



I G Liddell
Get out of London!
South-west to Guildford

The text in this document is merely an indication of what might be possible ... or what might have been possible at the time of researching (2019) or later revision. All walking routes are subject to change, but the pace of urban change is greater than in rural areas.

Each reader must assess whether each part of the route qualifies as suitable or safe for public access. The author does not warrant any point of legality or safety in any part of the description of the route.

Thanks are due to many people who have helped me with route-finding and with intelligence local to a number of areas traversed by the route. Their contributions enrich the route and the stories along it. Clearly, any mistakes and misinterpretations remain with the author.

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Front cover photograph:
The River Wey south of Guildford

Trafalgar Square to Guildford

CARD SW

Start	Nelson's Column, Trafalgar Square — WC2N 5DU
Finish	Guildford station — GU1 4UT
Distance	61.0km
Duration	12 hours 51 minutes
Ascent	68.6m

Introduction

The route of the walk starts at the foot of Nelson's Column in Trafalgar Square, one of the most iconic spots in London.

Trafalgar Square was laid out from 1830, on land which used to be royal mews stabling for Whitehall Palace (which is down Whitehall on the left). Work began on the National Gallery in 1832, and Nelson's Column was erected in 1843 (the Landseer lions only arrived in 1867).

The equestrian statue of King Charles I to the south of the square (facing down Whitehall) is the London zero-point for road distance measurement. Rather confusingly, the epicentre of road *numbering* for England and Wales is at St Paul's cathedral, next to St Martin le Grand, which was the headquarters of the General Post Office. The days of the post coaches may have passed, but the atavistic streak maintained the GPO at the heart of the road system.

The route makes its way through the suburbs of south-west London via streets alternating with green spaces which include Battersea Park, Clapham Common, and Wimbledon Common. From New Malden, the route follows the Bonesgate Stream to Epsom Common before descending to Leatherhead. Crossing Great Bookham Common, it reaches East and West Horsley before continuing to East and West

*Nelson's Column, the iconic
centre of Trafalgar Square*



Clandon, before picking up the Wey Navigation at Bowers Mill and following it into the centre of Guildford, next to the railway station which serves as the end-point of the route.

The route is divided into four sections, *viz*

- Trafalgar Square to Coombe Lane (see page 5)
- Coombe Lane to Leatherhead (see page 15)
- Leatherhead to West Clandon (see page 25)
- West Clandon to Guildford (see page 31)

The map for each section is referenced in its introduction.

Public transport access is plentiful as far as Chessington, then it is really only the stations at Leatherhead, Effingham Junction, Horsley and Clandon which provide useful break-points before the end of the route at Guildford.

Shops, cafés, pubs and restaurants follow the same patterns as public transport as far as Chessington. Leatherhead has all facilities, then there are shops at Effingham Junction, at East Horsley (near Horsley station) and at Burpham. There are pubs at West Horsley, East Clandon and at Woking Road in the north of Guildford.

You will see, then, that west of Leatherhead, it pays to make careful plans, with backup contingency plans to cope with the unexpected. Extra rations may be needed either by yourself or by another walker who you might encounter in greater distress than yours.

Trafalgar Square to Coombe Lane

16.6km; 3hr 29 min
116m ascent

Introduction

1.1 Inevitably, the section from Trafalgar Square has its fair proportion of streets, and the intervals spent in Battersea Park, on Clapham Common, and (particularly) across the wilds of Wimbledon Common are to be relished.

The map at <https://explore.osmaps.com/route/1858793> covers this section of the route.

Route

1.2 Start off by walking to the south-west corner of the square, opposite Canada House. Turn left to cross Cockspur Street by the light-controlled pedestrian crossing, then turn left to regain the roundabout on the south side of the square. Turn right to pass through Admiralty Arch onto The Mall.

Admiralty Arch was completed in 1912, having been commissioned by King Edward VII to commemorate his mother, Queen Victoria. The central arch is normally used only for ceremonial purposes, with the outer arches carrying pedestrian and vehicular traffic at other times.

Keep to the right-hand side of The Mall as far as the steps on the right which lead down from Waterloo Place and the Duke of York's Column.

The tall column (38m) at the head of the stairs is surmounted by a bronze statue of Frederick William, Duke of York (1763-1827), the second son of King George III. He is the most likely contender for the source of the Grand Old Duke of York in the nursery rhyme, since he was praised by the Duke of Wellington for his administrative reforms of the army as Commander-in-Chief.

Just beyond the steps, cross The Mall by the light-controlled pedestrian crossing and enter St James's Park. Pass to the right of the war memorial to the South African Royal Artillery, and follow the path ahead. Pass to the left of the

*Buckingham Palace
at the end of the Mal*





café to reach the lakeside and continue with the lake on your left to reach a footbridge over the lake.

1.3 Cross the bridge and turn right to keep the lake on your right-hand side. Follow the path until it bears left to exit the park onto Birdcage Walk.

Cross Birdcage Walk using the light-controlled pedestrian crossing towards the forecourt of the Guards' barracks, and turn right to follow its left-hand footway onto Buckingham Palace Road.

Over to your right stands Buckingham Palace, the London residence of HM the King, and the administrative headquarters of the Monarchy. Many ceremonial events are held in the Palace, and thousands of people from all walks of life in the United Kingdom receive invitations to a Royal Garden Party in the early summer. I can confirm from personal experience that the sandwiches are delightful.



However, you should not let the Palace blind you to other sights nearby. In front of the palace at the end of The Mall stands the national memorial to Queen Victoria, who was the first monarch to make the Palace the “home and office”. Also, just beyond the gateway into the barracks, you will notice a bronze plaque affixed to the railings. It is a memorial to Arthur Sullivan — not the composer, but an Australian Gunner, who was killed in an accident while taking part in the ceremonial for the Coronation of King George VI in 1937.

Top — St James's Park, with two resident geese

Middle — Buckingham Palace and the Victoria Monument from St James's Park

Bottom — Arthur Sullivan memorial, Birdcage Walk

Continue along Buckingham Palace Road, crossing over Victoria Street, to reach the entrance to the station forecourt at the Shakespeare pub.

Across Buckingham Palace Road to your right, there is a small triangular park, named Lower Grosvenor Gardens, which contains an equestrian statue of Maréchal Ferdinand Foch, who was Supreme Commander of the Allied Forces at the close of the Great War in 1918.

His military genius was successful in managing to co-ordinate French, British and American forces to push back the German army to the point of the armistice, signed at Compiègne, at which Foch was present.

Rather prophetically, Foch declared with sadness that the Treaty of Versailles did not bring peace, but was merely a “twenty-year armistice”. As it turned out, hostilities were renewed (in what would become known as the Second World War) just sixty-five days after the twenty-year anniversary of the signing of the Treaty of Versailles.

London Victoria station (it was named after the street, not directly after the Queen, though her silhouette adorns the Tube station walls and the on-platform station signboards) was formed as a general terminus for several railway companies, the principals being the London, Chatham and Dover Railway and the London, Brighton and South Coast Railway. It was built in 1860, and was rebuilt at the turn of the twentieth century, the new station opening in 1908. In reality, Victoria was always two adjoining stations, one for the Sussex and Surrey services and the other for the Kent services. In 1924-25, following the bringing together of all services under the Southern Railway, the separating wall was knocked down and the platforms were re-numbered in a single sequence.

