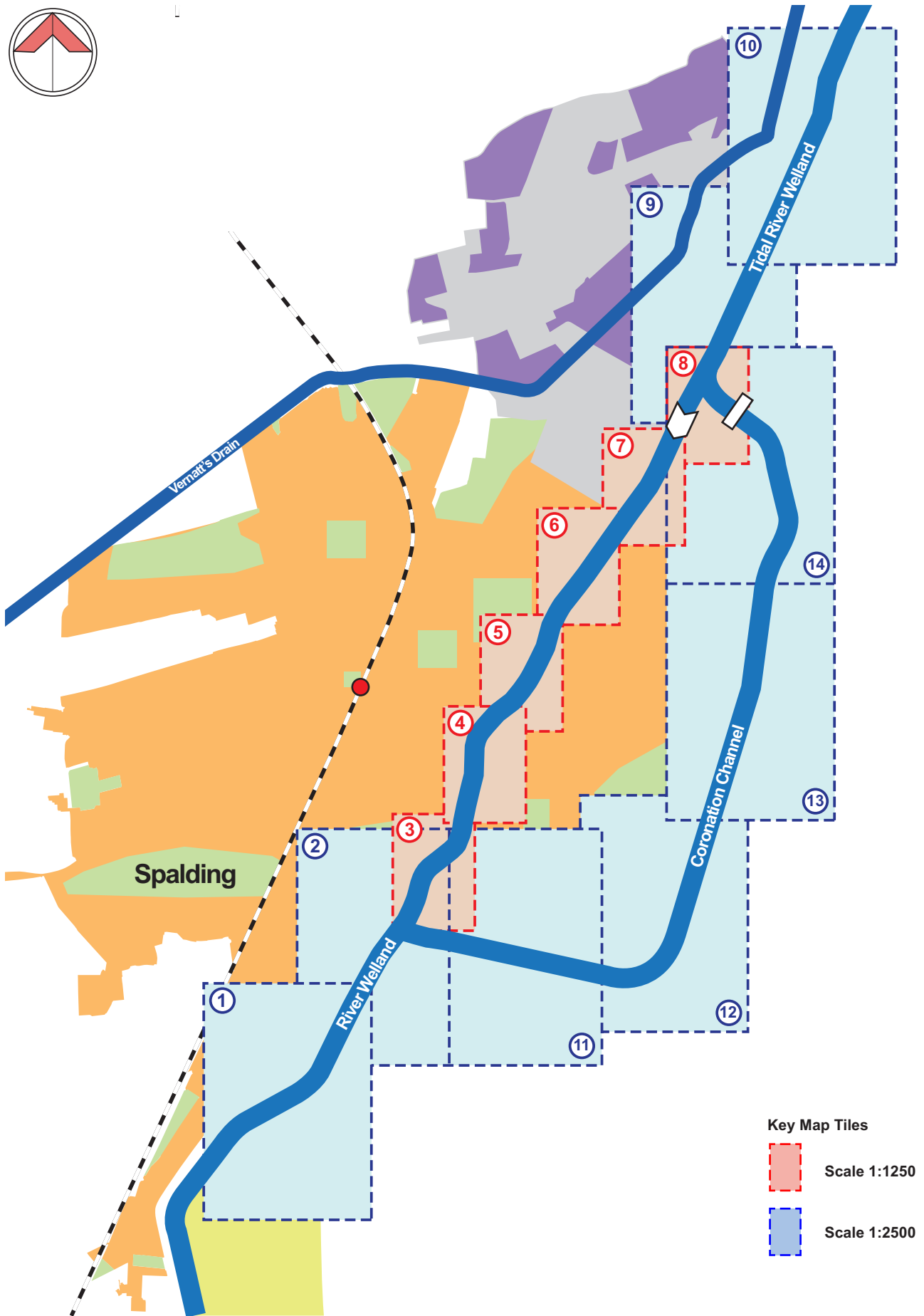




Spalding: A Waterway Destination 5





Integrated waterfront and water taxi stop, Copenhagen



Active waterfront pavilion, Stockholm



Example of a discreet small scale waterway facilities block, Great River Ouse, Ely

Introduction

The aspiration of the Lincolnshire Waterways Partnership is for Spalding to become a major waterway destination on the Fens Waterways Link. This section puts forward a number of suggestions to raise Spalding's profile as a major waterway attraction and so enhance the quality of life for its inhabitants and visitors alike. These suggestions are captured in detailed maps with accompanying text and photographs. The maps commence at the south western edge of Spalding and run downstream through the town centre, finishing at the A16 bridge over the River Welland to the north of the town.

