

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:

Walk the Overground Windrush Line

Start	West Croydon station — CR0 2TA
Finish	Highbury and Islington station — N5 2XL
Distance	33.9km
Duration	7 hours 08 minutes
Ascent	234m

Start	Surrey Quays station — SE16 2XL
Finish	Clapham Junction station — SW11 2QP
Distance	12.8km
Duration	2 hours 43 minutes
Ascent	68m



West Croydon to Highbury and Islington

33.9km; 7hr 08min
234m ascent

Introduction

1 The route between West Croydon and the junction with the Mildmay Line in Dalston makes use of three preceding transport routes.

- South of New Cross, much of the line follows the route of the short-lived (1801-36) London and Croydon Canal.
- Between New Cross and Shoreditch, the line takes the route of the Underground's East London Line (through Marc Brunel's Thames Tunnel).
- Between Shoreditch and Dalston, the line takes the route of the railway which formerly ran into Broad Street station (just to the west of Liverpool Street station). At the point of closure, this line ran on DC tracks between Broad Street and Watford Junction, linking onto the current Lioness Line at the junction next to the Roundhouse at the former Primrose Hill station, just north of the Regent's Canal in Camden.

This walking route collects all the termini south of the river (except for Clapham Junction — *see* page 39) into one route.

*West Croydon station,
London Road entrance*

Route

West Croydon to Norwood Junction 3.6km

2 Make your exit from West Croydon station by the main entrance on London Road. Turn left along the left-hand footway to reach the junction with Station Road, where turn left to follow its left-hand footway. Pass the tram stop and (across the





Top — West Croydon bus station and tram stop

Above — the original station building (later re-purposed), West Croydon

road on your right) the bus station, and descend to reach the original railway station building (currently a fast-food outlet) next to the side entrance to the station.

West Croydon may be the secondary station in Croydon, but it has a good deal of history behind it.

It was the site, between 1801 and 1836, of the southern basin of the Croydon Canal, which was dug from New Cross to Croydon, linking to the Great Surrey Canal and on to the River Thames.

The canal was out of date even before it was completed, and the line of its route (which was straightened in places) became the London and Croydon Railway (which follows the route now taken by the Overground line) in 1839.

East Croydon station was established two years later: since the separate railway companies had each named their station as simply *Croydon*, an agreement was later made to rename them with the names we know today.

Train services running between West Croydon and Wimbledon were discontinued in 1997 to make way for Tramlink services.

Among the many shops, cafés and restaurants in the vicinity of the station, there is a pub across the road from the main entrance to the station (on London Road) where you may decide to fortify yourself before you set out on your Overground walk ... but only if you are setting out far later in the day than you ought.

Continue round the right-hand bend at the original station entrance to reach the junction with Wellesley Road. Turn left to follow the left-hand footway to its end at the junction with St James's Road. Use the divided light-controlled pedestrian crossing to reach the junction of St James's Road and Whitehouse Road. Turn right to cross the railway, then immediately turn left onto a tarmac footpath

which runs parallel to the railway, with the tracks running on your left-hand side.

Take the footpath, and cross the end of Tavistock Grove. Continue ahead, crossing Sydenham Road, to reach the junction with Gloucester Road.

3 Turn left onto Gloucester Road, and cross the railway. Continue along the left-hand footway to a left-hand bend in the road. Cross to the right-hand footway using the refuge at the bend, and turn left to continue along Gloucester Road.

In the short parade of shops at the bend in Gloucester Road, there is a traditional breakfast café and a convenience shop.

Turn right at the end of Gloucester Road and follow the right-hand footway of Selhurst Road.

There is a traditional breakfast café on the corner of Gloucester Road, and a convenience shop on Selhurst Road opposite Dagnall Park. A short distance along Selhurst Road ahead, there is a small supermarket which occupies (as so many do) the premises of a former pub.

Take the bend to the left, and continue along the right-hand footway of Selhurst Road. Pass beneath the railway, then pass the entrances to the Selhurst train depot on your right.

4 At the end of the depot fence, turn right onto a path which leads into Heavers Meadows. Keep to the right-hand edge of this sliver of parkland. You will cross a bridge over a fen: this is actually the Norbury Brook.

The Norbury Brook rises in Addiscombe and flows into the River Wandle in South Wimbledon. For most of its length, it is culverted, so after heavy rain, it may rise quickly and overflow here. This risk is the reason for the brook to be fenced off — there is very little opportunity for the excess water to go anywhere else.

At the end of the railway boundary on the right, bear left with the tarmac path to cross

Below — Heavers Meadow

*Bottom — forecourt,
Norwood Junction station*



the park, then bear right to follow the left-hand edge of the park, with a school on your right. Exit the park to the left at the end of the school fence, then turn right to continue ahead along the left-hand footway of the school's access road to come out onto Tennison Road. Cross Tennison Road using the pedestrian crossing and turn right onto the left-hand footway.

Take the left-hand bend and, just beyond the last house, turn left onto a path which leads into South Norwood Recreation Ground. Keep to the right-hand edge of the park, and exit onto Cargreen Road. Follow the right-hand footway of Cargreen Road, with flats on your right, out to its end at Station Road. Turn right along Station Road to reach the entrance to Norwood Junction station.

Between London and Norwood Junction, most Southern services and all Thameslink services run directly to or from London Bridge, the Overground serving intermediate stations to New Cross Gate. During the week until the end of the evening rush hour, there are two services per hour to and from Victoria via Crystal Palace.

There is a pub opposite the station entrance, and a café off to the north of the end of Station Road.

Norwood Junction to Anerley

2.0km

5 At the entrance to Norwood Junction station, turn left (or, if exiting the station, turn right). Follow the roadway between the shops and the station to reach a path which runs parallel to the railway. Pass the end of Belgrave Road on your left and, keeping close to the railway fence, continue along the path. At the end, turn left onto Portland Place and descend a ramp to reach Portland Road. Continue ahead to the junction with High Street.

On the right-hand side of Portland Street, there is a café and delicatessen. At the junction, two opposite corners are taken by simple pubs.

Turn right to cross Portland Road using the light-controlled pedestrian crossing and follow the right-hand footway of High Street. Rise to a railway bridge, where the street-name changes to Penge Road.

To the north of this junction (via Lancaster Road and Woodvale Avenue), South Norwood Lake sits in the corner of the parkland of The Glade. It was formerly one of the two reservoirs built to keep a supply of water for the Croydon Canal. The other reservoir, in Sydenham, has been lost to development.