The original split in the station echoes down the years, with Southeastern services making use of the lower-numbered platforms and Southern services the higher.

Victoria station is served by the Circle, District and Victoria Lines of the Underground. The bus station in the station forecourt is a busy part of the public transport interchange, and Victoria coach station, the principal coach terminal for London, lies a short distance away to the south-west on Buckingham Palace Road.

Victoria mainline station has all the shops, cafés, toilets (a set at each side of the main concourse, with accessible toilets adjacent to each) and other facilities that you would expect to find in a station of this size — indeed, there is an entire shopping mall above the higher-numbered platforms.



*Maréchal Foch statue,
Lower Grosvenor Gardens*



Victoria Coach Station

National Audit Office



1.4 Continue ahead along the left-hand footway of Buckingham Palace Road. You will pass (on the other side of the street) Victoria Coach station.

This fine Art Deco building was constructed in 1932, though it suffered for many years from the “trough of respect” for coach travel during the 1970s and 1980s. It was opened in 1932 by London Coastal Coaches, and was requisitioned by the War Office during the Second World War, when coach travel was limited. The ownership changed hands a few times after the war, until it was transferred to the National Bus Company under the terms of the Transport Act 1968, by which point it was serving routes across the country. It is now managed by Transport for London.

Its location as the primary London coach terminus seems to be under almost permanent review, with interchange points on the motorway network in the suburbs being considered (as has been effected in Milton Keynes, for example), along with the idea of capitalising on the importance of Heathrow Airport’s coach terminals, with the airport’s bus, rail and Tube links to many parts of London.

In heavy traffic, outbound coaches lose contact with their timetabled schedules before they reach the North or South Circular Road, and inbound coaches drift later than ever. Today, the main coach station building is used only for departing coaches: arriving passengers alight in another building on Eccleston Place, just off Elizabeth Street.

Your eye will soon be drawn by the tall clock tower on the left-hand side of the road.

The building is now occupied by the National Audit Office, but was built just after the coach station as the Empire Terminal for Imperial Airways. Passengers could check in here for their flights, and their luggage would be conveyed as they took the train from Victoria to Croydon aerodrome for flights to Europe, or to Southampton docks for flying-boat services to Empire destinations such as South Africa and Australia.

There are echoes of the building’s history: the bird motif above the entrance is one example.

Continue ahead onto Ebury Bridge Road, and follow it all the way to its end at Chelsea Bridge Road. Turn left and follow the left-hand footway to Chelsea Bridge. Cross Grosvenor Road to reach the bridge, then cross to the bridge's right-hand footway, in each case using the divided light-controlled pedestrian crossing.

The current Chelsea Bridge, opened in 1937, is the second bridge on the site, the first being constructed to give access to the new Battersea Park in 1858, and was opened by Queen Victoria.

1.5 Cross the bridge on its right-hand (upstream) side. Just beyond the bus stop on the south side of the bridge, turn right to pass through the gate into Battersea Park. Once through the gates, turn left onto a pathway (signed as the Thames Path) towards Queen's Circus Gates.

The area (83ha) now covered by Battersea Park was once a prime market garden for London: its two principal crops were asparagus (is this echoed in the chimneys of Battersea Power Station?) and, farther away from the river, lavender (hence Lavender Hill).

The park, inaugurated in 1858, hosted the first football match played under the auspices of the Football Association, and contained the Festival Gardens during the 1951 Festival of Britain.

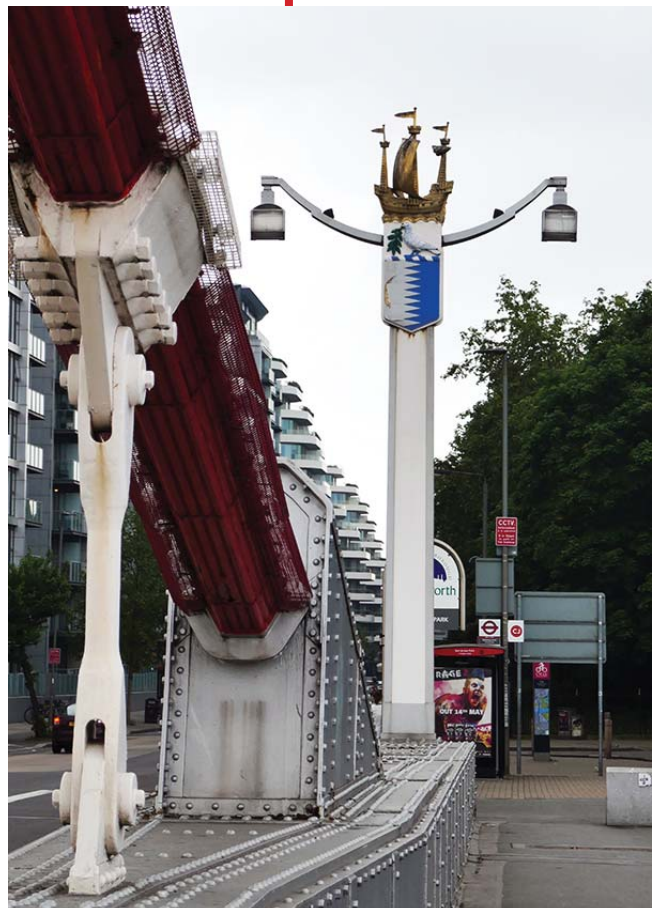
Follow the pathway along the east side of Battersea Park to reach Carriage Drive South, where turn left to exit the park through the gates at Queen's Circus. Turn right, and cross over the end of Prince of Wales Drive using the light-controlled pedestrian crossing.

Continue round the roundabout and turn right onto Queenstown Road, the next exit, to follow its right-hand footway. Cross Battersea Park Road using the divided light-controlled pedestrian crossing, and continue along the right-hand footway of Queenstown Road beneath three railway bridges (the second one is at Queenstown Road station — formerly, as you will see, Queen's Road station but re-named to avoid confusion with other stations of the same name), to reach the junction with Wandsworth Road.

Here, you are at the west end of Lavender Hill, probably most famous as the location of the action in *The Lavender Hill Mob*, an Ealing Comedy which opened in 1951, with Alec Guinness and Stanley Holloway, and including



*Imperial Airways detail
above the entrance
to the National Audit Office*



Chelsea Bridge, south side

From the Arch, take the second path on the right from your approach (it sets off approximately in a west-south-westerly direction). You will have metal railings on your left-hand side. Ignore a path which trends off left (with the railings) towards Mount Pond, but rather continue ahead in the same direction to reach the west side of the Common.

1.8 Cross the road, which forms part of the South Circular Road, by the light-controlled pedestrian crossing, and continue over the western fringe of the Common. Plunge into Broomwood Road, remaining on its left-hand footway.

Pass the imposing brick bulk of Thomas's School on your right, then dip down and rise again to reach Bolingbroke Grove at the far end of Broomwood Road, Cross Bolingbroke Grove by the light-controlled pedestrian crossing to reach Wandsworth Common.

1.9 Take the path leading half-left, which leads to a footbridge (known locally as the Cat's Back Bridge) across the railway. Continue ahead (to the west-south-west) to leave the common along a narrow footpath between houses.

Emergence to cross Baskerville Road. Take Nicosia Road straight ahead (no entry for wheeled traffic), and walk down its right-hand footway.

