

Keep to the right:
All craft should navigate on the right hand side of the river in the direction of travel

Tottenham Lock
Caution: turning point for crews

The Forks & The Gate
Caution: turning points for crews

Novice Bend
Sharp blind bend: crews must stay on their side of the river to avoid collision with other craft

Boathouse & Springfield Marina
Caution: turning points for crews. Crews should not turn directly in front of boathouse
Boathouse landing stage and towpath area often busy as well as water point at Marina.

Canoe Bends
NO OVERTAKING
Crews must stay on their side of the river and beware of canoeists

Lathams to the Curtains
Caution: turning point for crews
NO OVERTAKING
Crews must proceed slowly and stay on their side of the river

2000m Straight
Between the Curtains and Old Ford Lock sections of the navigation are narrow. Crews travelling upstream have priority.

A12 & Eastway
Narrow, obstructed bridge hole. Priority to upstream crews.

White Post Lane
Narrow, obstructed bridge hole. Priority to upstream crews.

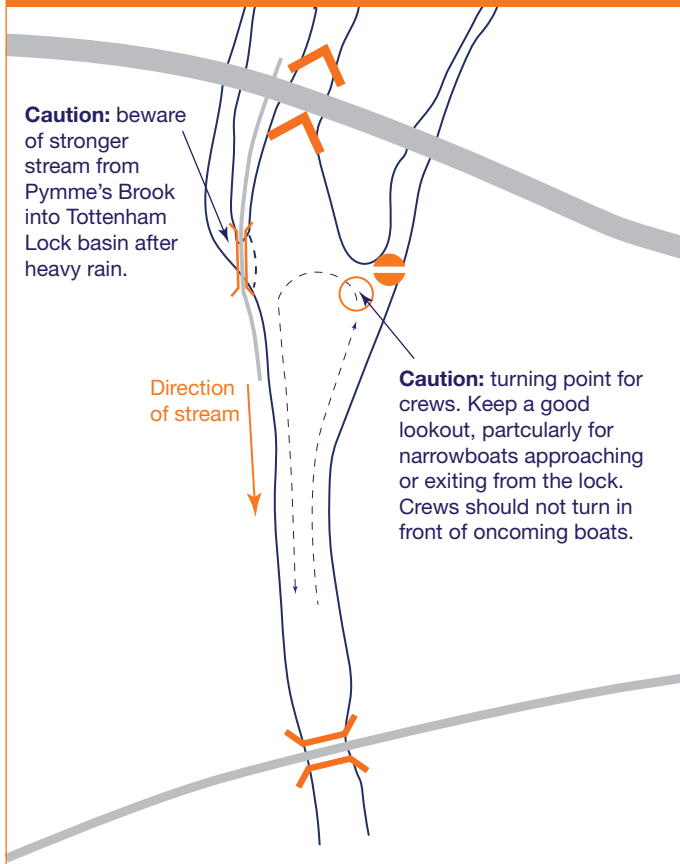
Old Ford Lock
Caution: turning point for crews