Bear right with Penge Road and cross Goat House Bridge, remaining on the right-hand footway.

The Goat House was first named on a map of the seventeenth century, but there had been a building at the location (on the east

side of the present railway near Sunny Bank) since the fourteenth century. An inn was built on the site during the 1880s but has since been demolished and replaced by modern housing.

Cross over the end of Sunny Bank and descend the right-hand footway to reach a pedestrian crossing, with some large advertising hoardings across the road. Cross to the left-hand footway of Penge Road using the crossing, and continue ahead. Pass beneath another railway (the line between Crystal Palace and Beckenham Junction) to reach and cross the junction with Selby Road.



*Ghost advertising,
Selby Road*

There is a convenience shop on the corner of Selby Road.

After crossing Selby Road, take a look back to note the ghost advertisement on the wall above the shop for the (Orwellian?) Victory Wine Shop.

Continue along the left-hand footway to reach the point where Penge Road eases into Croydon Road (though the borough boundary is back at the railway bridge). Press ahead on Croydon Road, crossing over the end of Weigh-ton Road, and passing a row of shops. At the end of the row of shops, turn left between two brick gateposts to enter Betts Park.

The stone plaques with the royal heraldic animals on the brick gateposts indicate that the sports facilities were developed in 1937 as a “King George’s Field”, part of the national (and, indeed international) memorial to King George V.

The park was originally a copse of Penge Common and the written records of the Common go back to the tenth century, when it was a detached part of the Manor and parish of Battersea — the parish name lived on as an overprint on Ordnance Survey maps until the 1870 version. After the Conquest, the land was confiscated by King William I and presented to Westminster Abbey. Much of the park was donated to the local authority by Frederic Betts, a colourful character who was a local property developer, and was named after his mother. It is protected from development by Deeds of Dedication.

For much more information about Betts Park, see

[https://www.pengeheritagetrail.org.uk/
the-trail-sites/betts-park/](https://www.pengeheritagetrail.org.uk/the-trail-sites/betts-park/)

6 Once inside the park, turn right to keep a basketball court on your left. At a path junction, bear left with a line of trees initially



Croydon Canal, Betts Park

on your left. Pass a circular bench on the site of a former bandstand, and continue ahead to the main entrance to the park on Anerley Road.

Over to your right, just before you reach the park gate, there is a lump of Lewisian gneiss, one of several donated to boroughs in London by the people of Lochinver (in the far north-west of Scotland) to commemorate the millennium. Once you have left the park and have joined Anerley Road, you may look down to your left onto a short remaining section of the Croydon Canal.

Turn left onto the left-hand footway of Anerley Road and follow it as far as Anerley Station Road, crossing to the right-hand footway there using the light-controlled pedestrian crossing. The station entrance is 70m down Anerley Station Road (no surprise there!) on the left-hand side of the road.

Just before you reach Anerley Station Road, there is a row of shops on the right-hand side of Anerley Road which includes a traditional breakfast café.

Anerley to Crystal Palace

1.0km

7 Cross over the end of Anerley Station Road (or, if arriving at the station to start your day's walk, turn right to reach the junction, where turn right) and follow the right-hand footway of Anerley Road across the railway and on to the junction with Anerley Park.

Note the two small buildings on the ends of the railway bridge. These were the original station entrances, one for each of the two platforms.

On the right, you will pass a parade of shops, with a small supermarket near the far end.

Cross over the end of Anerley Park (the street of that name) using the refuge, and continue on the right-hand footway of Anerley Road to reach the junction with Thicket Road.

8 Cross over the end of Thicket Road using the refuge, and continue uphill on the right-hand footway of Anerley Road. Cross over the railway (which runs between Crystal Palace and Norwood Junction, and on to West Croydon) to enter an area of shops.

There is a small supermarket here, and there is also a wide range of cafés, restaurants and takeaways.

Continue uphill, crossing over Brunswick Place. Just beyond a light-controlled pedestrian crossing, turn right onto Crystal Palace Station Road, which leads to the suitably ornate Crystal Palace station on your right.

There is a café inside the station building (but outside the ticketing gates).

A plaque on the station wall indicates that this was “Crystal Palace Low Level station”. It was one of two stations to serve the relocated Crystal Palace (see below). The station was opened in 1854, and is served by Southern trains as well as the Overground.

The other station (Crystal Palace High Level) was built on the west side of the park, across the road from the Palace, and was the end of a branch line from Nunhead. The High Level station was opened in 1865, and the last trains were withdrawn in 1954. Part of the line is now a walkway, and includes the location of paintings by Camille Pissarro (1830-1903), who settled in London as a safe haven during the Franco-Prussian War. The ornate underpass between the High Level station and the Palace is currently undergoing restoration and is listed Grade II*. Details (with photographs) may be found at <https://cpunderpass.org.uk/> online.



Crystal Palace station

Crystal Palace to Penge West

1.0km

9 Pass the entrance to Crystal Palace station (or turn right if exiting the station) and pass into Crystal Palace Park.

The key attraction of Crystal Palace Park is, of course, the site of the Crystal Palace (see below), but the vicinity was home to both Marie Stopes and Émile Zola (who fled here after the firestorm in France which followed publication of his open letter about the Dreyfus case, *J'accuse*).

The Crystal Palace was rebuilt at the summit of the park in 1854 after being dismantled at its first (and deliberately temporary) home in Hyde Park as part of the Great Exhibition of 1851. It was 564m long and 39m high, made of cast iron and plate glass. It was designed by Joseph Paxton, the head gardener of the Duke of Devonshire's home at Chatsworth House, near Bakewell in the Peak District of Derbyshire. Amongst its features were the first major incorporation of public toilets into such a project, and water towers designed by Isambard Kingdom Brunel, to hold reservoirs of water to power the fountains below. Curiously, one of several possible redesigns

of the Palace (on its relocation from South Kensington) was to build it upwards, rather like a proto-Shard. The first high wind would have soon destroyed it in that design, given the constraints of the technology of the era (think, for example, of the Tay Bridge Disaster some 25 years later).