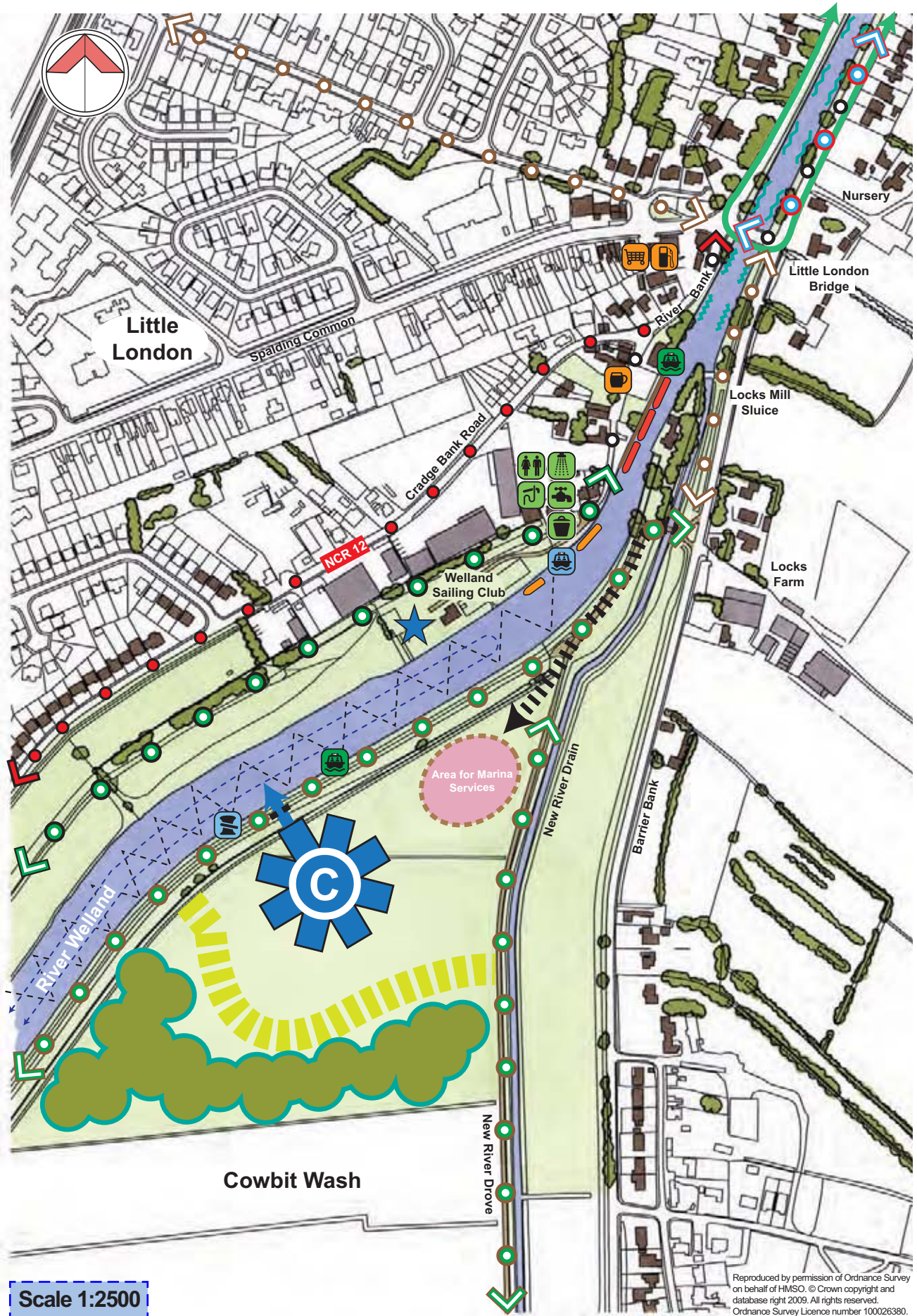
Waterside Facilities and Links

Good waterside facilities are essential in encouraging boaters to come and stay in Spalding. Mooring locations should have information about the town's amenities; shopping, leisure, walks and visitor attractions should be well promoted and clearly signed.































Improved and increased visitor moorings should be provided close to the town centre and attractions such as the South Holland Centre, Market Place, Ayscoughfee Hall and parish church of St. Mary & St. Nicholas, which are all easily accessible.



The existing moorings to the south of High Bridge and Taku Footbridge will need to be refurbished, extended and additional accesses created.



Key

-  Existing Vegetation
-  Proposed River Park
-  Existing Public House
-  Existing Welland Sailing Club sailing area, southwards to A16 bridge
-  Proposed Watersports/ Rowing Centre Option
-  Proposed Rowing Course
-  Existing Visitor Moorings
-  Existing Operational Moorings (Water Taxi)
-  Proposed Visitor Moorings
-  Marina Option Site
-  Habitat Creation within Marina
-  Proposed Area of Wet Woodland
-  Area for Marina Services
-  Existing Shop
-  Existing Garage
-  Vehicular Access
-  Holding Mooring
-  Proposed Water Taxi Stop
-  Proposed Toilets
-  Proposed Shower
-  Proposed Pump Out
-  Proposed Rubbish Disposal
-  Proposed Water Point
-  Existing Route of Spalding Leisure Wheel Way
-  Existing Public Right of Way & Spalding Leisure Wheel Way
-  Existing Route of Brown Fen Waterway Trail
-  Existing Public Right of Way & Brown Fen Waterway Trail
-  Existing Cycleway - NCR 12
-  Proposed Waterside Walk & Cycleway
-  Proposed ecological enhancements to soften visual impact of sheet steel piling



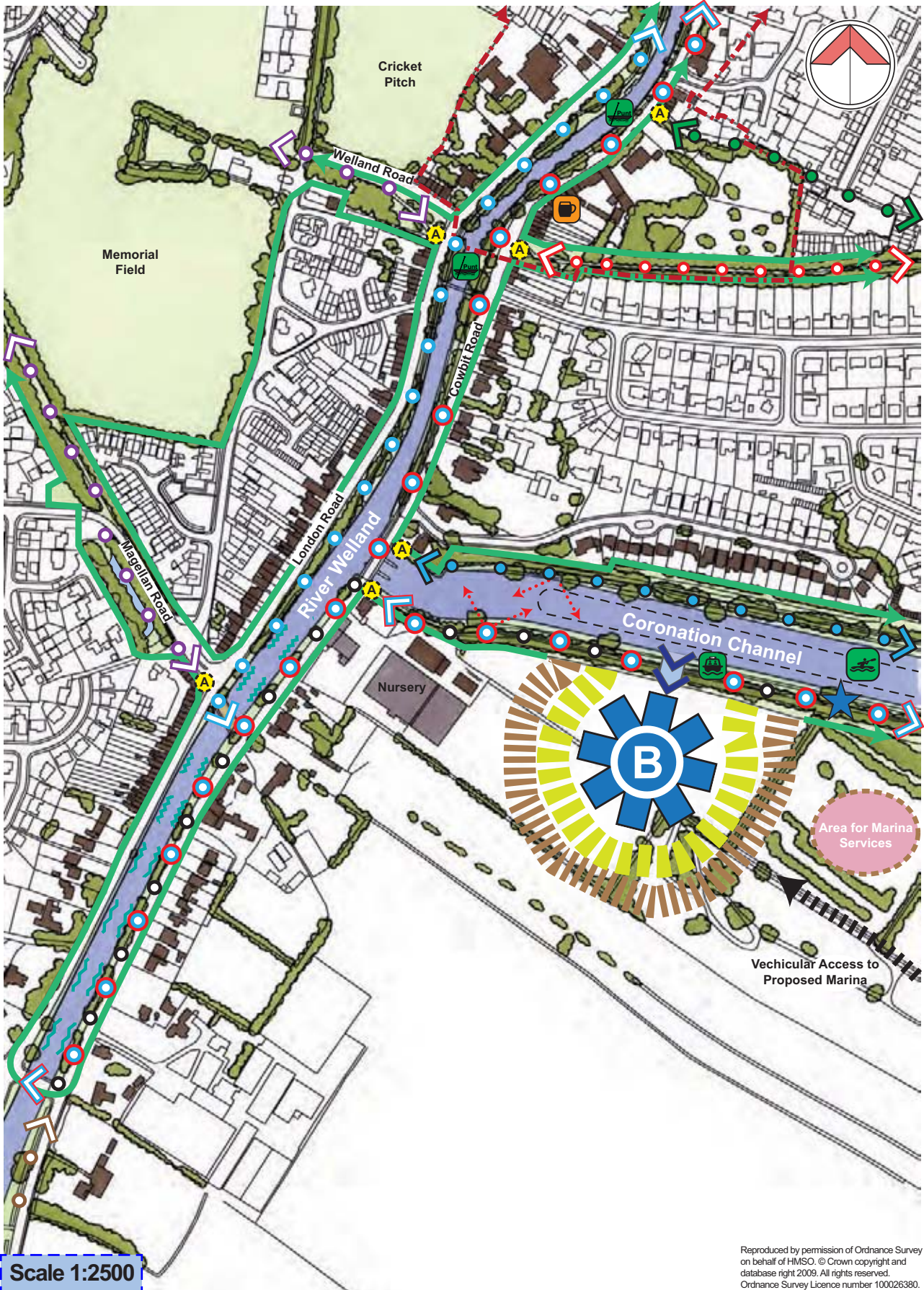
Explore moorings to include visitor moorings for the Golden Ball pub.




