At the end of Nicosia Road, cross Trinity Road by the light-controlled pedestrian crossing. Turn right, then immediately turn left onto Magdalen Road, crossing

Top — Clapham Common, looking westwards from the bandstand

Middle — Broomwood Road

Bottom — path across Wandsworth Common





Bottom — Magdalen Road

at a suitable location onto its right-hand footway, to reach the main entrance to Wandsworth Cemetery.

This huge cemetery is not one of the “Magnificent Seven” Victorian cemeteries, but is as large as these. Alongside the thousands of graves of local people, there is a total of 599 military graves, tended by the Commonwealth War Graves

Commission. As well as British service personnel, combatants from Newfoundland, Australia, New Zealand and South Africa are buried here.

There are toilet facilities within the cemetery, close to the entrance.

1.10 Follow Magdalen Road for its full length to reach Garratt Lane, where turn right to reach Earlsfield station on the right.

Earlsfield station is served by South Western Railway services to and from Waterloo.

Earlsfield was originally a manorial field, and the nearby River Wandle provided power for many mills in the area. London’s first railway (which was horse-drawn) ran along Garratt Lane. With the arrival of the London and South Western Railway, Earlsfield became a typical working-class London suburb throughout the second half of the nineteenth century and the first three quarters of the twentieth century. Sir Sadiq Khan, Mayor of London, lived as a child on Garratt Lane.

River Wandle (with mill lade) in Earlsfield



1.11 If you are arriving at Earlsfield by train, turn right on exiting the station. Pass beneath the railway, and continue to the corner of Earlsfield Road, where turn left to cross Garratt Lane using the light-controlled pedestrian crossing, and continue (passing the Wandle pub on the far side of the street) along the left-hand footway of Penwith Road, soon crossing the River Wandle.

At the first crossroads, turn left onto Ravensbury Terrace, then turn right onto Ravensbury Road, following the right-hand footway to its end at Merton Road. Cross the main road ahead using the light-controlled pedestrian crossing to continue along the right-hand footway of Ravelstoke Road. At the far end of the road, press ahead beneath the railway to reach Wimbledon Park.

On entering the park, turn right to walk through the car park, continuing parallel to the railway (it is the District Line's Wimbledon branch). Turn left with the main path in front of the trees, and make your way out onto Wimbledon Park Road.

Southfields station (District Line) lies about 550m to the right from this point, along Wimbledon Park Road.

1.12 Turn left along the left-hand

footway of Wimbledon Park Road, passing Princes Way on the right. You are following the London Loop walking route at this point. Beyond a bus stop, two roads branch off to the right. Follow the Loop across Wimbledon Park Road at the refuge, then take the left-hand of the two roads (Bathgate Road).

About 200m along Bathgate Road, the London Loop departs to the right, along Queensmere Road.

Continue on Bathgate Road (without the benefit of a footway — after all, that might destroy the simulacrum of rurality which seems to be the area's fantasy) as it bends round gradually to the left. At the end, turn right onto Somerset Road. At the end of Somerset Road (by which point a left-hand footway has been established), you will reach Parkside. Cross at the refuge just to the left of the junction to reach the edge of Wimbledon Common.

A short distance to your left, there is a bus stop with services to Putney Bridge. In the opposite direction, the stop beyond Calorne Road serves Wimbledon and Morden.

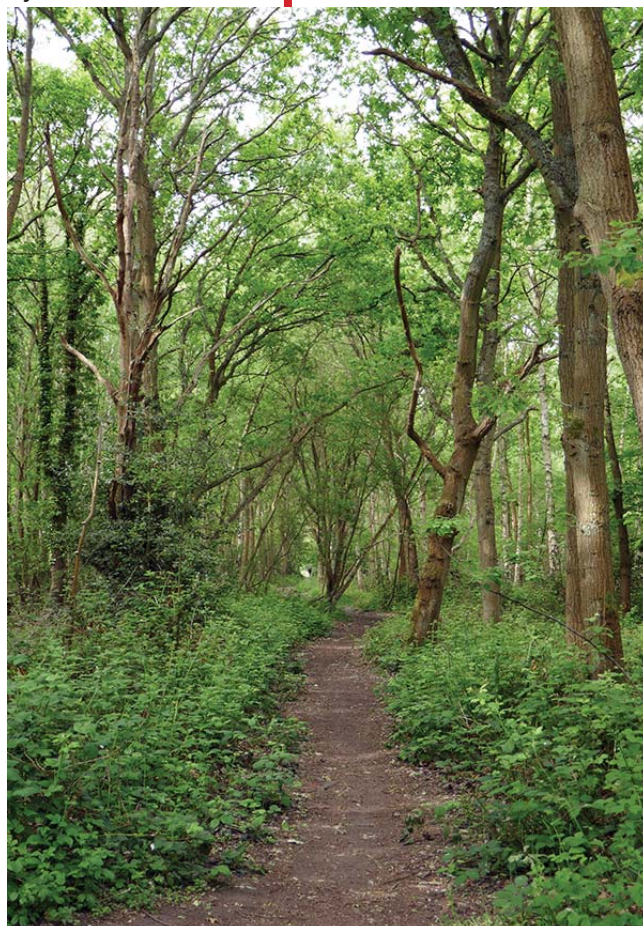
1.13 Once across Parkside, go straight ahead onto Wimbledon Common. Immediately, take a path half-left (in a south-westerly direction), which runs straight for almost 1km, passing a pond on the right. The path eases slightly to the right as Windmill Road joins from the right to run parallel.

Where Windmill Road runs into Sunset Road, cross the latter to maintain a generally west-south-westerly direction. About 200m beyond Sunset Road, turn half-left onto a path which leads straight to the western end of Camp



The carefully manicured and cultivated quasi-rurality of Bathgate Road, Wimbledon Park

Path through the east side of Wimbledon Common





*Top — Iris,
Wimbledon Common*

*Above — the bridge not
taken: the arrival at
Beverley Brook*

Road — you will have been following the north-eastern edge of the circular fortification known as Caesar's Camp.

In fact, this fortification is an Iron-age hillfort, a major settlement between the sixth and the fourth centuries BCE, which may have been stormed by the invading Romans in 44CE. Wimbledon Common was protected from enclosure by an Act of Parliament in 1871, passed to thwart Earl Spencer's attempts to extinguish the commoners' privileges.

1.14 Turn right, and cross through the centre of the fort, continuing downhill through the golf course and across a crossing path (do not swing east of south, but continue in a west-south-westerly direction) until you reach the Beverley Brook. Do not cross the brook, but turn left to walk with the water on your right. From here to New Malden station, you will be following the marked path known as the Beverley Brook Way. Playing fields are

soon seen on your left. When you reach another footbridge, again do not cross the brook, but turn left, then turn right onto Beverley Avenue. Turn left onto Coombe Lane, crossing to the other footway at the pedestrian crossing.

The bus stops you see are served by the 57 route, towards Clapham Park in your direction of travel, and towards Kingston in the opposite direction.

Coombe Lane to Leatherhead

18.3km; 3hr 50min

117m ascent

Introduction

2.1 After the crossing of Wimbledon Common, this section starts with some easy streets to New Malden (and a Korean lunch, perhaps?) and on to join the Hogsmill River at Old Malden, then following its tributary the Bonesgate Stream from Tolworth Court bridge. The route follows the stream as closely as possible to its source on Epsom Common, before crossing the common and following fieldpaths to Leatherhead.

