



I G Liddell
Walk the Suffragette 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 (2024-25) 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:
Banana grove, East Ham*

Walk the Overground Suffragette Line

Start	Barking Riverside station – IG11 0DS
Finish	Gospel Oak station – NW5 1LT
Distance	29.3km
Duration	6 hours 11 minutes
Ascent	140m



Barking Riverside to Gospel Oak

29.8km; 6hr 10min
137m ascent

Introduction

1 Barking Riverside station opened in 2022 to serve the growing residential area which has been built up on formerly industrial land (much of it on the site of the demolished Barking Power Station). The extension from Barking has only one station, but there have been plans (pipedreams?) mooted to extend the line beneath the River Thames to Thamesmead and beyond.

Since 2024, this line, for years fondly (and acronymically) known as the Goblin Line (from Gospel Oak to Barking LINE), has had the name of the *Suffragette Line* visited upon it — there is now no clear geographical connection to help the travelling public identify where the line runs.

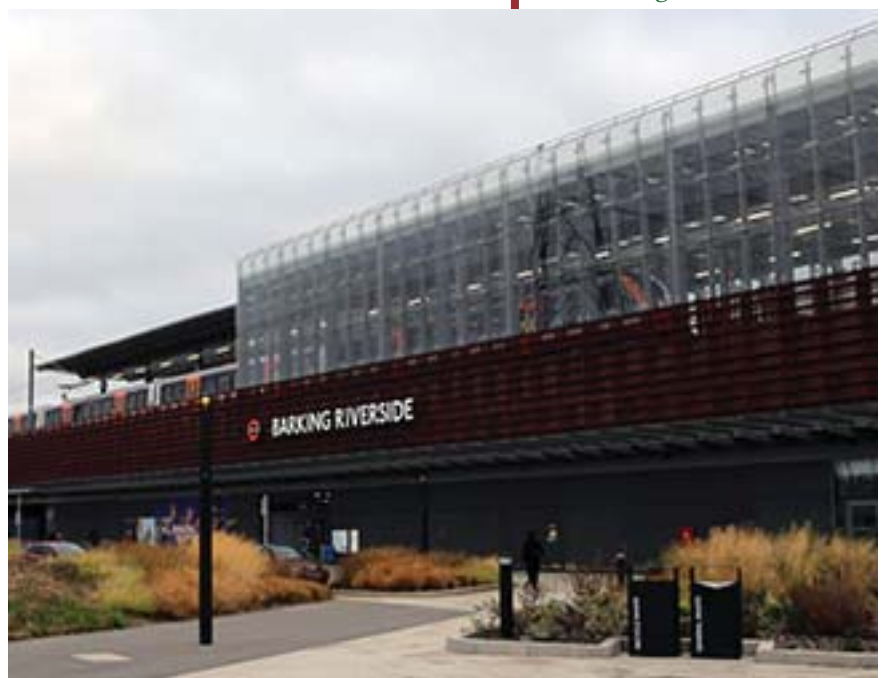
Route

Barking Riverside to Barking 4.1km

2 On exiting the ticketing gates, turn left to leave Barking Riverside station onto River Road. Turn left to follow the left-hand footway of River Road, crossing to the right-hand footway by a pedestrian crossing. Turn left to follow the right-hand footway to reach the junction with Handley Page Road.

Turn right to follow the right-hand footway of Handley Page Road to the junction with Mallards Road, passing beneath a set of power lines. At the junction, turn left and cross the bus lane, then cross Mallards Road, and continue ahead on the right-hand footway of Handley Page Road

Barking Riverside station





The old Barking power station's gathering-ground for power lines

to the junction with Minter Road.

There is a supermarket on the ground floor of a block of flats on Handley Page Road on your right, just beyond the George Carey Primary School (which is named after George Carey, an Anglican clergyman who was born locally in 1935 and who served as Archbishop of Canterbury between 1991 and 2002).

Cross Minter Road and turn right onto the left-hand

footway. Just before you reach the parking lay-by, turn left onto a path which immediately bends to the left. At a path junction, keep to the left. The path bends to the right to cross a stream (really a drainage ditch which is almost visible beneath the overgrowth).

At the path junction at the other end of the bridge, turn left to keep house-backs on your right. At the end of the row of houses, pass a block of flats on your right, then turn right at the corner of the flats. At the next path junction, turn left to reach and cross Crossness Road at a bus stop.

There is significant development on and around the route from here to the crossing of the A13. There may be local diversions or changes to the route until the new community settles down.

Turn right and follow the left-hand footway of Crossness Road as far as its junction with Long Reach Road, where turn left. Follow the left-hand footway as far as the junction with Creek Road, the first road on your right, just before you reach a tall modern building on the right.

The area around Long Reach Road and Creek Road is still an industrial zone which has hung on in the face of all the residential new-build, and contains a typical mix of construction industry, "railway-arch-style" business premises, and even the occasional liminal-economy weird outlier.

Turn right to cross Long Reach Road, and follow the right-hand footway of Creek Road to its junction with Thames Road.

3 Cross Thames Road and continue ahead on the right-hand footway of Radford Way. At the traffic barrier, cross to the left-hand footway, and continue out to the junction with Curzon Crescent. Turn left and follow the left-hand footway of Curzon Crescent through its right-hand bend to the junction with Bastable Avenue. Turn left and follow the left-hand footway of Bastable Avenue to its junction with River Road.