Improve waterfront to create an attractive approach to Spalding.

Waterside Facilities - Welland Yacht Club

In advance of a marina there should be provision of a boat service area, with toilets, showers, water, fuel, pump out and Elsan facilities. This should be located at the Welland Yacht Club where the facilities can complement the existing moorings and contribute to the existing waterspace activity.



Key

-  Conservation Area Boundary
-  Proposed River Park
-  Views Overlooking Waterway
-  Existing Public House
-  Marina Option Site
-  Habitat Creation within Marina
-  Area for Marina Services
-  Bunding to Marina Development
-  Holding Mooring
-  Vehicular Access
-  Proposed Lock
-  Proposed Water Taxi Stop
-  Proposed Watersports Centre Option
-  Proposed Watersports Course
-  Canoeing Activity
-  Proposed Punting Activity
-  Existing Waterside Walk
-  Existing route of Spalding Leisure Wheel Way
-  Existing Route of Brown Fen Waterway Trail
-  Proposed Cycleway
-  Access Point
-  Proposed Riverside Walk
-  Proposed Waterside Walk & Cycleway
-  Proposed Multi-user route
-  Proposed ecological enhancements to soften visual impact of sheet steel piling

Walking and Cycling

Spalding is located on a number of trails and cycleways, particularly along flood banks, including Coronation Channel and Vernatt's Drain. The Coronation Channel path is a permissive route rather than a Public Right of Way. The Spalding Leisure Wheel is a circular walking route around the outskirts of the town, using the Coronation Channel and the Vernatt's and South Drove Drains on a variety of footpaths and roadside paths. The Leisure Wheel passes close to two nature reserves: Arnold's Meadow, immediately east of the Coronation Channel, and Vernatt's Local Nature Reserve to the north of the town.














Routes from the town's waterways taking walkers through the town centre and linking with the Leisure Wheel should be signed and promoted, particularly from attractions and amenities such as Springfields, water taxi stops, Ayscoughfee Hall etc. Other possible walking destinations, which could be promoted, include Pinchbeck, Surfleet village trails along the River Glen together with Crowland historical trail, the Pinchbeck Engine Museum, the Spalding Flower Bulb Museum and the Romany Museum.



Currently there is no riverside path along Cowbit Road south of Cowbit Sluice, which is part of the Spalding Leisure Wheel. A multi-user path would connect the permissive paths of the Coronation Channel to the Brown Fen Waterway Trail, NCR No.12 and the public rights of way across Cowbit Washes.



Key

-  Conservation Area Boundary
-  Proposed River Park
-  Shared Surface + Traffic Calming measures
-  Views Overlooking Waterway
-  Existing Public House
-  Existing Water Taxi Stop
-  Proposed Punting Activity
-  Proposed Cycleway
-  Access Point
-  Proposed Riverside Walk
-  Proposed Waterside Walk & Cycleway
-  Proposed Multi-user route
-  Proposed ecological enhancements to soften visual impact of sheet steel piling



Very attractive river corridor when viewed from the river

The River as a Green Corridor

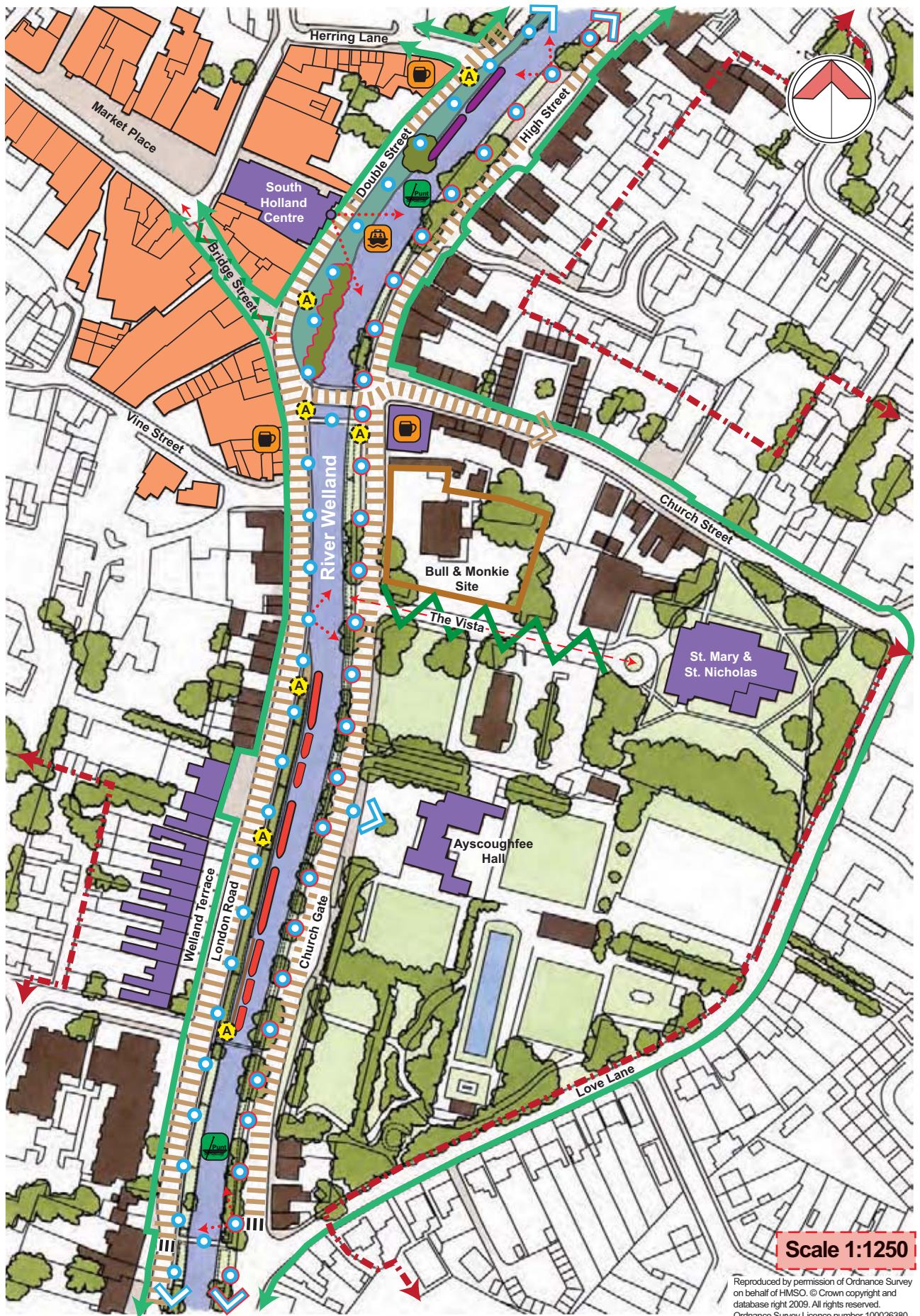
The River Welland forms an important and attractive green corridor for people and wildlife. However, there is little reference made to the river’s presence and the corridor is currently narrow and hemmed in on both banks by busy roads and vehicular parking, restricting visibility of the river. Where access points exist they are often poorly marked and severed by the busy road.