Public transport access for this section radiates out from Kingston.

The map at <https://explore.osmaps.com/route/1858798> covers this section of the route.

Route

2.2 Turn left to follow the right-hand footway past the shops to a junction with a mini-roundabout: here, turn right onto Westcoombe Avenue. Follow its right-hand footway until the road bends to the left. Here, continue straight ahead on a footpath which leads to the busy A3. Turn left along the service road to a bus stop, where there is access to an underpass.

Cross beneath the A3 by the underpass, emerging to reach the westbound service road at the end of Cambridge Avenue. Double back to follow Cambridge Avenue: the roadway soon ends and the route becomes a path through a golf course, which emerges onto the rest of Cambridge Avenue: follow the left-hand footway to its end at Coombe Road. Turn left to follow the left-hand footway of Coombe Road to reach the entrance to New Malden station.

The area around New Malden is London's Koreatown, with about 20000 Koreans in the vicinity. It is said to be the most densely populated Korean community outside South Korea. The total includes about 600 immigrants from North Korea, making it the largest North Korean community in Europe.

2.3 Pass beneath the railway, and follow the left-hand footway of High Street, past many Korean shops, restaurants and businesses, to the Fountain roundabout. Cross Burlington Road using the light-controlled pedestrian crossing to the left of the roundabout.



Suburban New Malden

Ahead, the bus stop is served by, among other local services, the SL6 express service to Sutton and Croydon. Over on Kingston Road, the stop is served by the SL6 express bus service towards Kingston and Heathrow.

Turn right to cross Malden Road by the light-controlled pedestrian crossing, and bear half-left onto Presburg Road — first the Koreans and then Presburg/Pozsony/Bratislava representing the Austro-Hungarian Empire, and now the Slovak Republic

— New Malden is a cosmopolitan place. Continue on Presburg Road to its junction with Thetford Road, where cross to Thetford Road's left-hand footway, turning right and keeping on the left as Thetford Road and Westbury Road split. Continue along Thetford Road to its junction with South Lane at a mini-roundabout.

2.4 Turn left onto South Lane and follow its left-hand footway to reach another crossing of the A3, again using an underpass. On the far side of the main road, continue along the South Lane, crossing to the right-hand footway at a refuge. Turn right onto Millais Road, then turn left onto Lawrence Avenue. Take the next right (at a pillar box) onto Van Dyck Avenue, then take the first turning on the left onto Kneller Road. At the far end of Kneller Road, turn right to re-join Lawrence Avenue, picking up its left-hand footway.

Just before reaching the school gate at the end of Lawrence Avenue, turn left along a path which leads to Sheephouse Way. Turn right and, after crossing to the left-hand footway at the squeeze-point, continue to a roundabout. Turn left at the roundabout onto Manor

Malden Manor station



Drive North, to reach Malden Manor station.

There are train services from here to Waterloo.

Malden is an ancient settlement (the name means *cross on the hill*), New Malden having been brought about by the coming of the railway.

Malden Manor station is served by trains running between Waterloo and Chessington

South: it is also a short bus ride away from Worcester Park station, which has more frequent rail and bus connections, including the express SL7 bus service which links Croydon, Sutton, Kingston and Heathrow Airport.

On the far side of the forecourt from the railway, there is a cluster of shops, including a supermarket and a café.

2.5 From the station, cross Manor Drive North by the refuge and pass beneath the railway bridge. Ascend the street using its right-hand footway; at the roundabout, turn right onto Church Road. Pass the entrance to St John's church on your right, then look out for a right-pointing chevron on the other side of the road, where the road bends to descend towards the valley of the Hogsmill River.

You will now be following the Thames Down Link, a route created by Surrey County Council to link the Thames Path at Kingston with the North Downs Way at Westhumble. The route is linked from

<https://www.surreycc.gov.uk/culture-and-leisure/countryside/walking/long-walks>

along with other maintained routes in Surrey. You will follow the Thames Down Link (with its helpful waymarks) all the way to the entry into Epsom Common.

You will also follow the London Loop as far as the foot of the Bonesgate Stream. See <https://tfl.gov.uk/modes/walking/loop-walk> for details.

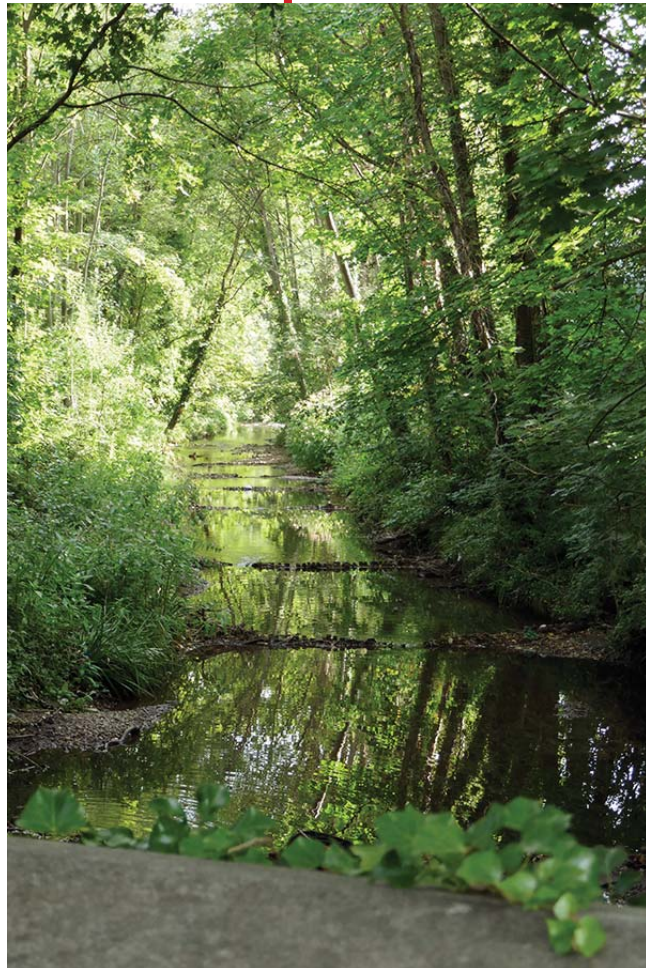
Beyond the chevron, take the path on the left through some woodland. Follow the path to its end, where it emerges at the junction of Highdown (on your left) and Barrow Hill (on your right).