The houses on Curzon Crescent and Bastable Avenue form part of a 1950s development which was then on the southern edge of Barking, to the south of Alfred's Way, a 1930s road which became the A13. The more recent expansion of the A13 has cut the area off a little from what were the adjoining streets such as Movers Lane, where the houses were built in the mid-1930s.

Cross River Road by the light-controlled pedestrian crossing, then turn right to follow the left-hand footway as far as the junction with the A13. Use two light-controlled pedestrian crossings to reach the bridge over the A13, then cross the bridge on its left-hand footway. Use a light-controlled pedestrian crossing to cross the eastbound slip road off the A13.

4 Enter Greatfields Park ahead and take the path on the right, running parallel to Movers Lane. Pass on your right a tree which was blown down but continues to grow at 90° off its original trunk. At the end of the park, exit on your right and turn left onto the left-hand footway of Movers Lane (which is named after Mover's House, which occupied the centre of the estate now covered by Greatfields Park). Advance to the junction with Perth Road.

If for any reason the park is closed, simply follow the left-hand footway of Movers Lane from the A13 to the Perth Road junction.

There is a convenience shop on the other side of Movers Lane at the exit from Greatfields Park, over the pedestrian crossing.

Cross Perth Road using the refuge, and continue along the left-hand footway of Movers Lane to the junction with Ripple Road. Bear round to the left to cross Ripple Road by a divided pedestrian crossing. Continue ahead onto the left-hand footway of Cranborne Road, passing a school on your left, and follow it to its end at the junction with St Erkenwald Road. Turn right to follow the right-hand footway of St Erkenwald Road, then cross St Awdry's Road ahead.

Turn left to follow the right-hand footway of St Awdry's Road to the end of the street. With a curved brick wall like a too-modern castle wall ahead of you, take a path

Greatfields Park

*Below — view from
the south-east*

*Bottom — second life
for a fallen tree*



on the right which immediately bends left, with the castle wall on your left. Keep the railway fence on your right and advance to the end of the path.

Ascend a flight of steps to emerge onto Station Parade. Turn right to reach a light-controlled pedestrian crossing, where cross the road and turn left to reach the entrance to Barking station.

All facilities may be found in the vicinity of the station.

Barking Manor was mentioned in a charter in 735CE, though Barking Abbey claims 666CE as the date of its foundation. The name derives from “the settlement of the followers of Bereca” ... or possibly from the more prosaic “settlement near birch trees”.

The fishing and farming which was the mainstay of the local economy gave way to market gardening and industry, the latter along the River Roding, with the coming of the railway. Most of the eels for the London pie and mash shops were landed at Barking — today, the eels for the London pie and mash shops all come from Denmark.

Barking has seen two vast changes in the past hundred years in terms of housing. The huge Becontree estate, built to house 115000 people, took land to the east of the town centre a hundred years ago, and today, modern high-rise flats cluster around the railway station to provide homes for commuters into London. Further change is inevitable.

Barking station was built in 1854, and was rebuilt in 1908 and again in 1959. The line between Barking and Gospel Oak was inaugurated

Barking station



in 1894, though the route has mongrel parentage, with sections having been built by various railway companies. The Underground (District Railway) arrived in 1908. A more recent railway arrival is the “new Silk Road” weekly service from Yiwu on the Pacific coast of China. The freight journey ends at the DB Eurohub facility on the Rainham line to the east of Barking station, having taken eighteen days to traverse Asia and Europe.

Barking to Woodgrange Park

3.9km

5 Take the right-hand footway of Station Parade (which is a name overlaid on part of East Street) from the entrance to Barking station (turning right onto the footway if exiting the station), and follow it as far as the junction with Ripple Road. Bear right to cross the pedestrianised junction and pick up the left-hand footway of London Road, passing a large supermarket on your left just before you reach the junction with North Street.

At the junction with North Street, turn right to cross London Road by the light-controlled pedestrian crossing, then turn left to cross North Street in like manner. Turn right to follow the left-hand footway of North Street, crossing over Whiting Avenue and then passing modern housing on your left.

With the Barking Gurdwara on your right at the second junction with Whiting Avenue, pass into a small park on the left and follow its right-hand edge to reach the junction with Gurdwara Way, the Barking Northern Relief Road.

The park was, in fact, a Quaker burial ground, and the simplicity of its history is carried through to today’s park facility. The accompanying Friends’ Meeting House was across the road, and the original seventeenth-century meeting house was rebuilt in Queen Anne style. That building has, since 1971, formed part of the gurdwara, the Queen Anne gables still obvious.

Below — former Quaker burial ground

Bottom — Barking gurdwara, formerly a Quaker meeting house



Cross Gurdwara Way using the divided light-controlled pedestrian crossing, and turn left along the right-hand footway. Immediately, take a path which descends onto Cowbridge Lane and continue ahead to the point where the roadway turns right through 90°. Take the bend, then turn left to pass a traffic barrier and follow a path ahead with a block of flats on your right. This path bends round to the right to reach a footbridge over the River Roding on your left.

The River Roding rises near Stansted airport and flows south through Essex, leaving that county definitively behind at the viaduct which takes the Hainault Loop of the Central Line over the valley and (despite the delusions of fantasy-address addicts) continues through two London boroughs, firstly Redbridge and then Barking and Dagenham. It flows into the River Thames, having taken the name of Barking Creek for its tidal section which begins just to the south of the footbridge.

*Below — River Roding,
looking downstream*

*Bottom — former gasworks,
from above the
North Circular Road*



6 Cross the River Roding by the footbridge, and continue ahead along a path with industrial premises on each side to reach Hertford Road.