Multi-user path should be created along the river, connecting with the town centre. Consider reducing road width



Multi-user path connecting with river corridor should be enhanced with emphasis placed on improving access to Balmoral Avenue Footbridge



Key

-  Commercial Centre (Springfields)
-  Conservation Area Boundary
-  Proposed River Park
-  Shared Surface + Traffic Calming measures
-  Landscape Improvements to Spalding's principal waterfront areas
-  Improve Visual & Physical Connections to River
-  Remove vegetation to improve visibility & connections with the River
-  Existing Development Site
-  Prominent Building
-  Views Overlooking Waterway
-  Existing Public House
-  Existing Water Taxi Stop
-  Proposed Trip Boats/Commercial Moorings
-  Proposed Visitor Moorings
-  Proposed Punting Activity
-  Existing Cycleway
-  Reroute existing Cycleway
-  Access Point
-  Proposed Riverside Walk
-  Proposed Waterside Walk & Cycleway

Town Centre

Pedestrian access is difficult, particularly in the central and southern sections closest to the town centre where the traffic and the parking are most congested. The pedestrian links between the town centre and Ayscoughfee Hall, which lies on the opposite bank, are poor as there is no riverside walk in front of Ayscoughfee Hall and parked cars dominate the area. Traffic calming and circulation on the bank side roads together with parking provision should be re-examined.



Car parking cuts off the river corridor preventing a riverside path between the town centre and Ayscoughfee Hall

A new traffic and parking regime should be devised in order to reduce parking along the riverbanks to a minimum. Spalding is desperately short of attractive green space within the town. No doubt parking provision is also at a premium, but the tackling of these traffic issues will allow a widening of the green corridor, and the creation of a riverside park running through to centre of the town. The creation and enhancement of the public realm would provide an attractive centrepiece to Spalding and provide a venue and meeting place for users both on and off the water.

















The river corridor would be enhanced by the creation and improvement of access points, walkways, cycleways and linkages to greenspaces, together with the provision of public art. Additional habitat creation for wildlife would further enhance the river corridor and soften the engineered structure of the watercourse.



Scale 1:1250

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Key

-  Conservation Area Boundary
-  Proposed River Park
-  Shared Surface
+ Traffic Calming measures
-  Landscape Improvements to
Spalding's principal waterfront areas
-  Prominent Building
-  Views Overlooking Waterway
-  Existing Public House
-  Proposed Water Taxi Stop
-  Proposed Trip Boats/Commercial
Moorings
-  Proposed Visitor Moorings
-  Proposed Punting Activity
-  Existing Cycleway
-  Reroute Existing Cycleway
-  Access Point
-  Proposed Riverside Walk
-  Proposed Waterside Walk & Cycleway



Spalding Town Quay: area to be redesigned to improve the public realm and the links between the town centre and the river. Commercial vessels, trip/restaurant boats, water taxi and punting station. Reduce the impact of the road by creating a shared space between the buildings and the river

To the north of High Bridge in front of the South Holland Centre the height of the riverbank is comparatively low. This centrally located section of waterfront should become Spalding's town quay. The area needs to be designed as an attractive destination to attract people from the town and provide facilities for river users. Connections with the market place should be developed together with existing waterside businesses and the potential for creating a waterside market space should be investigated. The current water taxi stop should be promoted together with additional trip/restaurant boat moorings and the opportunity to establish a River Welland punting culture within Spalding. The development of punting through Spalding can be developed in advance of the Fens Waterway Link, animating the river through the town centre.

The famous annual Flower Festival held in May should have a water-based element, taking place on 'floats' together with other events throughout the year. A circular route using the Welland and Coronation Channel as described would lend itself particularly well to such parades.

















The design and quality of materials must complement the prominent examples and elegant architecture of Welland Terrace and the merchant houses, which extend along both banks of the river corridor. Consideration could be given to permitting development such as café pavilions within the park and support given to existing businesses to enhance their external spaces close to the river in order to attract people to the park and encourage visiting boaters to moor in the town.



Examples of the fine Georgian merchant houses, which line the river corridor



Key

-  Conservation Area Boundary
-  Proposed River Park
-  Prominent Building
-  Views Overlooking Waterway
-  Proposed Footbridge
-  Existing Development Site
-  Existing Public House
-  Proposed Water Taxi Stop
-  Proposed Visitor Moorings
-  Proposed Punting Activity
-  Existing route of Spalding Leisure Wheel Way - to be rerouted
-  Existing Cycleway
-  Reroute existing Cycleway
-  Access Point
-  Proposed Riverside Walk
-  Proposed Waterside Walk & Cycleway



The Anchor pub should make more of its waterfront location, potential for punting station



Opportunity for riverside pavilions set within riverside park



Punting station, Cambridge



Waterfront pavilion, London



Two new footbridges should be installed to improve pedestrian circulation along the riverside















Scale 1:1250

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The road and crash barriers separate the river from the townscape. The proposed river park will help to create an inclusive environment between frontages along the river