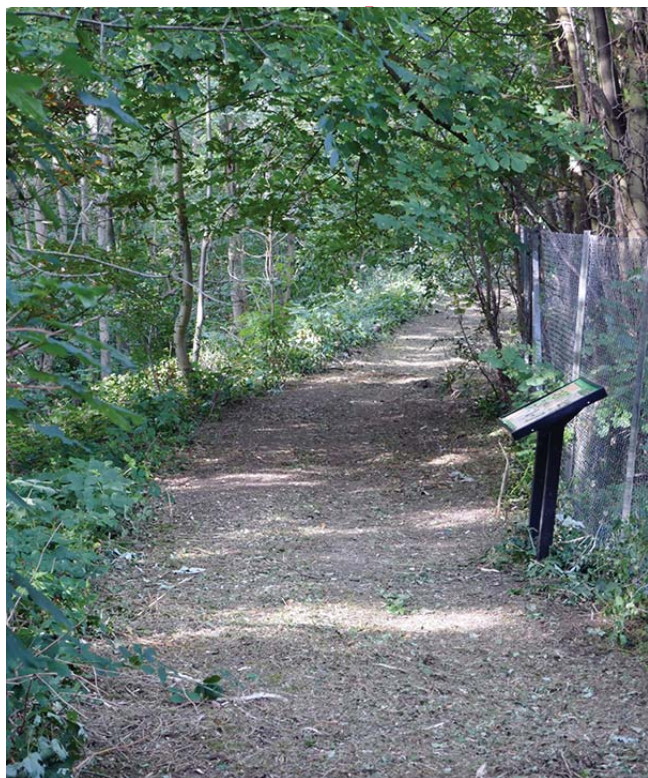
Cross the junction and continue ahead on Royal Avenue, using the right-hand footway where there is one and passing Royal Close and Drumaline Ridge on your right, to reach the entry into a field on your right. Cross the field diagonally, descending to its exit on Parklands Way, where turn right.

2.6 Cross Grafton Park Road and turn left to follow the right-hand footway. At the end of Grafton Park Road, turn right and follow the right-hand footway of Grafton Road past a school on your right to the junction with Cromwell Road, where turn right to descend the right-hand footway, reaching a large chain pub at a road junction.

Cross Old Malden Lane onto a sportsground access track, and cross the Hogsmill River

*Crossing the Hogsmill River
at Old Malden Lane*





*Beside the Hogsmill River
near Tolworth Court bridge*

by a little bridge (noting the ridges set in the watercourse to break up the flow). Turn left along a track, following the London Loop, with the river on your left and some playing fields on your right.

Do not, if viewing the Ordnance Survey map, be taken in by the green diamonds running alongside the Hogsmill River to the north-east here: the alleged waymarked path simply does not exist.

Timing your passage through this area could be make an important difference— an early morning start from Malden Manor is probably the best choice. Apart from the sportive exhortations from the playing fields, there is the likelihood (at later points of the day) of aural and olfactory pollution from a go-kart circuit which takes the right-hand side of the path beyond the playing fields.

Continue along the path to come out onto Kingston Road at Tolworth Court bridge.

Tolworth station, on the line between Waterloo and Chessington South, is 750m away, along Kingston Road to your right.

2.7 From your point of arrival on Kingston Road, you will see your point of departure to the left of the bridge wall on the other side of the road. There is a light-controlled pedestrian crossing over to your left at the traffic lights, from which you may return to the bridge.

From the west side of Kingston Road, take the path which follows the Hogsmill River, the water flowing towards you on your right, to reach a path junction.

Here, the London Loop and the Thames Down Link part company, the Loop going off to the left. Our route continues with the Thames Down Link.

*Fork in the path beside the
Bonesgate Stream*



Turn right to cross a footbridge over the Hogsmill River, then turn right again over a second footbridge, the latter crossing the Bonesgate Stream.

Paths lead out across the field, but this route turns left to hug the streamside vegetation. Follow the left-hand tree-bound edges of three consecutive fields, keeping close to the



*Contrasting seasonal
vegetation beside the
Bonesgate Stream*

stream. At the end of the third field, turn left to cross the stream by a bridge, then immediately turn right to follow the stream, now flowing towards you on your right.

The path is clear: at a fork, take the right-hand (lower) option to keep a children's play area on your left.

2.8 Beyond the play area, the path forks again: on this occasion, take the left fork to keep the stream on your right, following the Thames Down Link waymarks. This path will eventually abut some houses on your left before rising to cross Chessington Road, where you will see the signpost evidence that the Bonesgate Stream forms the boundary here between the London Borough of Kingston-upon-Thames and the Surrey district of Epsom and Ewell.

Over to the right, there is a pub which, during its opening hours, will serve you food and drink. The offers include breakfast, but only from a late-morning opening.

Continue along the path parallel to the stream, still on your right-hand side, through what is known as the Bonesgate Open Space — really a grassy corridor beneath the power lines which have accompanied the route from Tolworth Court bridge. You will come out onto Filby Road.

Turn right along Filby Road to reach the continuation of the path a few metres ahead on your left.

About 200m ahead via Filby Road, there are a few shops at Copt Gilders (including a convenience shop), but the greater attraction



*Thames Down Link route
north of Horton Lane
car park*

of this detour is likely to be the bus stop (on the far side of the central grassed area) for frequent services to Kingston, in the event that you decide to break the journey here. Think carefully about whether to press ahead — the next major transport opportunity is in Leatherhead, nearly 9km ahead.

Here is Chessington Castle Hill. The castle was probably a timber fortification, with a

mill dating to the eleventh century. There have been finds from the Roman era here.

2.9 Turn left off Filby Road, still following the Thames Down Link. Keep to the main path as it zigzags round Castle Hill, eventually reaching a broader path at a junction. Turn right, following the broad path (and the Thames Down Link signs).

About 500m ahead, a footpath comes in from the right: shortly after, take the main path off half-left onto a 350m-long straight stretch to another path junction, where turn half-right.

2.10 To your left now, there is a farm park, so be prepared to see deer and other animals. You will soon reach a path crossing with West Park farm buildings to your left.

The route carries straight on ahead, but over to the left, there is a car park with a toilet block: if these facilities should be of interest, you may re-join the main route at the south end of the car park.

Continue ahead, with an open area and the car park on your left, almost as far as the road. Turn right along a path, and turn left at a house to reach Horton Lane.

2.11 Turn right, and keep close to the houses, ignoring the roundabout off to the left, and passing a bus stop on your left. Where West Park Road bends right to pass between gateposts, continue ahead (keeping the pillar box over on your right) to follow a path with houses only on the right-hand side, to come out onto Christ Church Road at a light-controlled pedestrian crossing.

2.12 Cross Christ Church Road and step into the woodland of Epsom Common; almost immediately, the Thames Down Link turns sharp left. Keep to the main path (bridleway 29) as it swings right and descends to the west towards the Stew Pond, which will be on your left, opposite a grassy area.

A stew pond was one in which fish were bred for food, either at a manor house or at a religious establishment (keeping to the old



“fish on Friday” custom). There are still fish in this stew pond, but the rules regarding catching the fish are different today.

Stew Pond, Epsom Common

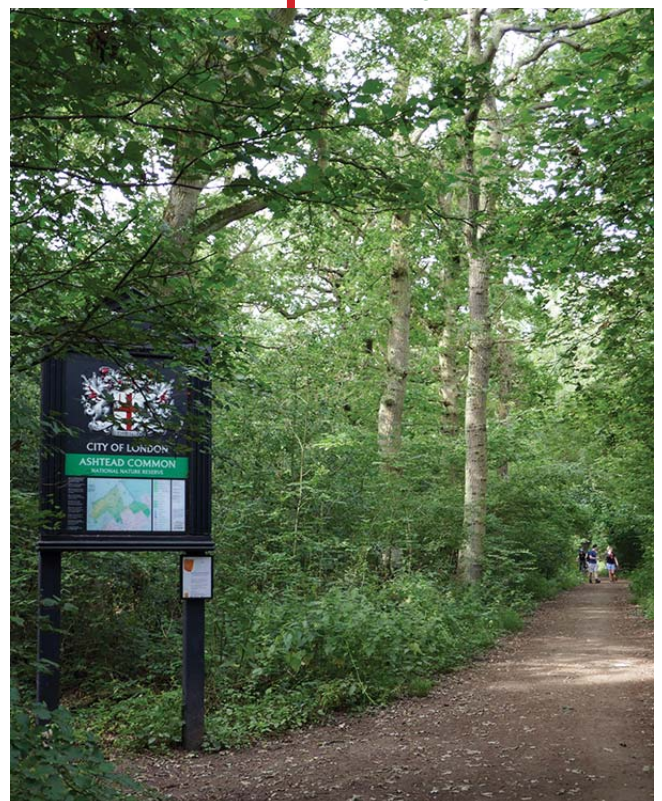
Follow the main path uphill, ignoring a minor path on the right at a fork. Cross a major path junction (Woodcock Corner) to reach a white Coal Tax post on your left.