At the end of the footbridge, you will note the sign pointing along the riverside to your left, and a rougher path on your right. This latter path does not go as far as the railway before it reaches a dead end, being blocked by a huge concrete barrier. It may be an interesting 1km there-and-back walk, and there are a few benches provided (some for rest and one for remembrance), but the rough path is hemmed in, overgrown by brambles and briars, and there is no way to reach Woodgrange Park using the path. All in all, it is probably best to ignore it — there is no point in adding unnecessary frustration to the route.

Turn left, then double back to your right, onto the ramp of a footbridge which crosses the North Circular Road, with the site of the former East Ham gasworks on the right. On

the far side of the North Circular Road, take the right-hand footway of Watson Avenue to its junction with Burges Road at a painted mini-roundabout.

Continue ahead on the right-hand footway of Burges Road (the sixth street on the right) to the junction with Bridge Road, where turn right.

There is a convenience shop which takes up one corner of the junction.

East Ham station (on the District Line and the Hammersmith and City Line) is 550m ahead along Burges Road. If you arrive at East Ham station, you may reach the westbound route by crossing High Street North at the entrance to the station, turning right, and following the left-hand footway for 1.1km to the junction with Salisbury Road.

Follow the right-hand footway of Bridge Road to its end on Southend Road, and cross the railway by the bridge ahead. After descending to street level, follow the left-hand footway of Sibley Grove to the junction with Browning Road.

7 Cross Sibley Grove and follow the left-hand footway of Browning Road across Gladstone Road, Kensington Avenue and Byron Avenue to reach the junction with Shelley Avenue, where Browning Road bends to the right.

Just before you reach this junction, where there is a bus stop on the other side of the street, is the site of the second home (only for part of the 1896-97 season) of what is now West Ham United FC (the club was called Thames Ironworks FC then) — we presume that the footballers left before the terraced houses were built, otherwise the houses would have needed to share a huge back garden which could only have been lawn, and they would need to have been elsewhere on a Saturday afternoon.

Turn left to follow the right-hand footway of Shelley Avenue to the junction with Essex Road (at the first turning on your right), where turn right. Follow the right-hand footway of Essex Road across (successively) Rosebery Avenue, Goldsmith Avenue and Ruskin Avenue, remaining thankful that pedestrians need not follow the streets' one-way system.

Continue ahead on the right-hand footway of Essex Road, passing a school on your right and crossing Sheridan Road. Continue ahead until the road bends to the left to run parallel to the railway.

Turn right onto Rixsen Road to cross the railway (the bridge is for pedestrians and pedal cyclists only). Turn left to follow the right-hand footway of Church Road all the way to its end on High Street North. Take the corner to the right, and follow the right-hand



*Banana grove,
Watson Avenue*



*Hampton Road,
Woodgrange Park*

footway of High Street North to reach a light-controlled pedestrian crossing, where cross the road and advance onto Salisbury Road.

The most direct route from East Ham station joins the route at this point.

Follow the left-hand footway of Salisbury Road all the way to its end at Romford Road, where turn left.

There are shops on Romford Road.

Follow the left-hand footway of Romford Road to reach the entrance to Woodgrange Park station on the left.

Woodgrange Park to Wanstead Park 1.7km

*Sebert Road,
Wanstead Park*



8 Continue along the left-hand footway of Romford Road (turning left if exiting Woodgrange Park station), and cross to the right-hand footway using a light-controlled pedestrian crossing at a petrol station with a mini-supermarket. Continue along the right-hand footway to the junction with Hampton Road. Turn right and follow the right-hand footway of Hampton Road, with the railway on your right for the second half of its length, to reach Balmoral Road at a mini-roundabout.

9 Turn right onto Balmoral Road, and cross to the left-hand footway at the squeeze-point. Follow the left-hand footway ahead, and cross over the railway (Elizabeth Line and the main line between London and Norwich) to reach the junction with Sebert Road, with the Overground crossing above the junction. Turn left to follow the left-hand footway of Sebert Road to its end at Woodgrange Road.

Forest Gate station, on the Elizabeth Line, is 80m away to your left.

There are shops, cafés and pubs on Woodgrange Road and on the surrounding streets.

Turn right and follow the right-hand footway of Woodgrange Road to reach the entrance to Wanstead Park station on the right.

Wanstead Park to Leytonstone High Road

2.1km

10 From the entrance to Wanstead Park station (turning right if exiting the station), continue along the right-hand footway of Woodford Road (turning right if exiting Wanstead Park station) as far as the junction with Capel Road. Cross the road ahead and enter Wanstead Flats.

It is at this point that you enter the area of Epping Forest which is maintained by the Corporation of the City of London. In Victorian times, the Corporation purchased, out of City revenues, tracts of land to provide areas for the recreation of the expanding population of London — open land such as Hampstead Heath and Burnham Beeches (north of Slough), commons in the southern extremity of London, and parks such as Queen's Park and West Ham Park.

Take the path which starts just right of straight ahead, and pass Bandstand Pond on your immediate right (there is no bandstand). A little over 200m after leaving Capel Road, at a triangle of paths in front of a broom bush, bear left onto a path which passes among more broom bushes to reach a car park on Centre Road. Keep to the left-hand edge of the car park, then cross the road by the pedestrian crossing, passing onto the heathland of Wanstead Flats again on the other side of the road.

Turn right to reach a traffic barrier on the right, opposite the entrance to the car park. Cross a drainage ditch and turn half-left to pick up a path which heads north-west, with a line of bushes initially on your left, and follow it in a straight line to reach Lake House Road at a bend.