Key

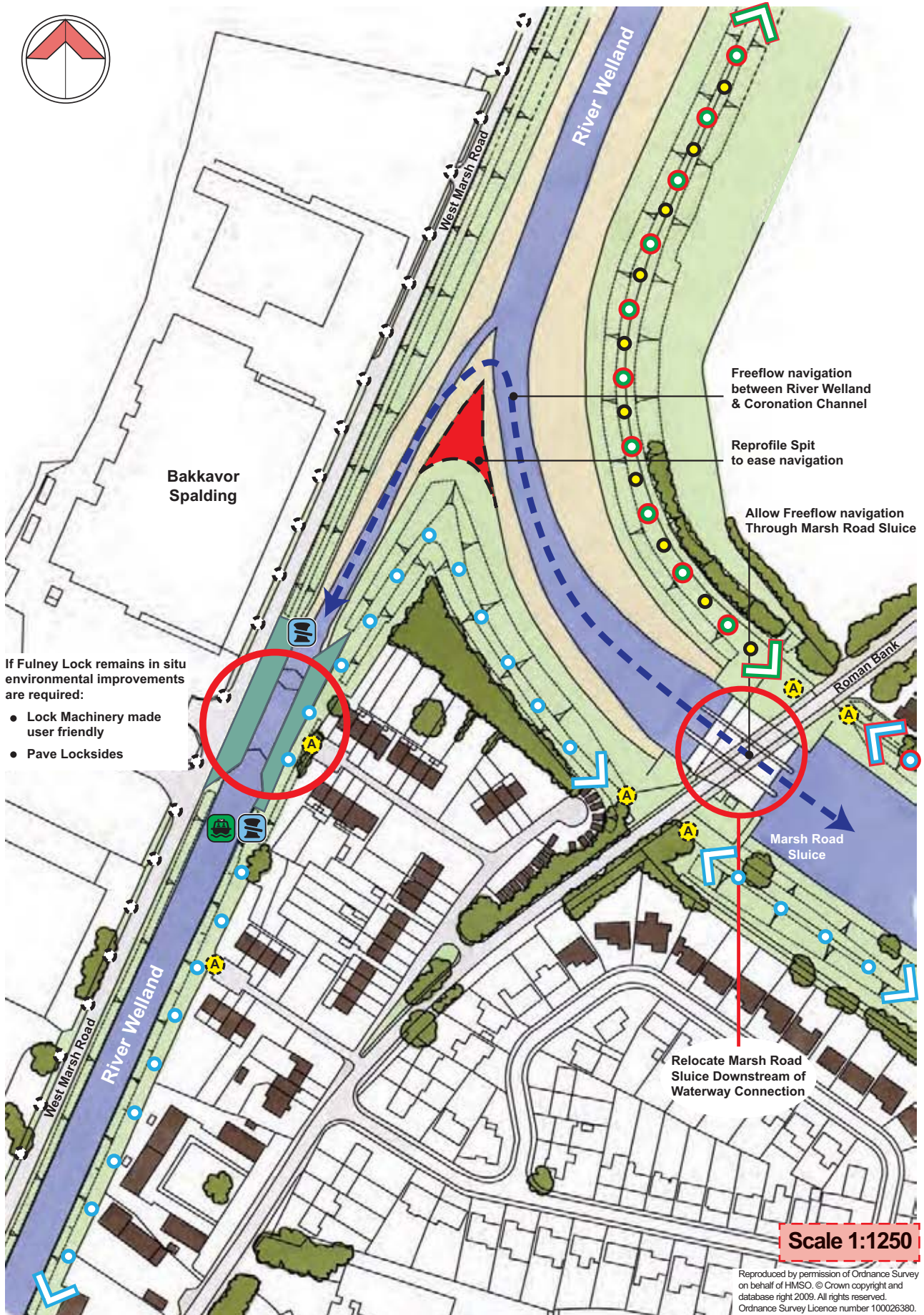
-  Proposed River Park
-  Proposed Footbridge
-  Existing Development Site
-  Existing Public House
-  Existing route of Spalding Leisure Wheel Way - to be rerouted
-  Existing Cycleway
-  Reroute existing Cycleway
-  Access Point
-  Proposed Riverside Walk
-  Proposed Waterside Walk & Cycleway
-  Proposed Cycleway
-  Proposed Multi-user route



Create riverside path to link Fulney Lock to the town centre



Riverside Chinese Take Away: to make more of its waterfront location



If Fulney Lock remains in situ environmental improvements are required:

- Lock Machinery made user friendly
- Pave Locksides



Freeflow navigation between River Welland & Coronation Channel

Reprofile Spit to ease navigation

Allow Freeflow navigation Through Marsh Road Sluice

Relocate Marsh Road Sluice Downstream of Waterway Connection

Key

-  Freeflow Navigation between River Welland & Coronation Channel
-  Reprofile spit to ease navigation
-  Landscape Improvements to Fulney Lock
-  Holding Mooring
-  Proposed Water Taxi Stop
-  Existing Public Right of Way & Spalding Leisure Wheel Way
-  Existing route of Spalding Leisure Wheel Way - to be rerouted
-  Rerouted Spalding Leisure Wheel Way
-  Existing Waterside Walk
-  Existing Public Right of Way & Proposed Cycleway
-  Access Point
-  Proposed Riverside Walk
-  Proposed Waterside Walk & Cycleway



Locks and their lockside can be attractive environments where people wish to be, Stoke Bruerne, Grand Union Canal

Navigation Improvements

The River Welland, which runs through the centre of the town, is currently the only fully navigable waterway in Spalding. The wide and deep Coronation Channel, opened in 1953 to alleviate flood risk, skirts the east boundary of the town. Navigation is not permitted on the Channel, except by the Spalding Water Taxi, which has a special licence from the Environment Agency, entering through the Cowbit Road Sluice at the Channel's southern entrance. The large Marsh Road Sluice at the Channel's northern entrance acts as the tidal limit of the tidal River Welland and as a barrier to navigation.