These markers were set up during the 1860s by the Corporation of the City of London at the boundary of the Coal Tax collection area: anyone bringing coal or wine into the area had to pay a tax, ostensibly for the upkeep of the roads in London. The real reason is unclear, because by the 1860s, almost all the carriers (mainly the railway and canal companies) had pay-as-you-go agreements with the Corporation. Perhaps these little posts were subtle reminders of the City of London’s status during a period when “London” was growing far beyond the Square Mile, most of it outwith the direct jurisdiction of the Corporation. There are more than 200 of these posts at an approximate radius of 25km from St Paul’s cathedral.

Entering Ashted Common

Soon, you will come to a City of London signboard which announces that you are about to enter Ashted Common.

This is one of the areas bought up by the Corporation of the City of London during the 1870s to provide and preserve green space for Londoners. Other such areas include West Ham Park, Hampstead Heath, Epping Forest, and Burnham Beeches, near Slough. The upkeep of these areas is funded by the Corporation, with no levy on residents within the City or within





The approach to Chessington View. with Coal Tax post and map

the areas local to the preserved lands.

The use of path numbers in the paragraphs below may seem a little obsessive, but it is very easy to get lost on the Common, and you should travel here with a good map (at 1:25000 or better) and a compass. Each public footpath, public bridleway, and permissive route has its own number, and

the numeration scheme is carried by the waymarks. This makes navigating the network of routes across the Common much easier if you just follow the numbers. As the French might put it, the numbering system has created *randonnées aux données*.

Continue ahead, following bridleway 29.

2.13 At the next Coal Tax post, turn left onto bridleway 33 at a City of London map-board marked *Chessington View*. After following the bridleway for about 100m, footpath 34 continues straight ahead, hugging the left-hand boundary of the Common: continue on bridleway 33, which swings slightly to the right.

You will pass a small pond on your right: this is the site of a Roman villa and bath house. Ahead, you will cross Permissive Route 2, and then come to a crossing with footpath 25.

Tree on bridleway 33, Ashtead Common



From this crossing-point, Ashtead station lies about 700m ahead along bridleway 33.

Turn right onto footpath 25: you will soon cross Permissive Route PR1. This path crosses footpath 30 and permissive ride 1 — continue ahead across the junction with footpath 27 (on your right) and footpath 28 (on your left).

2.14 There are buildings now to your left. At the next crossing, footpath 25 swings half-right — continue straight ahead, now on footpath 23, to keep close to the buildings on a generally south-westerly trajectory. This will bring you to the edge of the Common and out into a field: keep to the top edge of the field with the woodland close on your right.

The view to the south and south-east is extensive: the horizon is the ridge of the North Downs, with Box Hill taking pride of place in the centre of the panorama.



*The North Downs from
above Leatherhead*

Continue across the top of the field, drawn by the thrum of traffic. At the end of the field, a right-and-left-hand double bend takes you to a path with runs beneath the roundabout at the north end of junction 9 of the M25 (two tunnels), then over the M25 itself on a narrow bridge.

2.15 Another right-and-left zigzag brings you out onto Kingston Road at the north end of Leatherhead Common, now a dead end following its being sliced by the motorway.

2.16 Walk down the left-hand footway of Kingston Road to the roundabout, and bear left. Cross to the right-hand footway at a suitable location, and pass a small row of shops (including a convenience shop and a café). At the mini-roundabout ahead, cross over the end of Dilston Road and take the smaller road ahead (with terraces of houses and a 2.1m width limit) rather than the main road which climbs over the railway. When you reach the railway, bend right to follow it closely, picking up a path to keep next to the railway fence, all the way to Leatherhead station, arriving via the station car park.

Leatherhead station is served by trains to and from Waterloo, Guildford and Dorking, and by buses to and from Kingston.



Leatherhead to West Clandon

16.6km; 3hr 31min

127m ascent

Introduction

3.1 Pleasant suburbia gives way to rurality at Fetcham, after which the route is punctuated by short village interludes. Great Bookham Common and the Hatchlands estate make up the rest of the route, with fieldpaths, with a speck of suburbia near Horsley station.

It is best to tackle this section with the necessary provisions, for apart from a convenience shop at Effingham Junction, a small supermarket near Horsley station, and a couple of pubs, there are no refuelling opportunities.

The map at <https://explore.osmaps.com/route/1858799> covers this section of the route.

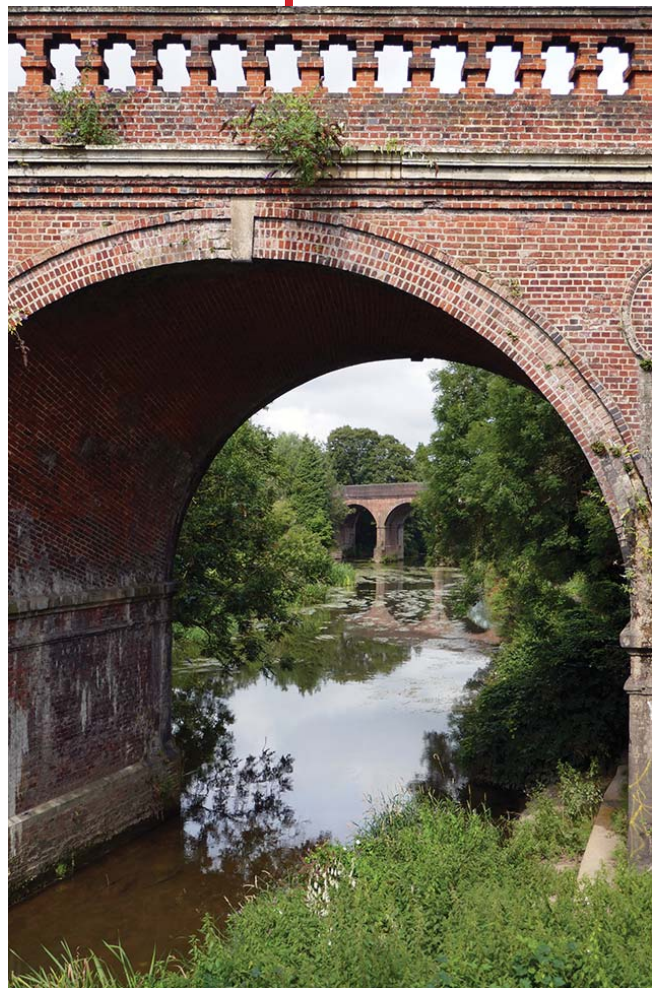
Route

3.2 Continue past the station bus stop. Turn left onto Randalls Road and pass beneath the railway. Immediately after you emerge from the bridge, turn right to cross Randalls Road by the light-controlled pedestrian crossing. Follow the path ahead, parallel to the railway, through Leatherhead Park to reach Station Road. Cross the road ahead to a refuge, then bear right to cross the road at the end of Waterway Road. Turn left to continue along the right-hand footway of Waterway Road with the Dorking branch of the railway on your right. Cross the River Mole, then turn right onto Mill Lane.