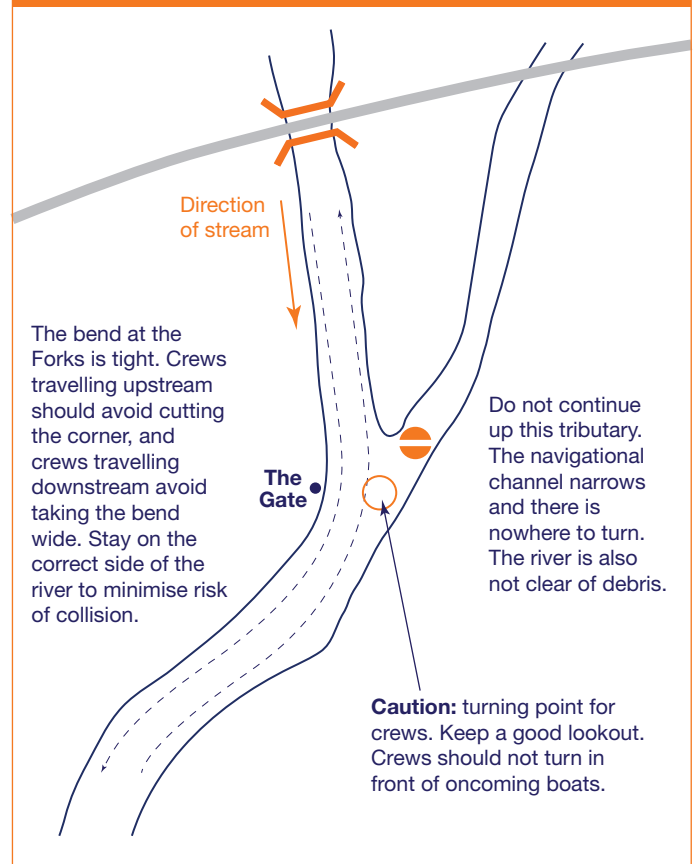
Lea Rowing Club
Lea Navigation

Lea Navigation Tottenham Lock to Springfield Marina

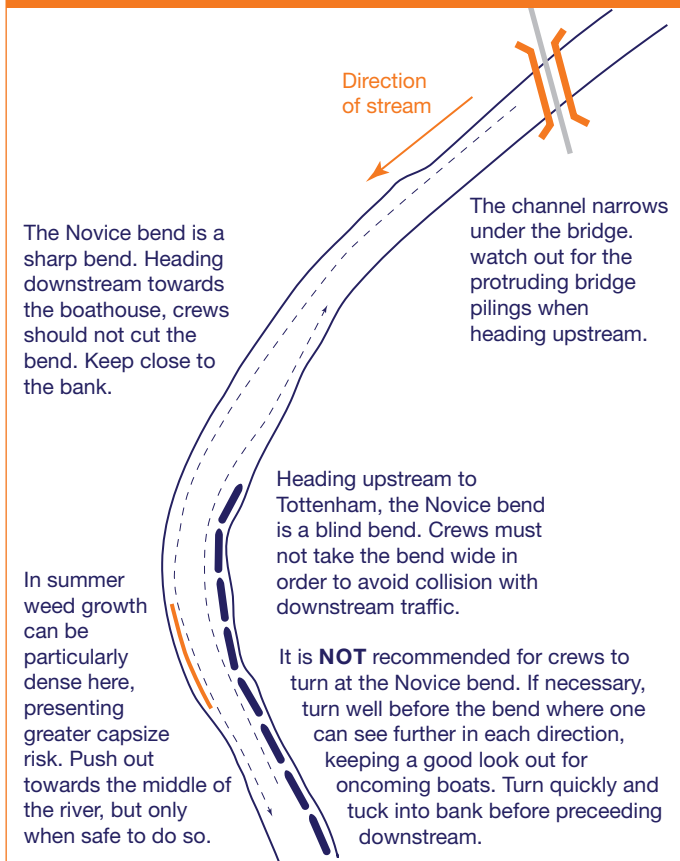
Tottenham Lock



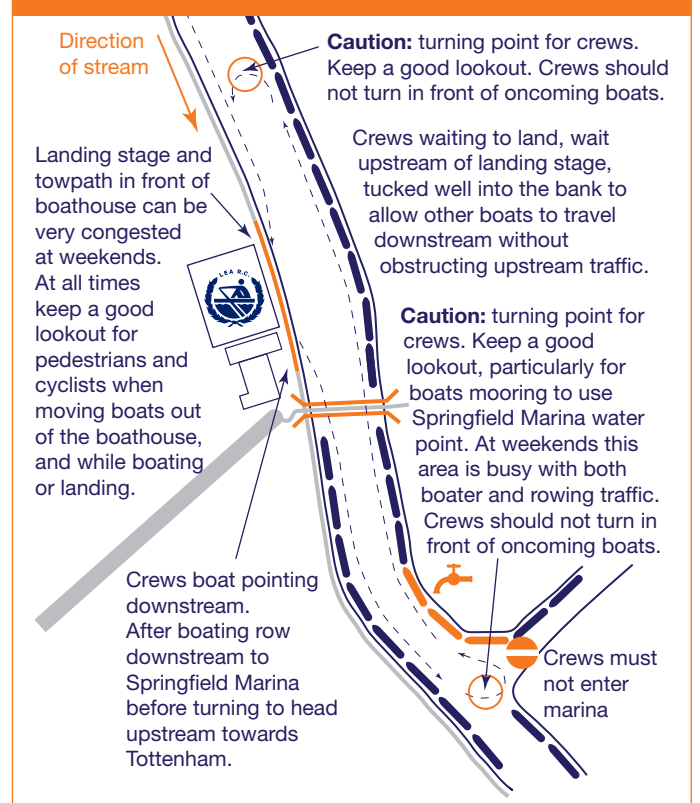
The Forks & the Gate



Novice Bend



Lea R.C. Boathouse & Springfield Marina



Lea Navigation Canoe Bends to A12 Flyover & Eastway

Canoe Bends

Channel narrows under Horse Shoe Bridge and the bend downstream of the bridge is deceptively sharp. Keep close to the bank. Don't cut the corner when heading downstream, or take the bend wide when travelling upstream.