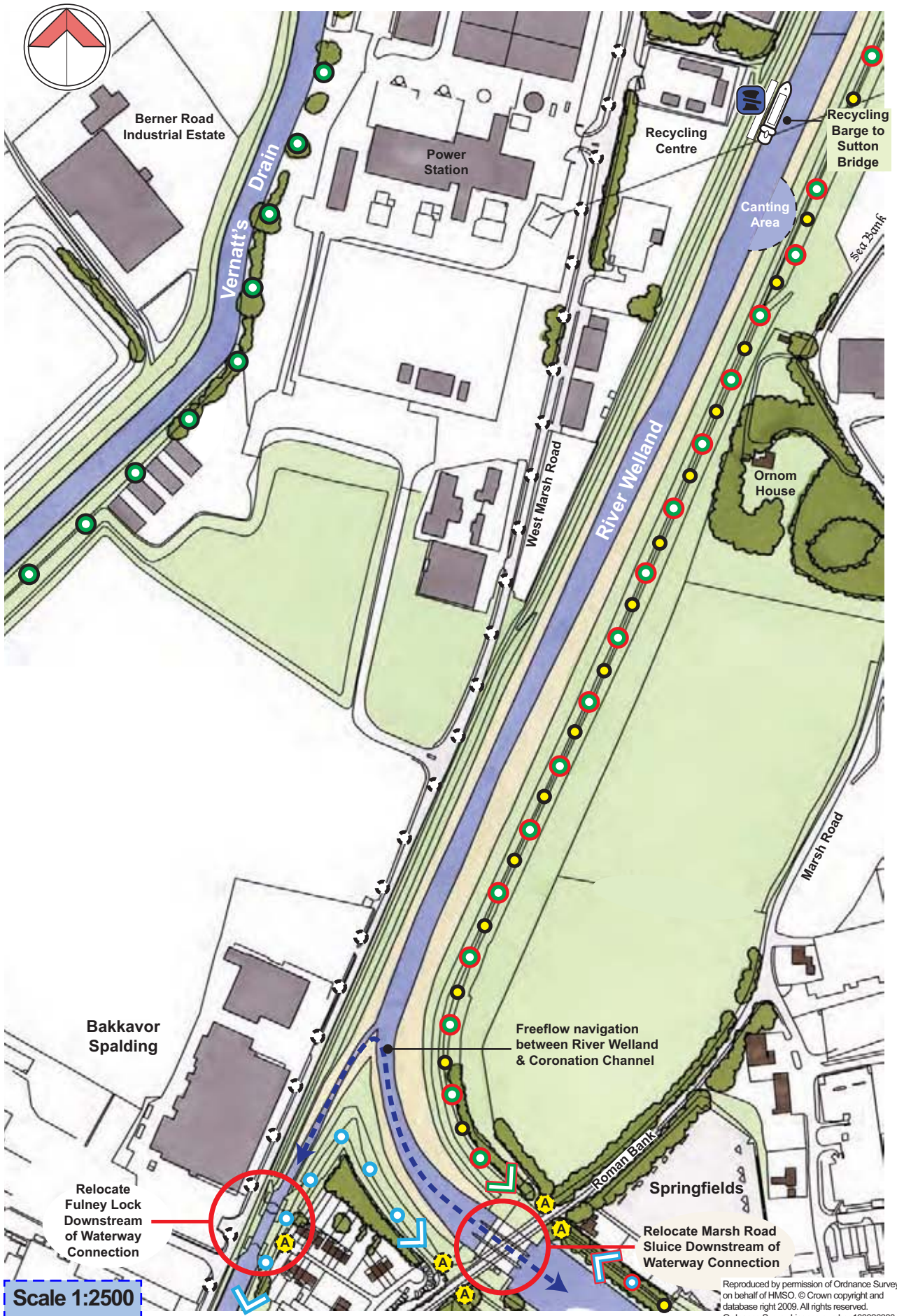


Fulney Lock. If the lock remains in its present location then its landscape and environs should be redesigned to create a welcoming 'Gateway into Spalding'

At the beginning of the study the client body encouraged an approach, which considered the relocation of Fulney Lock and the Marsh Road Sluice. The feasibility of moving the Marsh Road Sluice together with a replacement Fulney Lock downstream of the confluence of the River Welland and the Coronation Channel should be examined. This would allow for a non-tidal waterway connection between the River Glen, Vernatt's Drain and River Welland with navigation of the Coronation Channel creating a circular cruising route around the town.

In carrying out this work, there is a statutory requirement for ensuring that future movement of migratory fish and eels is not hindered by the structures. This means either the retrofitting of a fish pass in the case of refurbishment, or integrating fish passage within the plans at an early stage in the case of replacement/relocation.

Fish passes can be technically challenging and may require early feasibility, analysis and assessment to ensure sufficient time and resources are available.



Key

-  Freeflow Navigation between River Welland & Coronation Channel
-  Proposed Operational Mooring Recycling Barge to Sutton Bridge
-  Existing Public Right of Way & Spalding Leisure Wheel Way
-  Existing route of Spalding Leisure Wheel Way - to be rerouted
-  Rerouted Spalding Leisure Wheel Way
-  Existing Public Right of Way & Proposed Cycleway
-  Access Point
-  Proposed Riverside Walk
-  Proposed Waterside Walk & Cycleway



Marsh Road Sluice should be relocated downstream of the new non-tidal connection with the Vernatt's Drain. This will allow navigation between the River Welland and the Coronation Channel



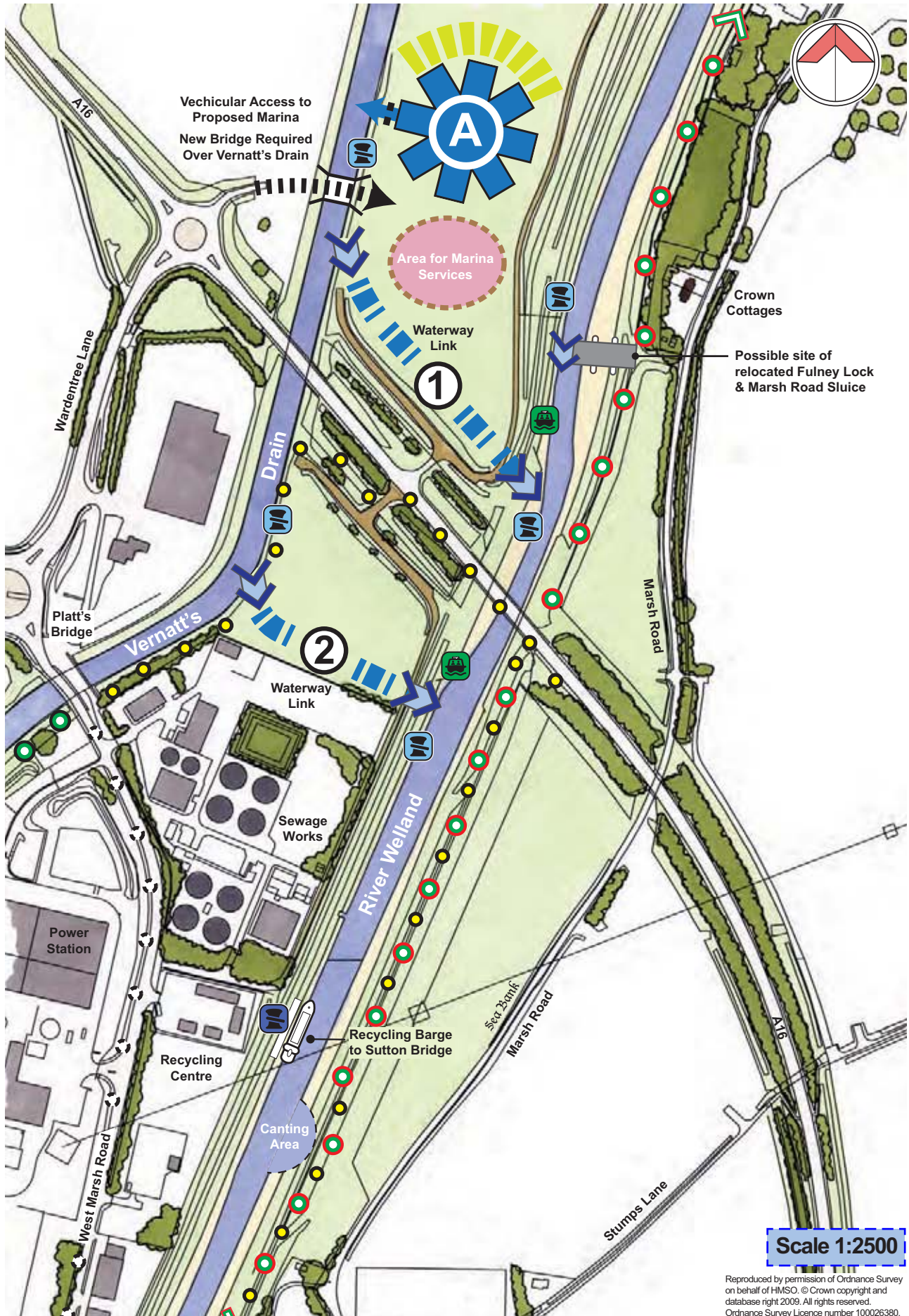
Example of 'Waste by Water' initiative on the River Lea, London



The confluence of the Tidal River Welland and the Coronation Channel. Non-tidal navigation will allow a circular passage around Spalding

Waste by Water

The development of the Fens Waterways Link can offer scope for the Welland to carry freight by water. One possibility is the recycling of waste from Spalding and its environs. A loading quay could be constructed to the north of Spalding adjacent to the existing Spalding Recycling Centre.