Follow the lane beneath the Dorking branch of the railway and take a bend to the left. Continue ahead on a path which reaches and follows the Guildford branch line on your right. When you reach a path junction at the edge of a housing estate, take the path on the left to reach Cannon Grove, where turn right.

3.3 Follow the right-hand footway of Cannon Grove past a central grassed area: you will see sports fields and a

The River Mole and its two viaducts at Leatherhead





Fetcham

small pavilion off to the left. Continue ahead on Cannon Grove to reach Cannon Way. Take the footpath ahead: at its far end, it re-joins Cannon Way. At the end of the street, continue ahead onto a footpath and, when you reach a junction, turn right to cross the railway.

Bear half-left and follow the clear path out onto Mole Road. Follow the left-hand footway of Mole Road, where turn left onto River Lane. Follow the left-hand footway, bearing left

at the end onto the left-hand footway of Cobham Road. Pass beneath the railway and advance towards a mini-roundabout. Cross the road at the refuge just before the roundabout, and continue past the row of shops on your right, onto The Street in Fetcham.

There is a convenience shop on The Street; other shops are available on Cobham Road.

3.4 Continue along the right-hand footway of The Street to the junction with Cock Lane, where turn right. Keep to the right-hand footway until it gives out at the entrance to a playing field just beyond the junction with Meadow Lane. Turn right, then immediately turn left to keep tennis courts on your right. Beyond the courts, head off diagonally across the field, making for a seat under a tree on the far side (or remain parallel to the road and turn right at the far end if underfoot conditions or sports activities make

this a more practicable option). Pass to the right of the tree out of the field, turn right and then turn left to reach a housing estate.

Turn left to pass the gable end of a house on your left, with another gable end in front of you. To the left of this second gable, turn right onto another lobule of this development (which is called Copperfields). Keep the odd house-numbers counting down from 33 on your right and, at the far end, advance onto a path. This path reaches and crosses another street (Humphrey Close). Beyond these houses, turn

The hard-to-find exit from Copperfields



right onto a crossing path which takes you over the railway on a bridge.

Beyond the bridge, turn left: the railway will be on your left, and there are houses on your right. Continue ahead where a road joins from the left. Keep ahead past a *Commonside: no through road* street-sign, and continue until there is a broad sweep of the road to the left. Here, ignore that sweep, but continue ahead, now trending towards a south-westerly direction.

3.5 About 60m ahead, the path splits. Take the right-hand fork to maintain a westerly direction across Great Bookham Common, passing a “bird hide” sign on your right. From this point, keep to the main westbound path, passing two ponds on your left.

When you reach a road by a cottage, bear right then turn left to keep the cottage close on the left.

3.6 When you reach the next cluster of houses, keep ahead with the buildings on your left. Beyond a bridge, keep on the main track where a fork to the right leads only to a farm. Follow the clear track all the way to Bank’s Lane, where there are stables on the left.

Pass beneath a railway bridge and continue along Bank’s Lane. Where the lane swings to the left, carry straight ahead on a footpath to reach Howard Road. Cross the road and turn right to reach Effingham Junction station.

Effingham Junction is served by trains to and from Guildford and Waterloo: you should be aware that trains from London will go either via Surbiton or Worcester Park. To or from Waterloo, it makes no difference, but there may be useful connections elsewhere (for example, at Wimbledon for the District Line, or Worcester Park for the express SL7 bus service between Croydon and Heathrow. Leatherhead is served by the Surbiton branch only.

3.7 Set off along Howard Road in a north-westerly direction from Effingham Junction station (turning left if arriving by train). Turn left at the first junction onto Forest Road and follow the left-hand footway.

There is a convenience shop on the left.

Follow the left-hand footway of Forest Road all the way to the end of the houses. Opposite the road sign warning of the imminent bridge and double-bend, turn right onto The Drift, then immediately take the footpath on the left. This footpath is waymarked as the Horsley Jubilee Heritage Trail.



Riders on the path across Great Bookham Common



Horsley Jubilee Heritage Trail in The Forest

Make your way along the footpath through the mature woodland of The Forest. The path keeps to a generally south-westerly direction, with the railway over to your left. When the path swings through a big right-hand curve, then swings through an equally big left-hand curve, look out for a crossing track. Turn left onto this track to exit the forest at the end of a street called Highlands.

3.8 Turn right at the little roundabout and follow the street all the way to Ockham Road North,

where cross the road and turn left along the right-hand footway. Pass beneath the railway to reach the foot of Station Approach at the end of Kingston Avenue.

Beyond Kingston Avenue, there is a parade of shops with a wide range, including a bank. There is a café a little farther along on the left-hand side of Ockham Road South.

Horsley station is served by trains on the line between Effingham Junction and Guildford. There are two routes, from Waterloo: via Leatherhead or Surbiton: the latter is usually the quicker, and also connects with the District Line at Wimbledon. Londoners should note that Horsley station lies beyond the Oyster zone.

Note that it is usually cheaper to buy a day return to Guildford if you arrive by train from London to walk between Horsley and Guildford.

A house in West Horsley



3.9 Turn right opposite Station Approach to take the right-hand footway of Kingston Avenue westwards, passing a small supermarket on the corner to your left: the road leads to the village hall.

The route then continues ahead on a trackside path which links West Horsley with the station. Follow this path to its end at a road. Ignore the permissive path on the left, but cross the road and turn left along its right-hand footway.

3.10 Pass the Barley Mow pub on your right and take the next road on the right, Ricksons Lane, then take the first turning on the left onto Tintells Lane.

Tintells Lane shrinks to a path, and then opens out at the far end as a street: at the end, turn left onto Silkmore Lane. After 70m, turn right onto the driveway to Orchard House (there is a footpath sign), and pick up the path which continues ahead to the left of the driveway and opens out onto a field. Cross the field and come out onto Ripley Lane. Turn right to pass Lower Hammonds farmhouse on the left, then turn left at the second farm entrance. If you reach the railway, it means that you have overshot and will need to turn back to pick up the track.

Go through the farmyard, and continue ahead on a clear track, with a long field between you and the railway on the right. Shortly after the path is accompanied by a belt of trees on the left, turn left through a gap onto the Hatchlands estate: it is owned by the National Trust, whose sign is at the entrance. Turn right to follow the clear path along the belt of trees: this will take you through a left turn onto the estate's Long Walk. Follow the Long Walk for a total of 1.4km to reach a waymark pointing to the left.

3.11 Do not follow the direction of the waymark, but continue ahead for another 170m: there will be a pond on your left.

Look out for a gateway on your right: go through the gateway and, a few metres farther on, take a green path which bears slightly left. This brings you out onto Ripley Road, East Clandon.