11 Cross Lake House Road, and take the left-hand path of two, to keep sportsfields on your right. At the end of the pitches, almost in front of two tower blocks, wheel to the right, still with the sportsfields on your right.

*Wanstead Flats from
Bandstand Pond*





John Walsh Tower and, to its right, Fred Wigg Tower

If the ground is waterlogged, then at the end of the second football pitch — you will have been following its long side — turn left towards the pavilion and bear right to reach Briscoe Close, then turn right onto Montague Road to reach the main route at the corner of Ferndale Road, where turn left.

The two fifteen-storey slab blocks which dominate the western view are John Walsh Tower (on the left) and Fred

Wigg Tower (on the right). They were built in 1965 and are currently (2025) being renovated by the London Borough of Waltham Forest after a rather chequered half-century's history.

Beyond the blocks, and beyond the final goalpost on your right, at the point where the boundary of the mown area of the pitches bends half-right, keep ahead on the path, then turn left onto a crossing path which leads out to the end of Ferndale Road, where turn left to reach the junction with Montague Road, where the wet-ground alternative route joins the main route.

Take the left-hand footway of Ferndale Road for its full length to arrive at its end on Leytonstone High Road. Turn left, then use the pedestrian crossing to reach the right-hand footway of High Road. Turn left and pass beneath the railway, and immediately turn right to reach the entrance to Leytonstone High Road station.

Leytonstone High Road to Leyton Midland Road 1.7km

12 Immediately beyond the entrance to Leytonstone High Road station (turning right if exiting the station), bend to the left to reach and cross Trinity Close. Pass through the traffic barrier to take up the right-hand footway of Granleigh Road. At the first junction, cross Woodlands Road at the squeeze-point and turn right to follow the left-hand footway (against the one-way traffic flow) for its full length.

At the far end of Woodlands Road, cross Norman Road ahead at the squeeze-point, Take the footbridge ahead to cross the railway (the Central Line) and then the A12 and descend the stairs at the far end.

Turn left to follow the right-hand footway of Dyers Hall Road South to Grove Green Road, where turn right to follow the right-hand footway. Somewhere near the bend in the road (where you have best

visibility), cross to the left-hand footway and continue to the junction with Rhodesia Road. Cross the road and turn left onto the right-hand footway of Rhodesia Road, and follow it to the junction with Norlington Road, where turn right.

13 Follow the right-hand footway of Norlington Road across several streets to reach Pretoria Road. Continue ahead through the traffic barrier and pass a school on the right. Stay on the right-hand footway of Norlington Road to its end at Hainault Road, where there is a mini-roundabout, and turn right. Follow the right-hand footway of Hainault Road to reach, just before the railway bridge, a pedestrian crossing. Cross to the left-hand footway and pass beneath the railway to reach the junction with Midland Road.

There is a café on the left just at the railway bridge.

Turn left and follow Midland Road — the right-hand footway will be easier if the businesses under the railway arches are open — to reach High Road at the far end. The entrance to Leyton Midland Road station is on the far side of the railway bridge on the left.

There is a café just round the corner to the right on High Road

Leyton Midland Road to Walthamstow Queen's Road 2.0km

14 If you are exiting Leyton Midland Road station, turn right and pass beneath the railway to reach and cross the end



*Top — footbridge across the
Central Line and the A12
dual carriageway*

*Above — Norlington Road
stretches ahead to infinity*



*Arches beneath Leyton
Midland Road station*

of Midland Road. Follow the right-hand footway of High Road to a pedestrian crossing, where cross to the left-hand footway.

Just beyond the pedestrian crossing on the right, there is a petrol station with the usual mini-supermarket.

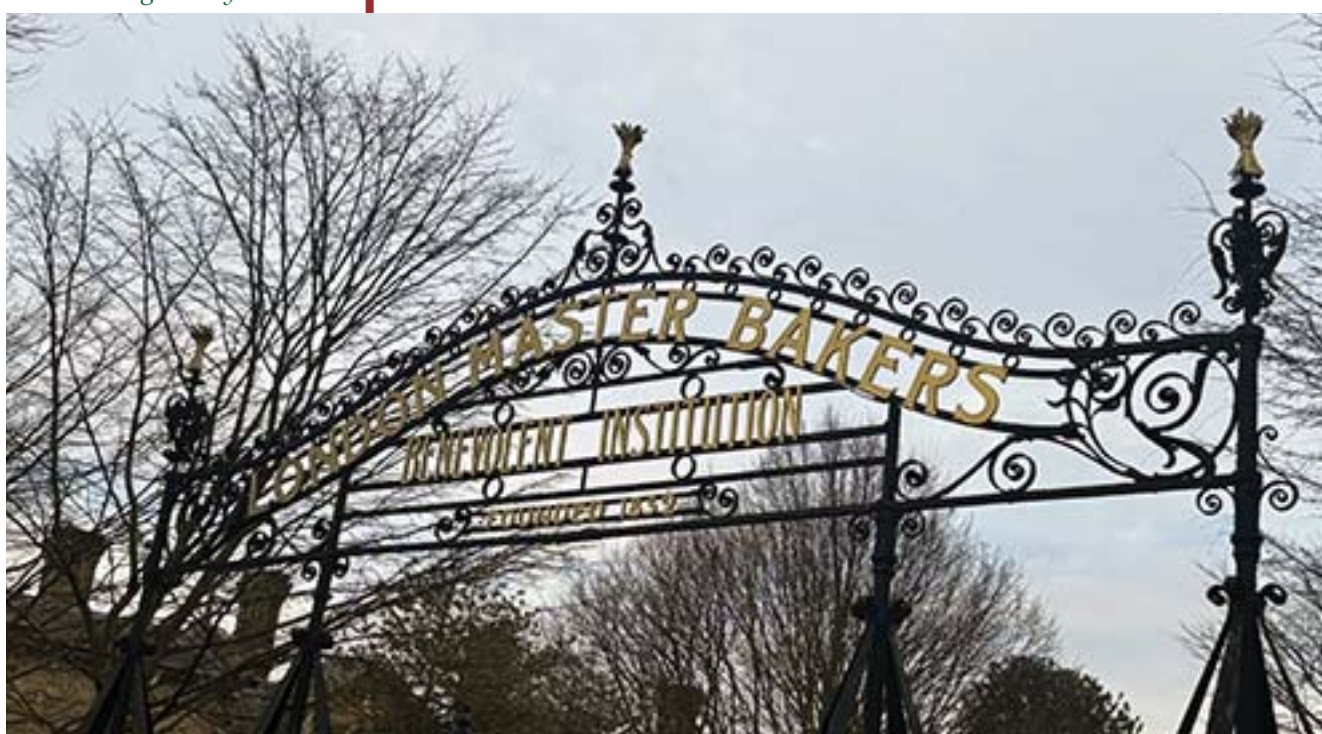
Follow the left-hand footway of High Road for 450m to the junction with Capworth Street, with Leyton Green on your right. Use the light-controlled pedestrian crossing to cross over Capworth Street and continue along the left-hand footway to the junction with Lea Bridge Road.