After the Great Exhibition, the Crystal Palace was redesigned for its new home at Penge Place, but using the original materials. The new Crystal Palace was used for many and varied exhibitions and events, including a Shakespeare tercentenary festival and a series of Handel music festivals which included, for the centenary of his death, a performance of *Messiah* for 2765 singers and an orchestra of 460 — the conductor had to factor in the speed of sound to bring sections of the orchestra and chorus in on time. There were (separate) receptions for Garibaldi and the Shah of Persia, and even Charles Blondin walked and somersaulted on his tightrope inside the building, 20m off the floor. It was the site of the Festival of Empire in 1911, was requisitioned for Navy use during the Great War (and was jocularly called HMS Crystal Palace), and after the Great War, it became the first location of the Imperial War Museum.

On the night of 30 November 1936, the Crystal Palace was comprehensively destroyed by fire, lighting up a fair proportion of the Home Counties in the process. It was underinsured (as were so many buildings of its era), and so would not have been economically feasible to have it rebuilt. Sporadic pipe-dreams of rebuilding the Palace have surfaced, but none has ever managed to reach a serious drawing-board, let alone make a start on the reconstruction. All that remains is the building's footprint, with a few of the bases for the columns, and minor (generally vandalised) statuary in the immediate surroundings.

Today, Crystal Palace Park is a major green lung for London and for Londoners' recreation: its east-facing slope offers different views from other parks in the area.

Before the building of Wembley Stadium, the FA Cup Final was held at a stadium in the park between 1895 and 1914, on the ground now covered by the National Sports Centre. The athletics track at the Sports Centre was used to film the classic scene in the original version of *The Italian Job*, in which Sir Michael Caine uttered the immortal words, "You were only supposed to blow the bloody doors off!".

The Crystal Palace Bowl hosted open-air concerts during the 1970s (Pink Floyd, Roxy Music and the Beach Boys were among the artists to play the Bowl), but the idea fizzled out, probably for reasons connected with the vagaries of the weather and the increasing safety requirements. The stage rusts in peace.

Once inside the park, turn right to follow a path (if you reach the roadway, you have overshot) past the park farm. When you reach a path junction, turn right and make your way down to a lakeside.

Turn left to keep the lake on your right, with the famous Crystal Palace dinosaurs on your right.

The park farm is part of Capel Manor College, the London-wide college for environmental studies. The dinosaurs have been in place since 1864 (see <https://cpdinosaurs.org/> for details).

10 Continue ahead with the lake on your right. Cross a stone bridge and emerge onto grassland with the park café ahead. Turn left in front of the café, then turn right onto the main spinal path of the park.

There are toilets on the left.

Continue ahead to exit the park by Penge Gate. Cross over the end of Thicket Road and take up the right-hand footway of High Street, passing beneath a railway, to arrive at the junction with Anerley Park. The entrance to Penge West station is 85m along Anerley Park on its left-hand side.

The name *Penge* is today pronounced “pendj”, but the Danish word of the same spelling (it means “small change” in the monetary sense), pronounced “pen-ge”, is actually closer to the mark. The place-name is another version of the Welsh *Pencoed* (top of the wood).

Penge West to Sydenham

1.7km

11 If you are exiting Penge West station to join the route, turn right onto Anerley Park and follow it to High Street, where turn right. Continue along the right-hand footway of High Street, passing beneath the railway. Cross to the left-hand footway at a light-controlled pedestrian crossing, and follow it past the shops, crossing the end of Kingswood Road to reach the junction with Mosslea Road, where turn left.

Among the shops on this part of High Street, you will pass a café, a convenience shop, and a bar.

Follow the left-hand footway of Mosslea Road as far as the traffic barrier, where cross to the right-hand footway. At the end of the street, turn right onto Station Road. Just before the road bends to the right, turn left to cross the road to a footbridge over the railway. Use the bridge to cross to the other side of the tracks (don’t worry, there



Crystal Palace dinosaurs



*Newlands Park and
Penge East station*

are no ticketing gates, so you will not be charged for entering the station), and emerge at the entrance to the southbound platform of Penge East station at the end of Newlands Park. Continue ahead to the junction with Venner Road, where turn left.

In the small area of shops on Newlands Park, there is a café, a fish and chip shop, and a convenience shop.

12 Follow the left-hand footway of Venner Road for its full length, going through its right-hand bend, to reach its blocked-off end at Sydenham Road. Cross the road ahead using the

light-controlled pedestrian crossing and turn left to reach the entrance to Sydenham station (on Station Approach to your right).

Amongst the shops and businesses on Sydenham Road, there are cafés and convenience shops.

Sydenham to Forest Hill 1.7km

Sydenham Park Road



13 If you are arriving at Sydenham station to join the route, ascend Station Approach and turn right onto Sydenham

Road. Keep to the right-hand footway and, at the junction with the roundabout, turn right onto Spring Hill. Follow the right-hand footway to the traffic barrier at the end of the street.

Cross Kinver Road and take Peak Hill ahead, following its right-hand footway. At the top, swing right onto Sydenham Park Road and follow the right-hand footway round a left-hand bend. Cross over the junction with Sydenham Park and continue to the end of Sydenham Park Road at its

junction with Dartmouth Road, where turn right.

14 Follow the right-hand footway of Dartmouth Road, soon entering an area of shops on the right-hand side. This shopping area continues for some length as far as Forest Hill station, which is set back on the right.

The shops on Dartmouth Road contain numerous cafés, restaurants, bars and grocery shops.

Forest Hill to Honor Oak Park 1.6km

15 If you are exiting Forest Hill station to join the route, advance to Devonshire Road (the extension of Dartmouth Road) and turn right. This forms part of the South Circular Road. Follow the right-hand footway through the right-hand bend to pass beneath the railway. Cross the end of Waldram Place and continue to the next junction.

Turn left and use the light-controlled pedestrian crossing to reach the end of Stanstead Road ahead. Follow the left-hand footway of Stanstead Road, taking its right-hand bend, to reach the junction with Beadnell Road. Turn left to follow the left-hand footway of Beadnell Road to its junction with Ewart Road on your right.

16 Turn right onto Ewart Road, then turn left onto Garthorne Road. Follow the left-hand footway of Garthorne Road to its end at a traffic barrier, where continue ahead on the left-hand footway of Grierson Road, which is offset slightly to the left. Follow Grierson Road to its end at Honor Oak Park. Cross Honor Oak Park by the divided



Forest Hill station

*Two modern maisonettes,
Ewart Road*



pedestrian crossing and turn left to reach Honor Oak Park station on your right.

There is a good selection of shops and restaurants in the vicinity of the station (downhill to the right), though of course, many will be closed if you arrive by train for an early start (particularly if you do so on a Sunday).

