepost is on JCB property but can be seen on the left amongst the trees opposite the footpath sign. At the cottage on the left re-cross the road to walk on the verge to see the lake. Reach a roundabout. *The line of the canal is on private property and ran on the far side of the lake to then go beneath the JCB buildings.*

Cross over to follow the paved path to the right of the lake. Follow to the end of the lake to reach the next milepost. (6.5 miles). At the milepost take the right fork. The path soon bears left and passes the rear of a car park to emerge at a roundabout. Go straight across and up a slight incline which rises over the disused railway bridge. 15 metres from the top of the bridge there is a stile on the right (easily missed if overgrown). Over this to descend steps and over a stile. Cross the field, aiming for the prominent hedge to the left of the small football field. *The line of the old canal is on your right.* Over the stile and down the left side of the field to a gap in the corner. Follow this left to reach a road. Turn right and at the T junction left for the village car park and Tavern pub or right for the bus stop or to continue the walk. *Opposite the bus stop on the edge of the bowling green 2 original mileposts from 1820 can be seen.* After 50 yards turn left along the disused railway line. (7.2 miles).

Section 2 of the route can be found on a separate leaflet.

It is the intention of the Caldron & Uttoxeter Canals Trust to re-establish the Uttoxeter Canal. Much work has already been carried out between Alton and Denstone. However, between Denstone and Uttoxeter buildings obstruct the line of the old canal and an alternative route is planned. As part of the overall project the Trust would like to preserve as much of the line of the old canal as possible. In order to do this, six mileposts have been commissioned, four sponsored by members of the Trust and two by JCB whose land part of the canal formerly flowed. The mileposts are now in situ and a walk, linking them, but keeping as close to the line of the original canal as possible has been created.

The idea for the canal was first mooted at the end of the 18th Century and in 1800 applications for tender were invited. However, there were disagreements over parts of the route and it was 1805 before work was started and 6 years later it was completed in 1811. Plans to build an arm from Rocester to Ashbourne and to continue the canal to Burton never materialised.

The canal was never a great success and by 1846 it was making an annual loss of £1k. At that time railway construction was in full swing and in 1846 the canal was valued at £1,170,000 and sold to the North Staffs Railway company. The canal was then closed in 1847 and work started on the railway which followed the route of the canal but by using cuttings and embankments the route was straightened.

When walking along the disused railway track between Oakamoor and Denstone, several sections of the canal can be seen. Between Alton and Crumpwood, CUCT is restoring a section of the canal which includes the only remaining intact bridge (known as Bridge 70) as well as three of the locks which formerly existed. From Denstone virtually all traces of the canal have disappeared with the JCB site occupying the old wharf and lime kilns. A section of canal remains but is on private property. Whilst the line of the canal can be traced beyond here there are only two sections remaining, one being the gentle curve of the canal and winding hole at Spath and a small section of water a few hundred metres beyond, both of which can be seen on the walk. Sadly, there is now no trace of the old Wharf and basin at the terminus in Uttoxeter.

The canal was 13 miles long with a fall 133 feet. It began at Froghall Basin and through a series of locks reached the main turnpike road (A52). From here it followed the east side of the river. After nearly 2 miles there was a wharf and turning point. This was used to transport coal from two nearby coalfields, Woodhead and Royal George colliery via a tramway. Sadly, there is no sign of this today. From here it continued to Oakamoor and Bolton's copper works (again there is no sign of the works other than a large open, recreational space and car park).

From Oakamoor the canal continued towards Alton and its wharf with smelting mill. There was a short tunnel at Alton (but with the later construction of the railway station there is only a bridge to mark the spot). From here the canal continued to Crumpwood where a lock (Carrington's Lock) dropped the level to the river level and crossed the River Churnet at a weir. Boats were towed across the weir to the Flood Lock on the other side.

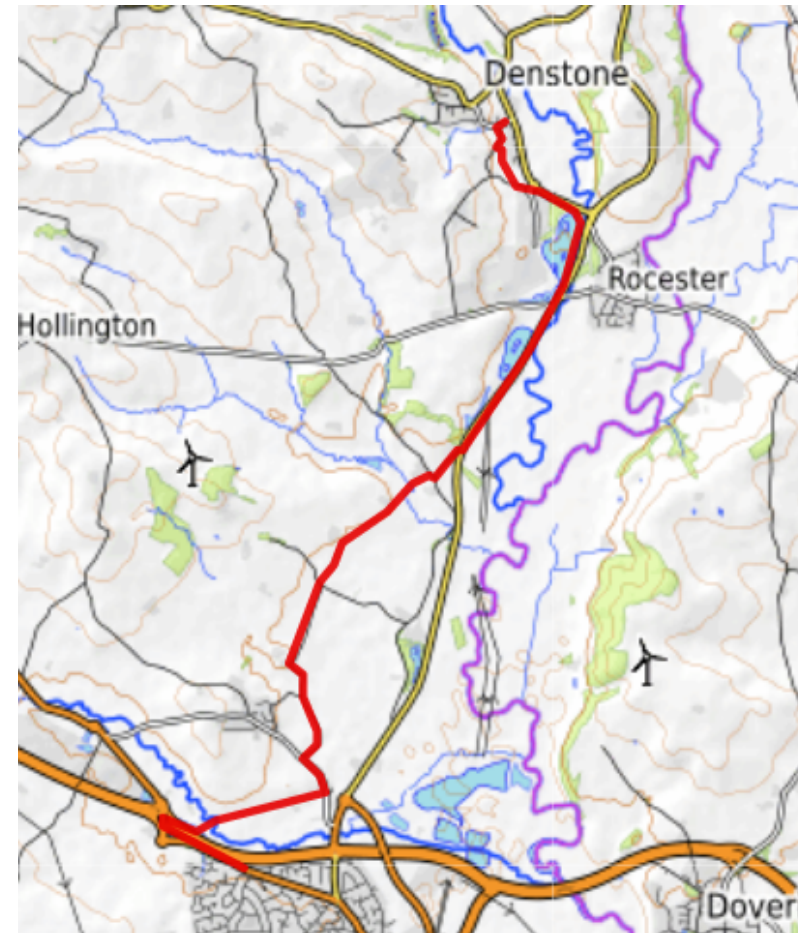
From here the canal continued through Denstone towards Rocester with two locks, two lime kilns and a wharf which are now beneath factory buildings.

At Rocester it followed the 300ft contour so was lock free all the way to Uttoxeter. At Combridge it crossed Nabb Brook on an aqueduct. Then at Stramshall it went under the road, which at the time was the main road into Uttoxeter. To keep to the contour, it then turned west at Spath to cross the river Tean on an aqueduct to then turn east towards Uttoxeter, passing under the road to reach its terminus to the north of the town in the area still known as The Wharf.

# The Uttoxeter Canal Milepost Walk



[www.cuct.org.uk](http://www.cuct.org.uk)



## Section 1 Uttoxeter to Denstone

This is a walk of 7 miles between Uttoxeter and Denstone linking the mileposts near the line of the original Uttoxeter Canal. Parts of the canal can be seen on the walk which follows roads and footpaths closest to the original route. Part of the route can be very muddy at times but overall the walk is level and easy although there

are several stiles, some of which are a little rickety.

The route from the first milepost to the second one is along a road and the walk could start at the latter (skip to paragraph 5). Parking near the start can be in the Maltings car park (near the bus station) or there is on street parking on Heath Road (just past Fox's Biscuits). There is an hourly bus service from Denstone back to the Uttoxeter bus station.

*Words in italics refer to canal features.*