There is an entrance to a large supermarket on the right and, beyond it, a convenience shop on the corner of Westerham Road.

Cross the road using the light-controlled pedestrian crossing and turn left along the right-hand footway of Lea Bridge Road. Beyond a bus stop, and just in front of the railway bridge, there is on the right the gated entrance to a quadrangle of grass, round three sides of which are residential buildings.

These buildings are in fact the almshouses of the Master Bakers' Benevolent Institution. The organisation was formed in 1832 and these almshouses date from 1857. They no longer house

*Bakers' Almshouses'
ceremonial gateway*



retired bakers (the Institution's home is now in Epping), but the one-bedroom dwellings are now controlled by the London Borough of Waltham Forest.

Continue beyond the railway bridge (the Suffragette Line) and turn right along the right-hand footway of Russell Road. At the end, cross Lily Road and continue ahead on the left-hand footway of Rosebank Road to its end at the junction with Boundary Road.

15 Turn left onto Boundary Road, then cross to the right-hand footway at the squeeze-point, and turn right onto Belgrave Road. Follow the right-hand footway to the barrier at Rutland Road, where switch to the left-hand footway. Continue ahead to the junction with Queens Road, where turn left.

Cross to the right-hand footway of Queens Road using the pedestrian crossing, and turn right onto Lorne Road. Follow the right-hand footway to its end at Shrubland Road. Cross the road ahead and turn left along the right-hand footway. At the end of Shrubland Road, turn right to follow the right-hand footway of Edinburgh Road through the traffic barrier to reach the entrance to Walthamstow Queen's Road station on the right.

Note the inconsistency in naming — the street is called "Queens Road" (as in the plural), but the station is called "Queen's Road" (as in the singular genitive).

The station is in a cutting and the footbridge is at street level. The platforms are reached by stairs or a ramp. The Edinburgh Road entrance is next to Platform 1, served by trains towards Gospel Oak. There are no ticketing gates, so it is possible to cross the tracks by the footbridge without entering the ticketing area of the station.

Walthamstow Central station (Victoria Line and the Chingford branch of the Overground's Weaver Line) is 350m away on the other side of the tracks — the route is signposted via Edison Close and, after a short path, Station Approach. All the facilities of the centre of Walthamstow, including the bus station, are on the far side of that station.

Walthamstow is said to be derived from a word which means "the welcoming place".

Walthamstow Queen's Road to Blackhorse Road

2.0km

16 Turn left onto Exmouth Road (if you are exiting the station, take the Edinburgh Road exit and continue straight ahead) and follow the right-hand footway to the end of the street at Gosport Road. Turn right to follow the right-hand footway of Gosport Road, and where the road bends to the left, continue ahead on a path. Pass beneath the railway to reach the junction with Selborne Road.



Walthamstow Central (Victoria Line and the Chingford branch of the Overground's Weaver Line) is the principal (and most central) station in the town, and it and the bus station are 500m distant along Selborne Road to your right. buses serve a wide range of destination between Stratford and Woolwich, Finchley and Chingford, Barkingside and, Debden, Wood Green and various points in central London

Turn left along the left-hand footway of Selborne Road and

turn right (just before the road dips beneath the railway) to cross the road using the light-controlled pedestrian crossing. Continue ahead along the left-hand footway of Willow Walk to reach the junction with Walthamstow High Street.