The area, which is now seeing an upsurge in desirability (possibly due to the fast Overground links with Docklands and, via the Jubilee Line, with central London), has been home at various times to Walter de la Mare, Spike Milligan, Boris Karloff, and Jim Connell (who wrote the words of *The Red Flag* during a train journey along what is now the Windrush Line).

Honor Oak Park to Brockley 2.4km

*Oak of Honor, One Tree Hill
in contrasting seasons*



17 Continue uphill on the right-hand footway of Honor Oak Park from the station (turning right if you are exiting the station). Cross over the exit, and then over the entrance, to a car park, and continue to rise. On the left-hand bend of the road, take a path on the right, which starts with a flight of steps. Pass the entrance to a church on your right, and continue up more steps to reach the summit of One Tree Hill.

At the summit (ahead and to your left), there is a fine view across the River Thames to the City of London, along with the base foundation for an anti-aircraft battery dating from 1940.

Turn right at the summit, to follow a descending path past the Oak of Honor.

The Oak of Honor we see today was planted in 1905 (the third such on the site), when the hill became a public open space: it replaced a tree under which Queen Elizabeth I is



said to have enjoyed a picnic, possibly in the company of Sir Walter Raleigh.

There are also less substantiated rumours that the notorious highwayman Dick Turpin used the hill as a lookout, and also (even less substantiated than the Turpin story) that it is the site of Boudicca's final defeat by the Romans in 61CE.

The naming of the tree, however, is not linked to the Queen's honouring the spot by her presence: it once marked the southern extremity of the Norman Honour of Gloucester (later owned by Bermondsey Abbey) — there is no known reason why the variant spelling of 'honour' is used. The area of One Tree Hill is, at borough level, listed Grade I as a Site of Importance for Nature Conservation. The site, once managed by the Metropolitan Borough of Camberwell, is today managed by the London Borough of Southwark, though a small part of the area now falls within the London Borough of Lewisham.

Beyond the Oak of Honor, follow the obvious path ahead (part of south London's Green Chain Walk network) which descends (with steps in places) to reach Brenchley Gardens at the foot of the hill, where turn right.

Note that the paths on One Tree Hill may be slippery, either when ice-glazed or when the vegetation which coats the stones is wet. Progress, particularly downhill, may be slow. You need well-gripping soles, and some walkers may be happier⁵ using one or two sticks.

Follow the right-hand footway of Brenchley Gardens, passing the gates of Camberwell New Cemetery on your right, to reach the junction with Brockley Way, where cross the road ahead and turn right.

18 Follow the left-hand footway of Brockley Way for a few metres, then turn left onto St Norbert Road. Follow the left-hand footway until you reach a modern block of flats with a small supermarket on the ground floor. Cross to the right-hand footway using the pedestrian crossing and continue along St Norbert Road.

At a fork in the road, stay on the right-hand footway to remain on St Norbert Road. Pass beneath a railway and continue past a roundabout. Continue on the right-hand footway of St Norbert Road to its far end at the junction with Meadows Way on your right. Continue ahead onto Mantle Road, as far as a pedestrian crossing.

*Municipal heraldry,
Camberwell New Cemetery*



To reach the entrance to Brockley station, turn right along a rising path.

Brockley to New Cross Gate

1.3km

19 If you are exiting Brockley station, turn right and right again to cross a footbridge to Mantle Street, where turn right. Continue on the right-hand footway of Mantle Street, passing a small supermarket on your right. Pass beneath the railway and ascend to a road junction. Cross the road ahead and turn left to follow the right-hand footway round to the right and onto Endwell Road.

This street brings a little Shakespearean symmetry to this part of the walk. The crest of the former borough on the gates of Camberwell New Cemetery bears the inscription “All’s Well”, and now we have Endwell.

Follow the right-hand footway of Endwell Road to its end at Vesta Road.

20 Turn left onto Vesta Road, then turn right to cross the road using the refuge. Turn left onto the right-hand footway, then turn right onto Sandbourne Road and ascend on its right-hand footway.

At the junction with Jerningham Road, turn right to follow the right-hand footway down to its end at New Cross Road.

Here, local roofscapes are overtopped by the tall buildings of the City and of Docklands around Canary Wharf.

Turn right to follow the right-hand footway of New Cross Road to reach a light-controlled pedestrian crossing. Cross the road here to reach New Cross Gate station.

On the approach to the crossing, there is a café. Once over the crossing, there is a huge supermarket ahead of you to the left of the railway.

Below — Docklands towers over Jerningham Road

Bottom — New Cross Gate station



New Cross Gate (originally New Cross) station dates from 1839, and was created by the London and Croydon Railway, which had taken over the interests (and much of the land) of the short-lived Croydon Canal. The station was subsequently re-named New Cross Gate to avoid confusion with the South Eastern Railway Company's station at New Cross.

New Cross Gate to New Cross 0.6km

21 Continue along the left-hand footway of New Cross Road (turning left if exiting the station) to reach the junction with Lewisham Way.

On the left, the row of shops contains a vast diversity of cafés, restaurants, and food shops.

22 Continue along the left-hand footway of New Cross Road, passing more shops. Cross over the railway and turn left onto Amersham Vale to reach the entrance to New Cross station on your left.

New Cross station was established by the South Eastern Railway in 1949.

New Cross to Surrey Quays 2.8km

23 Follow the left-hand footway of Amersham Vale (that is, turning left if exiting New Cross station) as far as Amersham Grove, where turn left. When you reach Charlottenburg Park on the right, turn half-right to enter the park.

It is with great difficulty that one may try to reconcile this small park with the grounds of Charlottenburg Palace in the upmarket west end of Berlin.

Cross the park on the diagonal, passing to the right of a children's playground. At the far end, cross Edward Street using the pedestrian crossing. Turn right along the left-hand footway, and turn left onto Arklow Road. Follow the left-hand footway of Arklow Road, bearing right when the road turns, with the Green Man statue ahead of you.

The Green Man statue references the Anthology metal

Charlottenburg Park





Green Man, Arklow Road

foundry which stood on the site. The foundry was established in 1831.

Pass beneath the railway, and continue ahead onto Abinger Grove. Follow the left-hand footway of Abinger Grove all the way to its end at Evelyn Street, where turn left.

The shops on the left-hand side of Evelyn Street include a convenience shop.

24 Follow the left-hand footway of Evelyn Street, using the first light-controlled pedestrian crossing to cross to the right-hand footway, being careful to stay out of the two-way cycle-path.