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Land to the north of the A16 bypass. Option Site No.1 for the navigation link between the Vernatt's Drain and the River Welland. Also potential site for marina location












Land to the south of the A16 bypass. Option Site No.2 for the navigation link between the Vernatt's Drain and the River Welland.

Key

- | | | | |
|--|--------------------------------|--|---|
| | Waterway Link Option | | Possible site of relocated Fulney Lock & Marsh Road Sluice |
| | Proposed Lock | | Proposed Operational Mooring Recycling Barge to Sutton Bridge |
| | Holding Mooring | | Proposed Water Taxi Stop |
| | Marina Option Site A | | Existing Public Right of Way & Spalding Leisure Wheel Way |
| | Habitat Creation within Marina | | Existing route of Spalding Leisure Wheel Way - to be rerouted |
| | Area for Marina Services | | Rerouted Spalding Leisure Wheel Way |
| | New Bridge Required | | Existing Public Right of Way & Proposed Cycleway |
| | Vehicular Access | | |



Key

-  Proposed Bridge Improvements to Allow Watersports to Pass Beneath
-  Proposed Canoeing/Rowing Course
-  Views Overlooking Waterway
-  Access Point
-  Existing Waterside Walk
-  Existing route of Spalding Leisure Wheel Way
-  Proposed Cycleway
-  Proposed Multi-user route
-  Proposed Waterside Walk & Cycleway



The Coronation Channel provides an opportunity for recreation and watersports, particularly canoeing and dragon boat racing



Dragon boat racing has become a popular event at many locations across the waterway network



Low bridges on the Coronation Channel will prohibit navigation by craft constrained by their 'air draught'. As a long-term aspiration bridges should be raised to allow navigation



Key

-  Proposed Permanent Moorings
-  Proposed Water Taxi Stop
-  Proposed Bridge Improvements to Allow Watersports to Pass Beneath
-  Proposed Canoeing/Rowing Course
-  Views Overlooking Waterway
-  Access Point
-  Existing Public Right of Way
-  Existing Waterside Walk
-  Existing route of Spalding Leisure Wheel Way
-  Proposed Multi-user route
-  Proposed Waterside Walk & Cycleway



Example of on-line moorings on the Grand Union Canal, Slough Arm

Permanent Moorings

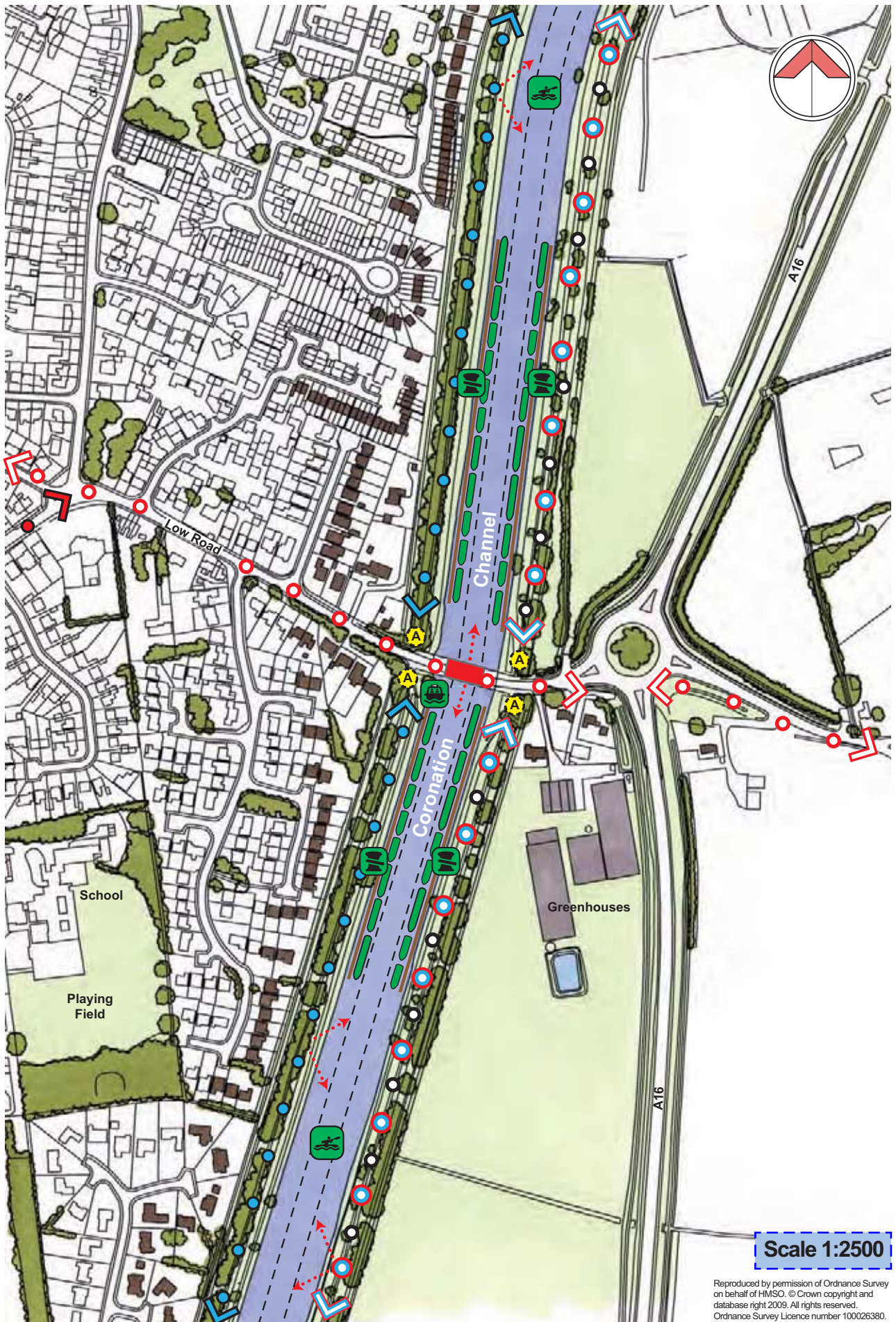
Permanent moorings could be provided on the Coronation Channel either side of Childers' North Drove and Low Road Bridges. The waterspace adjacent to Springfields would provide an area for water-based events and festivals together with sporting activities such as canoeing and dragon boat racing. Facilities, which include small boat day hire, both powered and unpowered, together with cycle hire could be developed.