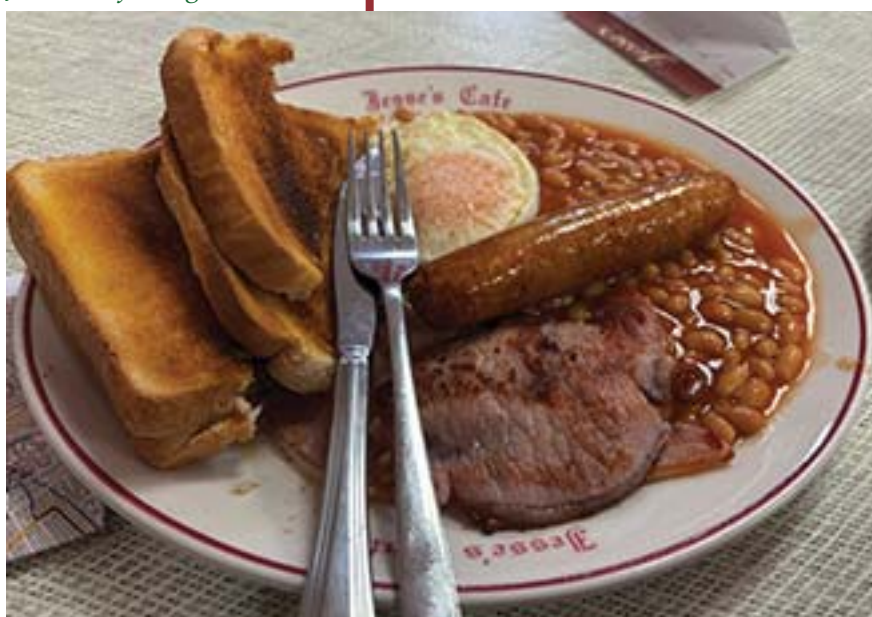
Most of the shops and other facilities of central Walthamstow may be found by taking High Street to the right.

Walthamstow is the major commercial nexus of the area, with such facilities as banks as well as a range of shops. There is a lively street market on the pedestrianised part of High Street to the east of Willow Walk.

Turn left to follow High Street as far as the end of the pedestrianised section at St James's Street.

On this western section of High Street, there are shops and cafés, including a traditional breakfast/lunch café (which is closed on Sundays) about 150m along on the left-hand side of the pedestrianised road.

Sometimes, a ten-metre detour is justified — at Jesse's Café, High Street



17 Turn right onto Blackhorse Lane and follow the right-hand footway. Beyond the traffic-restricted end of Maude Road on the right (where bicycles are the only wheeled vehicles allowed), cross to the left-hand footway of Blackhorse Lane using the light-controlled pedestrian crossing and continue ahead to reach the entrance to Blackhorse Road station at the major junction with Forest Road.

Blackhorse Road station is served by the Victoria Line as well as by the Suffragette Line of the Overground.

Blackhorse Road to South Tottenham 3.0km

18 Turn left onto Forest Road. Follow the left-hand footway as you pass through a canyon of modern flats (some for students and all built to cash in on the railway and Tube links) and on towards the Lea Valley. Soon, the railway adjoins close by on the left. Cross the valley, with the Walthamstow Wetlands on your left.

Walthamstow Wetlands is a nature reserve covering 160ha, with reservoirs which supply a quarter of London's population with water. There is a café in the Engine House and many dirt-track walking routes. The reserve is of international importance and supports a wide variety of habitats and of birdlife — as you will have noted painted on the brick wall as you walk from Blackhorse Road.

Take the bend in the road to your right to leave the company of the railway. Pass a Thames Water installation on the left, and a pub on the right. Continue ahead, crossing the River Lea just beyond the pub, where you cross the borough boundary from Waltham Forest into Haringey, and the street-name changes to Ferry Lane (full disclosure — there is no ferry). Pass some modern brick-built flats on the left, then cross the Lee Navigation.

Tottenham Hale station, with Tube services on the Victoria Line and rail services to and from Stratford and Liverpool Street, is 350m distant, ahead on the right-hand side of Ferry Lane.

19 At the far end of the bridge, turn left to descend some steps and reach the towpath, the water on your left. Follow the towpath beneath the railway, and continue round a right-hand bend. Pass



Forest Road, looking west



Ferry Boat Inn, Forest Road



*Top — Lee Navigation
ASbove — Markfield Park*

red-brick flats on your right and then pass beneath the Overground railway line (the Suffragette Line). After passing more red-brick flats on your right, and having taken a bend to your right, pass beneath another railway (the Lea Valley Line between Stratford and Tottenham Hale). About 80m beyond the bridge, leave the towpath by turning half-right into Markfield Park. Inside the park, bear right to reach the café attached to the Markfield Beam Engine Museum.

The Markfield Beam Engine was used to pump water. There are toilets adjacent to the café.

Beyond the café, you will come to a scissors junction of paths. Continue straight across to keep a children's play area (with an adults' gymnastic torture area in front of it) on your right. Follow the path out onto Crowland Road. Follow the right-hand footway of Crowland Road, passing a school on your left, to its end at High Road.

Turn right and follow the right-hand footway of High Road to reach a light-controlled pedestrian crossing, with the entrance to South Tottenham station ahead on your right.

South Tottenham to Harringay Green Lanes 2.7km

20 If you are exiting South Tottenham station, turn left to reach the light-controlled pedestrian crossing. Cross High Road and turn right to pass beneath the railway on the left-hand footway. Just beyond the railway, turn left onto a path which leads to Stonebridge Road. Cross the road and turn left to follow the right-hand footway as far as the junction with Seven Sisters Road. Cross the road ahead using the light-controlled pedestrian crossing to reach the western entrance to Seven Sisters station (Victoria Line, the Weaver Line of the Overground and some Greater Anglia trains).

There is a coffee kiosk at the entrance to the station access. All facilities are available on Seven Sisters Road to the right, and on High Road.