You will cross the line of the Surrey Canal by the remains of a bridge.

Opposite an entrance to Deptford Park on your left, cross Oxestalls Road (a curiously archaic name for what was once Hoopwick Street before the canalside townscape was razed) by the light-controlled pedestrian crossing.

Just beyond the junction with Alloa Road, there is a convenience shop on the left.

Pass some industrial premises on the left to reach a major junction with a large free-standing fast-food outlet on the left. Continue along the

right-hand footway of Lower Road.

There is a convenience shop on the left on the junction with Bestwood Street. Beyond the junction, there is a café on the left, offering sandwiches (but no traditional breakfasts).

Continue along the right-hand footway of Lower Road, crossing Plough Way using the refuge, and crossing Redriff Road using the divided light-controlled pedestrian crossing, to reach the entrance to Surrey Quays station, across a light-controlled pedestrian crossing on the left.

There is a coffee kiosk on Lower Street, just beyond the station entrance on the left-hand side of the road.

Surrey Quays is the junction station for the branch of the Windrush Line which leads to Clapham Junction (*see* page 39).

Surrey Quays to Canada Water

0.6km

25 If you are arriving at the station to start your day's walk, turn right after passing through the ticketing gates to reach Lower Road. Cross Lower Road using the light-controlled pedestrian

crossing, and turn left to follow the right-hand footway. Cross over the railway, and continue ahead. Pass the entrance to Southwark Park on your left, and press on until you reach a large boxy leisure centre on your left. Here, turn right onto Surrey Quays Road.

26 Follow the right-hand footway of Surrey Quays Road, passing the Dockmaster's Office with its clock tower. Use the pedestrian crossing to cross to the left-hand footway, and follow it across the bus station exit lane to reach Canada Water station.

Canada Water station is served by the Jubilee and Windrush Lines, and is a major local bus interchange hub.

There are toilets at the far end of the path on the left-hand side of the bus station's entrance lane, though to continue, you will need to return to the entrance and turn left.

Canada Water to Rotherhithe 0.6km

27 Keep the Tube/rail station on your left as you pass it, and cross over the entrance to the bus station.

Turn left to keep Ontario Point on your right, and join Albatross Way to walk with the bus station on your left. At the end of the bus station, continue ahead on Albatross Way, taking its bend to the right, to reach Dominion Drive on your right.

28 Turn left and descend a flight of steps to reach Swan Road. Cross Swan Road and continue ahead on its left-hand footway to reach its junction with Albion Street, where turn left. Cross to the right-hand footway of Albion Street, and pass a medical practice.



Top — Surrey Quays station

Above — Dockmaster's Offices, Canada Water



Albatross Way, looking west

Turn right at the fingerpost to follow Old Railway Path, with a supermarket building on your right, to reach Brunel Road. Cross the road by the light-controlled pedestrian crossing and turn left. Rotherhithe's Overground station is just ahead.

The railway line between Rotherhithe and Wapping uses the Thames Tunnel, built by the Brunels (Marc and his son Isambard Kingdom Brunel). The tunnel was constructed between 1825 and 1843 using the tunnelling shield method which was co-invented by Marc Brunel, and is believed to be the first tunnel to be constructed beneath a navigable river. The tunnel was originally designed for use by horse-carriages, but it soon became a pedestrian tourist magnet. It was converted for railway use in 1869.

The distance along the railway between Rotherhithe station and Wapping station is approximately 600m, but since there is no

longer any pedestrian access, the walking route must cross the river over Tower Bridge via the Thames Path on each side of the river.

There is a coffee shop inside Rotherhithe station which is outside the ticketing gates. It sells hot and cold drinks, sandwiches, and similar food. It opens early in the morning and closes at 1700 (at 1500 on Sundays).

Rotherhithe to Wapping 4.0km

Rotherhithe station



29 If you are arriving Rotherhithe station to start your day's walk, turn left and left again onto Railway Avenue, which is ahead of you if you are crossing Brunel Road, having come from Canada Water.

Follow Railway Avenue to its end at Rotherhithe Street, passing the Brunel Museum on your left. Turn left to follow Rotherhithe Street past the Mayflower pub.

The Mayflower pub was originally called the Spread



*King Edward III's
moated manor house*

Eagle, but was renamed to honour the sailing from Rotherhithe of the Mayflower to America. The pub maintains a UK/US slant, selling postage stamps of both nations — the only pub in the country (other than those which incorporate sub post offices) licensed to do so. The licence dates from the time when seafarers had little time ashore, and they could buy a pint and a stamp in the same place, probably writing their letters at the pub table, concentration on the task slipping away as more beer is consumed.

Continue along Rotherhithe Street, which runs into Elephant Lane. Continue ahead onto King's Stairs Close, and come out onto the riverside path. Pass King's Stairs and the Angel pub. Beyond the pub, there is a grassy area on the left which contains historic ruins, and on the right an open area next to the river, on which there are three bronze statues, two adults and a child.

*Alfred and Ada Salter, with
the houses of Cathay Street
in the background*

The adults are Alfred and Ada Salter (respectively 1873-1945 and 1866-1942), staunch Liberals who spent their time campaigning for better living conditions for the poor, particularly here in Bermondsey. The ruins are of a fortified and moated manor house of King Edward III.

On the left as you approach the statues, Cathay Street, to the left of the ruins, boasts a very good example of London County Council housing from the 1920s and 1930s, built to a standard format seen all over the capital.





Tower Bridge and the City of London from Bermondsey

Continue ahead, still travelling westwards, along Bermondsey Wall East, following the road to its end, where turn left onto Loftie Street.

The huge building at the end of Bermondsey Wall East is part of the massive Tideway project, which is creating a new system of super-sewers for London, which has grown immensely since Joseph Bazalgette's brick super-sewers and the connecting street sewers were laid down 150 years previously.

At the end of Loftie Street, turn right onto Chambers Street, and follow it to East Lane, where turn right. At the end of East Lane, turn left onto Bermondsey Wall West, and follow it to its end as it bends left onto Mill Street. Immediately after you turn onto Mill Street, turn right to cross St Saviour's Dock by a footbridge, to reach the west side of the outflow of the River Neckinger. Continue along the riverside to reach the Blueprint Building (formerly the Design Museum) at the end of Maguire Street.