Bridges and footpath access will connect the potential mooring locations with the town centre



Extending the water taxi service will connect with the potential mooring locations, the Arnolds Meadow Nature Reserve and the town centre



Key

-  Proposed Permanent Moorings
-  Proposed Water Taxi Stop
-  Proposed Bridge Improvements to Allow Watersports to Pass Beneath
-  Proposed Canoeing/Rowing Course
-  Views Overlooking Waterway
-  Access Point
-  Existing Waterside Walk
-  Existing route of Spalding Leisure Wheel Way
-  Existing Cycleway
-  Proposed Cycleway
-  Proposed Waterside Walk & Cycleway



Potential watersports area on the Coronation Channel



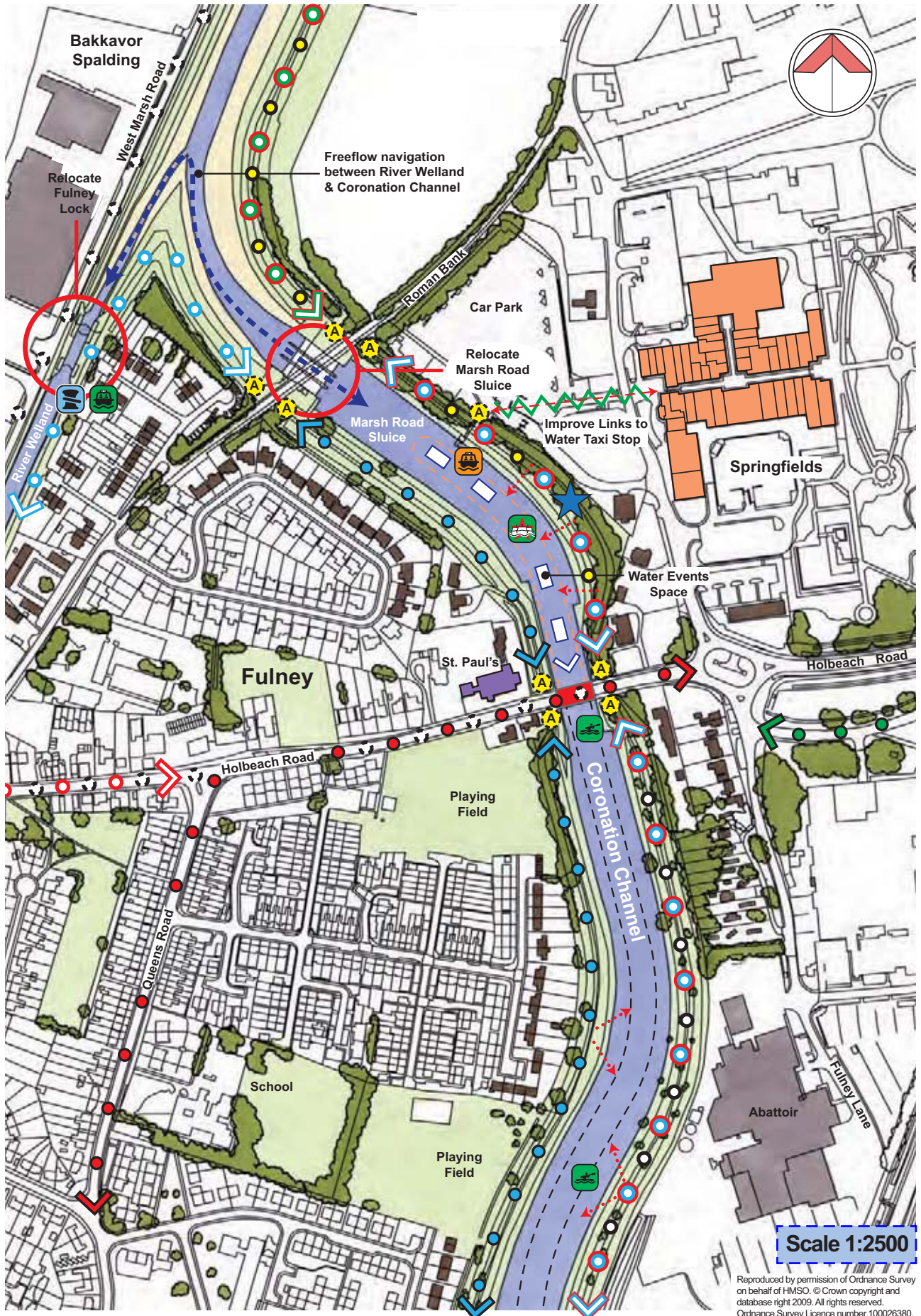
Water Polo, Evesham
























Spectators can use the flood banks to view waterspace events



Water Basket Ball 'pitches', Copenhagen



Key

-  Commercial Centre (Springfields)
-  Freeflow Navigation between River Welland & Coronation Channel
-  Holding Mooring
-  Existing Water Taxi Stop
-  Proposed Water Taxi Stop
-  Proposed Water Events Space
-  Floating Festival Area
-  Views Overlooking Waterway
-  Proposed Bridge Improvements to Allow Watersports to Pass Beneath
-  Proposed Canoeing/Rowing Course
-  Proposed Watersports Centre Option
-  Access Point
-  Improve Visual & Physical Connections to River Corridor
-  Existing Waterside Walk
-  Existing route of Spalding Leisure Wheel Way
-  Proposed Route of Spalding Leisure Wheel Way
-  Existing route of Spalding Leisure Wheel Way - to be rerouted
-  Existing Cycleway
-  Proposed Cycleway
-  Existing Public Right of Way & Proposed Cycleway
-  Proposed Waterside Walk & Cycleway

Springfield Waterspace Events Area

Visitor moorings for seagoing craft whose superstructure prevents navigation upstream of the Holbeach Road Bridge could be provided next to the existing Springfields water taxi stop. Access to the town centre would then be provided by the water taxi or improved pedestrian linkages.

The opening of the Coronation Channel to navigation would allow the Water Taxi to operate a more satisfactory and attractive circular route service. The number of stops can be increased from the existing Springfields stop to link residential areas, nature reserves and the proposed mooring locations to the town centre. Trip boats and evening restaurant cruises should be developed to take advantage of the circular waterway route around the town.



Potential waterspace events area on the Coronation Channel with the Springfields water taxi stop



The water taxi stop connections with Springfields should be made more prominent