The Seven Sisters were a ring of elm trees, encircling a walnut tree, at the junction of Broad Lane and High Road, and the name replaced Page Green in common parlance (and on maps from 1732). The trees were replaced, the last ones surviving for 80 years until they were felled in 1955. A replacement circle of hornbeams has now been planted.



Seven Sisters station

Turn left (or turn right if exiting Seven Sisters station via the Seven Sisters Road exit) along the right-hand footway of Seven Sisters Road to the junction with St Ann's Road, where the Suffragette Line crosses the junction.

The wall art at the Seven Sisters Road entrance/exit reproduces posters advertising the opening of the Victoria Line in 1967.

21 Turn right to follow the right-hand footway of St Ann's Road for 700m to reach a hospital on the left and a café on the right.

The café is a traditional breakfast place, open from 0700 during the week and from 0830 on Saturdays. It is closed on Sundays. There are toilets next to the café.

Use the light-controlled pedestrian crossing outside the café (well, it would be silly to have it inside the café!) to cross to the left-hand footway of St Ann's Road and follow it for 250m to the junction with Warwick Gardens. Turn left onto the right-hand footway of Warwick Gardens, then turn right onto the right-hand footway of Chesterfield Gardens, following it out to the junction with Green Lanes.

Green Lanes, with its curious plural form, is actually one of the longest streets in London, linking up a line of drovers' tracks for over ten kilometres through what is now the endless suburbia of north London. Along this route into the city, many drovers brought cattle from Hertfordshire to the City's Smithfield Market. Now a main road, there is not much green about it.



*Chesterfield Gardens,
approaching Green Lanes*

All facilities are available on Green Lanes.

Turn left and follow the left-hand footway of Green Lanes to pass beneath the railway. The entrance to Harringay Green Lanes station is on the left, before the bridge for eastbound trains and beyond the bridge for westbound trains.

Harringay Green Lanes to Crouch Hill 2.4km

22 If you are exiting Harringay Green Lanes station, turn left onto Green Lanes. Use the divided light-controlled pedestrian crossing to reach the right-hand footway. Turn left and follow the right-hand footway for 400m to reach Green Lanes Bridge over the New River.

The New River was dug between 1608 and 1613 to bring a supply of fresh water from the River Lea in Hertfordshire to serve London. The Lea was tapped at Amwell, near Ware, and flowed for about 60km without locks. Though rather wider than the *levadas* on the island of Madeira, it serves the same function, moving water by gravity to where it is needed.

Despite the project's obvious potential, its financial position began so shakily that Myddelton had to gain assistance from King James I (actually, to be precise, King James VI and I) in order to ensure its completion. In places, there is little or no flow today.

Immediately after you cross the bridge, turn right to enter Finsbury Park.

The park opened in 1869, one of the first of London's great municipal parks: it was almost called Albert Park, after the late Prince Consort (whose name is not remembered in nearly enough dedications — he was a great innovator and supported other innovators) but the local name stuck. Even before the creation of the park, the area (then known as Hornsey Wood) was a favourite retreat from London's smoke and grime, and as far back as the middle of the eighteenth century, a tea-room was established at what is now the highest point in the park.

The park now contains the usual municipal mix of neat lawns, children's play areas, wilder land, and sports facilities, including London's prime public facilities for the transatlantic sports of softball, baseball and American football. It is also taken over, at least in part, by private companies for events — these tend to be intrusive and cause restrictions to public access and diversions to routes through the park.

Follow the main path ahead — it is the Capital Ring — to reach a shelter, with the athletics track on the right. From this point, do not take the path which keeps to the railings as it bends to the right, but continue ahead — still on the Capital Ring route — through the



*Mackenzie Garden,
Finsbury Park*

Mackenzie Garden (named after a head gardener). At the end of the garden, turn right, keeping a children's play area on your left, to reach the lakeside, then turn left alongside the lake to reach the building which houses the park café on your right.

At the far end of the building on the right, at the opposite end from the café, there are toilets. The café is open every day but only between 0900 and 1700.

23 Turn left at the entrance to the café, then turn right to follow the Capital Ring westwards. Cross the park's perimeter road and continue downhill to reach the edge of the park. Take the footbridge across the many tracks of the East Coast Main Line and, immediately after leaving the bridge, turn right (with the Capital Ring) onto a path which is, in fact, an old railbed.

This branch line left the main line at Finsbury Park, and ran to a station right next to Alexandra Palace (not the current Alexandra Palace station to the east of the Palace).

During the 1930s, London Transport evolved a plan to link Moorgate with Bushey Heath. This route was intended to pass through existing stations at Finsbury Park, Highgate, East Finchley, Mill Hill East and Edgware, as a part of the Northern Line complex, and preparatory work was done at Highgate and East Finchley stations. The Second World War intervened before the plan could be realised, and the tide went out for this Northern Heights route. The original railway route between Finsbury Park and Alexandra Palace survives as the Parkland Walk (with a slight discontinuity at Highgate).

The Parkland Walk is used, particularly on fine weekends, by walkers, runners and whole families. During late summer, there are many opportunities for excursions to pick blackberries from the lineside bushes: these are eagerly taken up by foragers, either



Parkland Walk, on the first bend off the main line

acting solo or in small teams organised for the task with military precision.

Follow the Parkland Walk across one street (Upper Tollington Park lies below the bridge). A little over 500m after joining the railbed, leave it by a path on the right which descends to Stapleton Hall Road.