The River Neckinger is one of London's shortest rivers at just over 2km long. Nowadays, it spends most of its line from the source near the Imperial War Museum to its outflow at St Saviour's Dock underground. The dockhead was often the location of hangings, particularly of pirates (hence the name of the river took the word

Butler's Wharf



for a hangman's noose, a "neckinger"), and it is here that Charles Dickens has Bill Sikes meet his end in *Oliver Twist*.

If the footbridge across St Saviour's Dock is closed, you will need to cross the River Neckinger at Tooley Street. Continue along Mill Street to reach Tooley Street and turn right, passing a small supermarket. Cross the River Neckinger, and turn right onto Shad Thames. Turn left onto



Gainsford Street, then turn right onto Maguire Street. At the end of Maguire Street, you will reach the riverside, with the Blueprint building on your right.

30 Make your way along the riverside path, with the water on your right, for about 230m, until you are forced to turn left along an alleyway, Maggie Blake's Cause (i.e., Causeway) to come out onto Shad Thames. Turn right and follow Shad Thames until you are up against Tower Bridge.

Turn left and ascend the staircase to bridge level, and turn right to cross the bridge.

The iconic structure of Tower Bridge (a Grade I listed structure) was built between 1886 and 1894. It is a combined bascule/suspension bridge, and the lifting mechanism is still operational. Aeroplanes have been flown between the road and the overhead walkway (the walkway is an engineering necessity to stabilise the structure), and in 1952, the driver of a London Routemaster bus was forced to accelerate in order to leap the gap (safely) after the bridge started to open.

River traffic still has priority over road traffic, and the bridge is opened (with 24 hours' notice required) about 1000 times per year to allow ships to pass.

Left — Shad Thames

*Right — Tower Bridge
in close-up*

Upstream from the north side of the bridge stands the Tower of London. It was founded as soon as William the Conqueror overcame Harold at the Battle of Hastings in 1066: the White Tower dates from 1078. It has served as a prison, right up to the detention of Rudolf Hess during the Second World War, and of the Kray twins in 1951; it was a favoured place of incarceration during the reign of Queen Elizabeth I. The Crown Jewels are kept in the Tower.

Note that the area around Tower Bridge (particularly on its north side) is plagued with slow-moving crowds. Engineering a break at this point could be a real boon, allowing you to set off in the early morning before the tourists have arrived to stand and stare. Tower Hill and Aldgate stations are nearby.

Once you have passed the north tower of the bridge, take a staircase on your right to descend to the street below, and walk out to the riverside. Turn left, passing a hotel on your left, to reach a metal sundial, and cross the lifting bridge ahead to reach St Katharine's Dock.

Note that the area around St Katharine's Dock is liable to be taken over by commercial and other activities. The organisers of these spectacles may not be particularly assiduous in marking diversions, and the attendees rarely have the sense of maintaining a through passage, so you may need to rely on your own navigation. At worst, you may need to continue at bridge level from Tower Bridge to the junction with East Smithfield, turning right, then turn right onto Thomas More Street to reach Wapping High Street.

31 Cross the lifting bridge and follow the Thames Path signs to visit the dock before following St Katharine's Way to its end at the junction with Thomas More Street and Wapping High Street. Continue along Wapping High Street to the Hermitage Riverside Memorial Garden, with its striking memorial to the local civilians who lost their lives in the London Blitz.

*Tower Bridge from
Hermitage Gardens*



You are likely to see, pointing towards the river, signposts with the familiar National Trail acorn logo, and you are welcome to follow the Thames Path to Wapping. Beware, though of the lax attitude of the keyholders, for whom the time of opening of these stretches of riverside path may be a matter of imprecision, if not downright fiction. You may need to continue along St Katharine's Way and Wapping High Street if they are not doing their duty in an adequate manner.



It is easier to follow Wapping High Street, passing the historic Town of Ramsgate pub, Waterside Gardens, and the museum of the River branch of the Metropolitan Police to arrive at Wapping station. The streetscape is not without interest, and the architecture of some of the new buildings has subtle echoes of the warehouses which preceded them. Some of the warehouses have, of course, been converted for use as modern dwellings or businesses.

Next to the station, there is a café which opens at 0700 (on Saturdays and Sundays at 0800) and closes at 1700.

Since 2010, Wapping station has been, on the Overground, but for many years, it was on the East London Line (allied to the Metropolitan Line but without a physical track link). The rail tunnel was designed by Marc Brunel and his son Isambard Kingdom Brunel. It opened (for horse carriages) in 1843, and was the first tunnel to be successfully dug under a navigable river. It was used mainly by pedestrians until it was taken over for the Underground in 1869. This line ran as an adjunct to the Metropolitan Railway (later the Metropolitan Line) until the Overground's arrival in 2010.

Top — Upper Pool of London from Hermitage Gardens

Middle — house-numbering sign at Pier Head

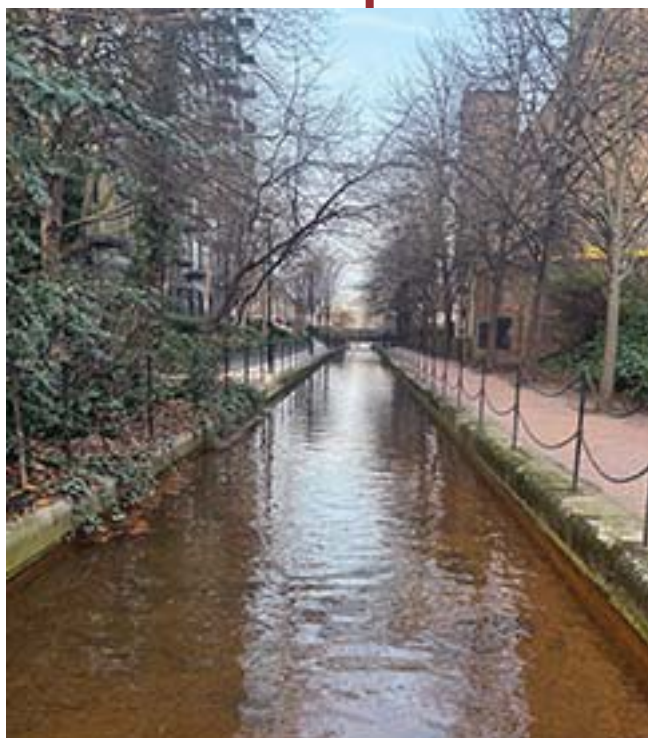
Bottom — Old meets new, Wapping High Street





Wapping station

*Water feature,
Wapping Woods*



Wapping to Shadwell

1.0km

32 From the entrance to Wapping station, cross Wapping High Street using the pedestrian crossing. Turn right along the left-hand footway, then turn left onto Clave Street and follow it to its end, continuing ahead with a minor left-and-right zigzag to pick up Clegg Street. At the far end of Clegg Street, cross Prusom Street ahead and turn right along the left-hand footway as far as the junction with Penang Street.

