



I G Liddell
Walk the Liberty Line

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 (2023-24) 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:
Hylands Park, Romford

Walk the Overground Liberty Line

Start	Romford station — RM1 1SX
Finish	Upminster station — RM14 2TD
Distance	6.6km
Duration	1 hour 23 minutes
Ascent	48m

*Romford station from South
Street at Victoria Road*





Romford to Upminster

6.6km; 1hr 23min

48m ascent

Introduction

1 The line between Romford and Upminster was opened in 1893, creating a link between the Great Eastern Railway and the London, Tilbury and Southend Railway. Services ran as far south as Tilbury until nationalisation, when the service was cut back to Upminster, as it is today.

Since 2024, this line has gained the name of the Liberty Line, which of course gives no geographical hint of its location.

All facilities are available in the vicinity of Romford station. There is a coffee stall on the station, but not on Platform 1, the Overground platform for arrivals from London. There is a traditional breakfast café on South Street behind the bus stops. The commercial centre of Romford lies to the north of the station.

Route

Romford to Emerson Park 3.4km

2 Turn right onto South Street on exiting Romford station, arriving at street level beneath the tracks. Follow the right-hand footway past a small bus station to the junction with Victoria Road on your left — and, somewhat-grandiosely, Atlanta Boulevard on the right.

Turn left to cross South Street, then turn right to cross Victoria Road, in each case using the light-controlled pedestrian crossing. Turn left to follow the right-hand footway of Victoria Road.

Cross the town centre by-pass using four light-controlled pedestrian crossings and turn right to reach the blocked-off end of George Street. Follow its left-hand footway to its end. Turn left onto Brentwood Road, and cross over to the right-hand footway at the refuge ahead.

*Sycamore on
Brentwood Road*





Hylands Park

Brentwood Road is not alone in having an impressive range of street trees of various species. Part-way up the hill, there is a splendid sycamore.

Follow the right-hand footway of Brentwood Road to its junction with Globe Road, where turn right. Follow the left-hand footway to a gateway on the left which leads into Hylands Park.

Hylands Park includes a cricket field, tennis courts, a children's play area, and a circuit path.

Keep to the left-hand side of Hylands Park, passing some tennis courts which are half-hidden on the left and, after the path bends to the right, turn left to exit the park onto Osborne Road.

3 Turn right to follow the right-hand footway of Osborne Road, crossing over several side-roads, to reach the junction (on the right) with Lyndhurst Drive.

On the left-hand footway of Lyndhurst Drive, there is a café and a convenience shop.

Just beyond the traffic squeeze-point at the junction with Lyndhurst Drive, cross over the River Ravensbourne.

Peer over the bridge, and if you are fortunate, you may see the culvert beneath— indeed, if you are very fortunate, you may just spot the river trickling in among the mass of vegetation.

Continue along Osborne Road, bending to the right with the road, to reach Cromer Road, where turn left along its left-hand footway. At the end of Cromer Road, turn left onto Billet Lane and follow its left-hand footway.

In the cluster of shops on Billet Lane, there is a supermarket and a pub. The latter is now marooned in the middle of what has become a roundabout.

Beyond the pub, cross to the right-hand footway of Billet Lane using a light-controlled pedestrian crossing, and continue over the (pedestrian) railway bridge to reach the entrance to Emerson Park station.

Emerson Park station opened in 1909. At this time, shuttle services between Emerson Park and Upminster were added to the through services: these extras were lost in 1948 on the nationalisation of the railways. Today, Emerson Park is the only intermediate station on the single-track Liberty Line of the Overground between Romford and Upminster.

Emerson Park to Upminster

3.2km

The housing of Emerson Park was built up at the end of the nineteenth century and in the Edwardian era: the plots to the east of Billet Lane are substantial. Today, some of these plots are on their second, third or fourth house (ugly fake-pillared entrances are not uncommon), and there is a substantial number of frontages which have been despoiled by the addition of gilt railings and gates and the destruction of the front gardens.

4 Just beyond Emerson Park station, turn right onto Berther Road and follow its right-hand footway. At the end of the street, turn right onto Nelmes Road. At the junction, turn left onto Herbert Road to follow its right-hand footway across the end of Clairvale and on to Maybush Road, where cross the road and turn right. Follow the left-hand footway of Maybush Road to the point where it bends to the left. Just before a yellow-brick house, turn left onto a footpath and follow it to Beverley Gardens.

Cross over Beverley Gardens, and turn right to follow its right-hand footway. Bend to the left: the street-name soon changes to Woodhall Crescent, where there is a fairly severe bungalow outbreak. Follow Woodhall Crescent to its end at the junction with Wingletye Lane, at a small car park. Turn left to follow the left-hand footway of Wingletye Lane as far as the end of the shopping parade.

There is a convenience shop on the parade to your left.

5 Cross Wingletye Lane by the light-controlled pedestrian crossing and take the right-hand footway of Lee Gardens Avenue, which branches off from Wingletye Lane at this point. At the bend to the right, the street-name changes to Benets Road. Follow the right-hand footway of Benets Road and take the first road on the right, Holme Road.

Follow the left-hand footway of Holme Road to cross over the end of Somerset Gardens. Continue to Hedingham Road, where take the left-hand bend. Follow the right-hand footway of Hedingham Road almost to

Below — Herbert Road

Bottom — Maybush Avenue



its end, crossing over Caernarvon [sic] Road and Falkirk Road (with postbox). Turn left onto Berkeley Drive, and follow its left-hand footway. Cross the River Ingrebourne (as with the Ravensbourne earlier, the river is not centre-stage in the view), and cross Berkeley Drive to its right-hand footway.

Continue on the right-hand footway, taking the left-hand bend. At the (second) junction with Dunster Crescent on the left, turn right onto Berkeley Close. At the far end, continue ahead on a path with the railway fence on your right, to emerge onto Station Road. Turn right: Upminster station is just ahead on the left.

All facilities are available on the south side of the railway on and around Station Road. There are toilets on Platform 1 of the station, inside the ticketing gates — for these, enter the station from the side entrance by the bus turning circle.

Upminster station was opened in 1885, when the more direct route to Southend-on-Sea came into existence, by-passing Tilbury. The station was extensively rebuilt in 1932 and the Station Road entrance was re-modelled during the 1960s. Overground services use Platform 6.

The original station building may be seen on Platform 1, the platform used by c2c services to Fenchurch Street.

Upminster station