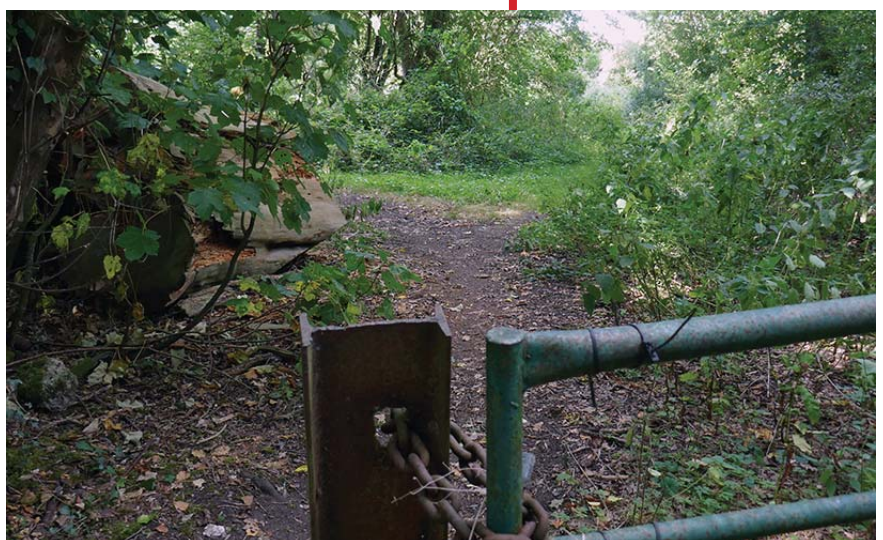
3.12 Turn left, and then turn right onto Back Lane. Bear left at a triangle; beyond a house on the right, you will reach a sharp bend in Back Lane to the left.

There is a pub to the left here, the Queen's Head, which serves food and drink from 1130 each day.

At the road bend, turn right onto a path which soon bends to the right and then bends to the left: it then runs between

Below —approaching Hatchlands estate: note red kite overhead

Bottom — Leaving Hatchlands estate: through the gateway, then bear left on grass path





The spoils of autumn by the golf course, East Clandon

trees with a golf course on the left, eventually coming out onto the course. Here, keep to the edge of the course with the trees on your right until you reach a green.

Go through a gap where the golf-cart tracks have worn a path, then branch off slightly left on a clear mown path with some individual trees on your right, and bunkers on your left. Keep to the path through the trees, and look out for a fingerpost on your right. Use this post to line up your route: you will emerge at a fairway with a green on your left.

Before you cross the fairway, be sure to observe golfing etiquette and keep silent and motionless when a player is making a stroke. Cross over to take a small footbridge ahead, and follow the enclosed path out to a busy road.

There is a pub 450m along the road to the right, serving food and drink from noon. The pub is about half-way along the road to Clandon station.

Clandon station is served by trains on the line between Effingham Junction and Guildford. There are two routes between Waterloo and Clandon: via Leatherhead or Surbiton. The latter is usually the quicker of the two, and also connects with the District Line at Wimbledon.

Londoners should be aware that Clandon station lies beyond the Oyster Zone.

West Clandon to Guildford

9.3km; 1hr 56min

58m ascent

Introduction

4.1 This section of the walk starts from West Clandon, following fieldpaths to Merrow Common. There follows a section along the streets of Burpham to reach the Wey Navigation at Bowers Mill.

The rest of the route follows the Wey Navigation right onto the centre of Guildford, where only the ascent of a set of steps brings you out across the road from the railway station, the end of the route.

There is a supermarket in Burpham and a pub on Woking Road, but apart from that, you will need to carry all necessary provisions for the journey.

The map at <https://explore.osmaps.com/route/1858801> covers this section of the route.

Note that it is usually cheaper to buy a day return to Guildford if you arrive by train from London to walk between Clandon and Guildford.

Route

4.2 Cross the road, and turn right to cross a driveway (White Lodge). Immediately beyond the driveway, turn left onto a path. This path leads through trees and continues downhill into a small valley. Use the footbridge to cross the stream, and continue ahead up onto a broad plateau, with a hedge on your left, crossing a track as you go.

4.3 Where the hedge bends to the left, cut the corner of the field to enter the woodland of Merrow Common through a metal kissing-gate, and enter the woodland through a similar gate.

Follow the clear path through the wood to reach Merrow Common Road, where bear left. Follow the right-hand

Clandon Park





*Approach to
Merrow Common*

*Left — the River Wey
near Bowers Mill*

*Right — a day out on the
River Wey: boats may be
hired locally*



footway of Merrow Common Road, with its houses on your right, to reach its far end at a roundabout.

4.4 Turn right at the roundabout and follow the right-hand footway of Merrow Lane beneath the railway. Turn left with the main road, now New Inn Lane, and follow its right-hand footway all the way to a roundabout with a filling station on the right.

The filling station has the usual mini-supermarket attached.

Cross over the exit from the forecourt, then use the refuge to cross the main road. Turn right, and follow the left-hand footpath to another roundabout, where turn left onto Clay Lane.

There is a large supermarket on your right.

4.5 Follow the left-hand footpath of Clay Lane across the bridge which spans the A3 below, then take the first road on the left, Bowers Lane.

4.6 At the bottom, turn right to reach the River Wey. Do not take the footbridge ahead, but turn left onto the towpath, with the river on your right. Follow the riverside path for 1.8km to Stoke Lock.

4.7 Cross the river by the footbridge to the lock, but do not cross the lock gates themselves. Follow the Navigation (a short cut dug as a canal) past the lock and onwards, keeping the water of the Navigation on your right. On reaching Woking Road, the path rises to road level: cross the road and turn left to cross the River Wey bridge.

On the north side of the river, a path leads westwards to a pub.

4.8 Turn right to regain the towpath, again with the water on your right. Follow the river upstream, passing beneath the A3. The path then rises again to road level at the A25.

Turn right and cross the River Wey, then turn left to use the divided light-controlled pedestrian crossing to cross the two carriageways of the eternally busy road (noting as you pass that the westbound carriageway crosses the river by an older bridge than that used by the eastbound carriageway).

Continue ahead on a path which re-joins the bank of the River Wey, now with the water flowing towards you on your left. Pass beneath a railway viaduct: there is a footbridge which crosses the river on its far side.

Use the footbridge if you need to cross the river to Dapdune Wharf, a visitor centre for the National Trust's Wey Navigation activities. The visitor centre has a café and tea-room, bookshop and toilet facilities — the car park may provide a useful option if you are being picked up, since it is just 1km from the end of the route and it would be a very pleasant backtrack.

4.9 Continue on the riverside path until you reach a bridge which crosses the river at some altitude. Here, use the stairs on the right to reach Walnut Tree Close. This is the end of the route.

The station is across the road; for all the facilities in the centre of Guildford, turn left, then left across the river.

The end of the section is also the beginning of the Wey South Path, which links Guildford with the South Downs Way at Amberley. This is soon joined by the Downs Link, which largely follows an old railbed to Shoreham-by-Sea. However, it is only a short hop on the Wey South Path until the North Downs Way is reached.



Railway and footbridge span the River Wey at Dapdune Wharf



The end of the route

Downs Link:

<https://www.westsussex.gov.uk/leisure-recreation-and-community/walking-horse-riding-and-cycling/downs-link/>

North Downs Way:

<https://www.nationaltrail.co.uk/north-downs-way>

South Downs Way:

<https://www.nationaltrail.co.uk/south-downs-way>

Wey South Path:

<https://www.walkandcycle.co.uk/trail?trailcode=SURRTR0032>