33 Turn left along Penang Street, passing the end of Pearl Street on your right. Opposite the end of Farthing Fields, turn right to pass through a traffic barrier, then turn left (between a CCTV standard and twin trees. Pass to the left of a cylindrical brick edifice — it is an air shaft for the Windrush Line beneath your feet — and follow a path along the left-hand edge of a park, known locally as Wapping Woods.

The park is actually the eastern half of the filled-in Eastern Dock, which could be reached from Shadwell Basin or from a river lock at Hermitage Gardens. The last remnants of dockland water may be seen on the left as you pass through the park. Though the term “London Docks” is more often used generically, the docks named as such were the succession of docks on the north side of the river between Shadwell and Hermitage.

At the northern end of Wapping Woods, continue ahead, passing another air shaft, to reach The Highway. Cross the road using the light-controlled pedestrian crossing, and turn right along the left-hand footway. After a few metres, turn left onto Dellow Street, the first part of which is blocked to vehicular traffic by barriers. At the far end of Dellow Street, you will see Shadwell Overground station in front of you, across Cable Street. Use the pedestrian crossing just to the right of the entrance to the station to cross Cable Street.

Shadwell to Whitechapel

1.1km

34 If you are arriving at Shadwell Overground station to start your day's

walk,, turn left onto Cable Street to reach the pedestrian crossing. Follow the left-hand footway to the junction with Watney Street and turn left to follow its left-hand footway.

There is a café on the corner of Cable Street and Watney Street, with the entrance adjacent to the station.

Across Watney Street on your right, you will find the entrance to Shadwell DLR station, on the line eastwards from Bank (and from Tower Gateway).

Pass beneath the railway (first, the DLR, and then the Southend line from Fenchurch Street). Continue along the left-hand footway of Watney Street until the street turns sharply to the right. Continue ahead up a few steps onto Watney Market.

This is a pedestrian precinct and shopping centre with, at certain times, a busy and colourful street market in the middle of the precinct.

At the far end of the shopping centre, cross Commercial Road (making use of the light-controlled pedestrian crossing a few metres to your right) and turn left along the right-hand footway.

35 Take the first road on the right, Cavell Street, in front of a hotel.

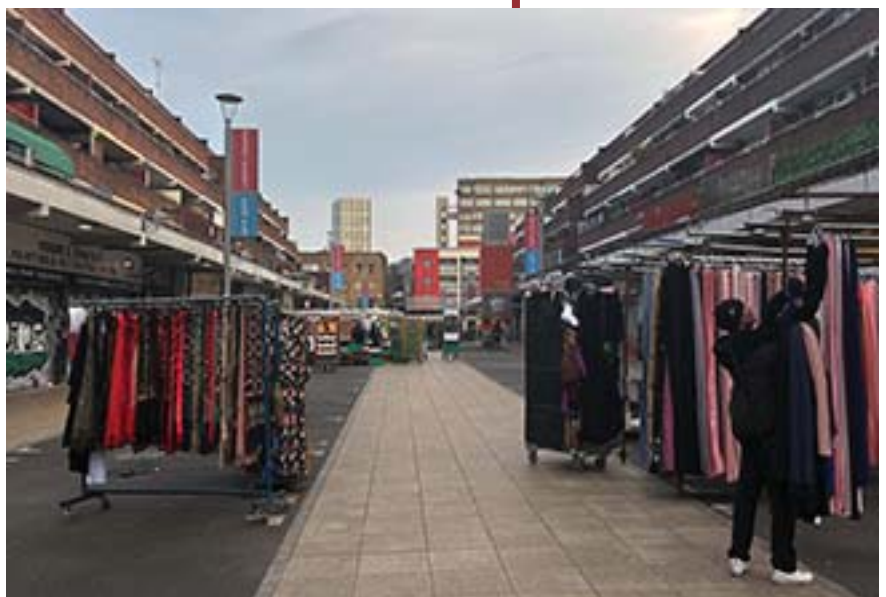
Edith Cavell was a British nurse who tended to the wounded on all sides of the conflict at the start of the Great War. After abetting an escape from a German prison in Belgium, she was convicted of treason by a German court-martial (thus violating her medical neutrality), and was executed at Schaerbeek firing range, on the outskirts of Brussels, at dawn on 12 October 1915. She was based at the London (since 1990, the Royal London) Hospital between 1896 and 1899, where in her final year there, she travelled to tend patients in their own homes.

Follow the left-hand footway of Cavell Street to its end at the junction with Whitechapel Road. Turn left and follow the left-hand footway across the front of the Royal London Hospital to the light-controlled pedestrian crossing (you may identify the crossing point by looking out for the traffic lights in the sky above the centre of



Shadwell station

Watney Market shopping centre early on a weekday morning, while some of the market traders are setting up their stalls





Whitechapel station

the road), where cross to reach the entrance to the station.

Whitechapel station plays host to four lines: the District Line, the Hammersmith and City Line, the Windrush Line of the Overground (formerly the East London Line), and now the Elizabeth Line. It is the junction station for the north-eastern and south-eastern branches of the Elizabeth Line.

There are many shops, cafés, restaurants and pubs on Whitechapel Road near the station.

The Royal London Hospital and Tower Hamlets Town Hall anchor the south side of the road at Whitechapel station. The footway on the north side is packed with market stalls. The station is almost shy as a simple part of the red-brick line of shops and businesses with flats above. Inside, however, there has been a complete renovation of the main concourse and the Tube platforms as part of the coming of the Elizabeth Line. Only the Windrush platforms and the surrounding area remain largely unchanged.

Whitechapel to Shoreditch High Street

1.5km

36 Follow the north side of Whitechapel Road westwards (that is to say, turning right if exiting the station, or turning left if continuing from the direction of Shadwell station). Turn right onto Vallance Road, then turn left to pass through the traffic barrier onto Hanbury Street (with Old Montague Street taking the road traffic on your left). Follow the right-hand footway of Hanbury Street to reach its junction with Brick Lane.