Turn left to pass beneath the railbed (and, in an each of Brunel's Three Bridges west of Hanwell, to pass over the Suffragette Line in its tunnel beneath the road) and cross the road to follow the right-hand footway to the major junction at Stroud Green Road.

There is a petrol station with the usual mini-supermarket near the Parkland Walk's former railway bridge.

On the approach to the junction, just beyond a bus stop, you will come to a U-shaped building on the right. This is the timber-framed Stapleton Hall, which is listed Grade II. It dates from the seventeenth century, with major nineteenth-century alterations which converted the building into two residences. In its early days, the Stapleton family were important officials in the Caribbean islands

Parkland Walk crosses Stapleton Hall Road

The area around this junction is filled with shops, cafés, pubs and other facilities.



Cross Mount Pleasant Crescent using the light-controlled pedestrian crossing, then continue along the right-hand footway of Crouch Hill, following it to reach the entrance to Crouch Hill station on your right.

Note the fine mural decorations in the tilework of the Old Dairy, on the other side of Crouch Hill. These would have been of educational intent, since local residents would have been born without a connection to the land.



Educational mural tilework on the wall of a former dairy at Stroud Green, depicting processes in milk's journey from cow to consumer

There is a café/restaurant in the former station building.

*Ghost advertising,
Fairbridge Road*

Crouch Hill to Upper Holloway 1.5km

24 Cross Crouch Hill by the pedestrian crossing at the entrance to the station, and turn right to follow the left-hand footway uphill.

There is a convenience shop on the left after you cross the railway.

Cross over the end of Trinder Road, and continue uphill, passing a bus stop. Turn left onto Shaftesbury Road, and follow the left-hand footway for its full length to reach Hornsey Road, where turn left.

This part of Hornsey Road is full of shops, with a pub at the top of the hill and a café at the bottom.

Follow the left-hand footway of Hornsey Road, crossing to the right-hand footway using a pedestrian crossing. At the end of the line of shops, turn right onto Fairbridge Road.

25 Follow the right-hand footway of Fairbridge Road (passing a ghost advertisement on the right) for its full length to reach Holloway Road.



Cross the road using the light-controlled pedestrian crossing just to the right of the junction with Fairbridge Road.

There are shops and cafés on Holloway Road uphill towards Archway station (on the High Barnet branch of the Northern Line), which is 400m distant.

Turn left along the right-hand footway of Holloway Road to reach the entrance to Upper Holloway station on the right.

Upper Holloway to Gospel Oak 2.4km

26 Continue downhill along the right-hand footway of Holloway Road, passing some more shops. Cross over the ends of Wedmore Gardens and Hampden Road (both with *No through road* signs). When you reach a light-controlled pedestrian crossing on your left, turn right past a traffic barrier to enter Whittington Park.

The park is rather cluttered with buildings and enclosures, with the only small patch of open green at the far end.

Pass an enclosed football pitch on your right, then pass a children's playground on your left, and continue ahead to reach a rather bleak one-storey building. Turn left in front of the building and follow the path as it bends to the right to exit the park onto the very short Rupert Road.

The community centre on Rupert Road has a small café. The centre opens at 0900 seven days a week.

At the end of Rupert Road, cross Yerbury Road ahead and turn left along the right-hand footway. Turn right onto Tytherton Road and follow its right-hand footway. Between the houses numbered 24 and 26, turn right onto a path and, at the gate of a children's playground, turn left to follow a path through Foxham Gardens.

Foxham Gardens



This is a rather muddy park, probably as a result of having dogs run riot, finally exiting to the right onto Foxham Road. Turn left to follow the left-hand footway to the corner of Campdale Road.

Cross Campdale Road to enter Tufnell Park playing fields through a gate. Keep to the brick pathway on the right-hand side of the playing fields, and turn right at the end to exit the area. Follow the road round to the left to reach

Huddleston Road. Turn right and take the steps up to Station Road. Turn left to follow the right-hand footway of Station Road to its end on Junction Road, where cross the road ahead and turn right to cross the railway bridge.

Yes, there is a junction to the west of Junction Road. I checked with old maps and its name is given as ... *Junction Road Junction*. Which came first?

27 Turn left onto Wyndham Crescent and follow its right-hand footway to the junction with Dartmouth Park Hill. Turn right to follow the right-hand footway up the hill, crossing to the left-hand footway by a refuge, to reach the junction with Chetwynd Road.

There is a pub on the corner of Dartmouth Park Hill and Chetwynd Road.

Turn left to follow the right-hand footway of Chetwynd Road to reach the junction with York Rise. Continue across the junction using the light-controlled pedestrian crossing, taking the right-hand footway of Chetwynd Road downhill to its end at Highgate Road.

Cross Highgate Road using the light-controlled pedestrian crossing and take the right-hand footway of Gordon House Road ahead.

There is a convenience shop and a café (open from 0715 during the week, but from 0800 on Saturdays and 0830 on Sundays) in the row of shops on Highgate Road downhill from the junction with Gordon House Road.

Follow the right-hand footway of Gordon House Road to reach an entrance to Parliament Hill Fields on Hampstead Heath.

There is a small coffee hut, open only in the mornings, at the entrance to the Heath.

Pass beneath the two lines of the Overground (first, the

The approach to Gospel Oak

*Below, descending
Chetwynd Road*

*Bottom — Heathview,
Gordon House Road*



Suffragette Line and then the Mildmay Line) to reach the entrance to Gospel Oak station on your right.

There is a small café, a pub, and a convenience shop, all on the opposite side of the road from the station entrance.