Caution: keep a good look out for groups of canoeists.

Visibility is restricted on the long bend past the canoe club. Keep to your side of the river and proceed with caution.

NO OVERTAKING around Canoe Bends

Coaches and bank riders will lose sight of crews while cycling along path behind the canoe club, so will not be able to communicate warnings of oncoming traffic to crews. Coxes and steers must keep a good lookout for oncoming boats.

Anchor & Hope

Lathams to Lea Bridge

Caution: turning point for crews. Travelling downstream under Lathams Footbridge the bend is blind. Keep a good lookout. Don't turn in front of oncoming boats. Turn quickly and tuck in close to the bank before proceeding back upstream

This bend next to Millfields Park is very tight and difficult to negotiate, with restricted visibility. Crews should proceed slowing keeping to their side of the river.

NO OVERTAKING

The corner underneath Lea Bridge Road is very tight and the channel narrow. Proceed with extreme caution and be prepared to stop if necessary.

Entrance to towpath under Lea Bridge is blind. Cyclists give an audio signal before entering.

Princess of Wales Weir

Lea Bridge to Curtains

Proceed slowing under Lea Bridge to navigate the very sharp corner.

Boats travelling upstream use the eastern arch to pass through the Curtains. The channel is very narrow just upstream of the curtains. Proceed slowing, keeping a good lookout.

The navigational channel narrows after Lea Bridge and, depending on moored boats, is often only wide enough for one boat to pass through. Proceed slowly, keeping a good lookout, and be prepared to stop if necessary.

The Curtains has two narrow arches. Crews larger than a double/pair will need to draw their oars in. All crews must proceed slowly through the Curtains.

Boats travelling downstream use the western arch.

Between Curtains and Old Ford Lock: The navigational channel is narrow. Double mooring can restrict the channel width further. Crews travelling upstream have priority.

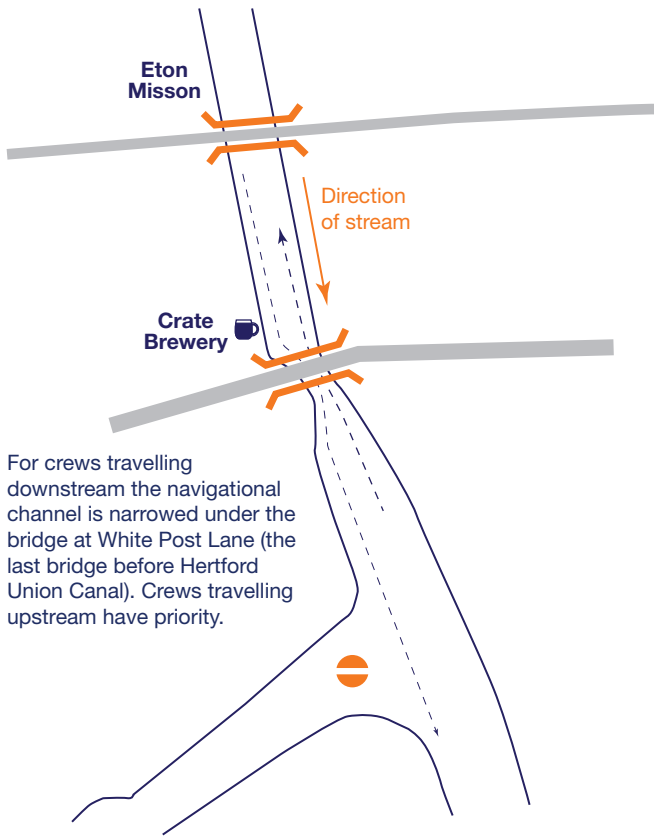
Princess of Wales Weir

A12 Flyover & Eastway

The navigational channel is narrowed under the Eastway bridge downstream of the A12 flyover. Crews travelling upstream have priority over downstream crews. Downstream crews keep a good lookout for oncoming traffic, and be prepared to stop if necessary.

Lea Navigation White Post Lane to Old Ford Lock

White Post Lane



Old Ford Lock