Brick Lane has seen waves of ethnic groups colonise the area, normally until they have gained a sufficient foothold in London, and sufficient financial security, to be able to move out to other, more upmarket areas. The mosque near the southern end was previously a synagogue, and before then, a church for French Huguenot refugees.

Over the past thirty years or so, Brick Lane has become a destination in its own right, leading to a certain amount of “settling down” with national brands ousting local businesses in places, and even to acts of self-parody.

37 Cross Brick Lane and continue ahead on the right-hand footway of Hanbury Street, following the street out to its end at Commercial Street, where turn right. Follow the right-hand

footway of Commercial Street for 150m, then bear right onto Wheler Street. At the junction with Quaker Street, where there is a convenience shop, continue ahead onto Braithwaite Street.

Pass over the railway (these are the lines out of Liverpool Street station), then pass beneath what is now scrubland with conifers, but what was once the huge Bishopsgate goods station. At the other end of the tunnel, pass beneath the new Overground bridge at Shoreditch High Street station, with the entrance to the station on your left.

The original Shoreditch station was situated about 600m to the east on Pedley Street. It once had a connection to Liverpool Street, but for many years it was the rather sad part-time northern terminus of the East London Line of the Tube. In its latter years, there were only about 1000 passengers per day on a weekday rush-hour-only service.



Brick Lane

Shoreditch High Street to Hoxton 1.2km

38 Continue ahead (turning left if exiting Shoreditch High Street station) to reach Bethnal Green Road, where turn left to follow the left-hand footway to its end at Shoreditch High Street. Turn right and use the divided light-controlled pedestrian crossing to reach the right-hand footway of Shoreditch High Street.

The modern bridge to your left carries the Windrush line on its new link section between the original line to Broad Stret and the former East London Line north of Whitechapel station.

Continue ahead to reach the junction with Hackney Road, passing a former ironworks building over to your left.

There are many cafés, restaurants and shops on Shoreditch High Street.

39 Cross over the end of Hackney Road to continue along the right-hand footway of Kingsland Road. Pass beneath the railway, and continue as far as the junction



*Overground bridge,
Shoreditch High Street*



*Former industrial building,
Shoreditch High Street*

with Cremer Street, where turn right. Just before you reach the railway bridge, turn left onto Geffrye Street to reach Hoxton station on your right.

There is a café and a microbrewery next to the station.

Opposite the station entrance, you will find the Museum of the Home (see <https://www.museumofthehome.org.uk/>), with its focus on the evolution of homes and gardens since the seventeenth century, with

particular reference to the local area.

Hoxton to Haggerston 0.8km

40 Continue north on Geffrye Street (turning right if exiting Hoxton station). Go through the traffic barrier and advance to Pearson Street on your left. Turn left and follow the right-hand footway of Pearson Street to return to Kingsland Road.

Turn right and follow the right-hand footway of Kingsland Road. Pass a huge brickbarn church on the left, and cross over Whiston Street using the light-controlled pedestrian crossing.

Just beyond Whiston Street, there is a convenience shop and, across the road on your left, a café.

Continue along the right-hand footway of Kingsland Road. Pass a rather overbearing mosque on your right (is this a riposte in kind to the blunt church across the junction?), then pass a former library, to reach a bridge over the Regent's Canal.

A short distance along the canal towpath to the left, beyond the bridge over the access to Kingsland Basin, there is a selection of cafés and restaurants.

41 Continue northwards on the right-hand footway of Kingsland Road. Cross over Dunston Street and continue to the junction with Lee Street.

*Hoxton Station and
arch businesses*



There is a small supermarket at the junction.

Turn right and follow the left-hand footway of Lee Street. pass beneath the railway to reach the entrance to Haggerston station on your left.

Haggerston to Dalston Junction 0.9km

42 Just beyond the entrance to Haggerston station (turning left if exiting the station), go through a gate in the railings to enter Stonebridge Gardens. Start off by keeping close to the station building, then follow the path as it wends its way across the park in a generally north-north-easterly direction, with a children's play area on your left between the path and the railway, to exit the park onto Haggerston Road, where turn left.

On the other side of Haggerston Road, there is a simple war memorial (referring only to the Great War). The inscription is no longer legible, but the memorial commemorates the fallen of Haggerston Street School.

There is a pub beyond the war memorial, but it is not open at lunchtime and will therefore be of limited interest to walkers.

Follow the left-hand footway of Haggerston Road, passing beneath the railway, to reach the junction with Middleton Road. Continue along the left-hand footway as it bears left to reach the junction with Kingsland Road.



*Looking east along the
Regent's Canal from
Kingsland Road*

Stonebridge Gardens



43 Turn right and cross over Middleton Road using the light-controlled pedestrian crossing. Follow the right-hand footway of Kingsland Road, here on a service road detached from the main thoroughfare.

From this point northwards, Kingsland Road is filled with shops, cafés and restaurants, many reflecting the tastes of the local Turkish population.

Follow the right-hand footway of Kingsland Road, crossing over Richmond Road by a light-controlled pedestrian crossing, to reach the junction with Forest Road. Cross Forest Road, then turn right along its left-hand footway. Cross over the access road to the bus station, then turn left along a path. At the far end of the path, you will reach the southern entrance to Dalston Junction station. Continue onto the station concourse — you will not need to pass through the ticketing gates (which are over to your right) unless you are catching a train — to reach the northern entrance on Dalston Lane.

If the southern entrance to the station is closed, turn left to reach Kingsland Road, then turn right to reach the junction with Dalston Lane. The northern entrance to the station is a short distance along the right-hand footway of Dalston Lane, to your right.

There are many shops, cafés, restaurants, pubs and other facilities in the vicinity of the station.

Dalston Junction to Canonbury

1.7km

44 If you are arriving at Dalston Junction station by train, turn left after exiting the ticketing gates, then turn right to reach the station exit on Dalston Lane. Turn left and follow the left-hand footway of Dalston Lane to reach the junction with Kingsland Road.

Use the light-controlled pedestrian crossing ahead to cross Kingsland Road, with one half of the box junction on each side of the crossing. Turn right, and immediately turn left onto Kingsland Passage. Turn right to follow the left-hand footway of Kingsland Green, continuing onto the left-hand footway of Boleyn Road. Cross two railway bridges, the Windrush Line (which once had services between Watford Junction and Broad Street) followed by the Mildmay Line (the former North London Line between Richmond and North Woolwich via Willesden Junction and Stratford), to reach the junction with St Jude Street, where turn left.

West of this point, the walking routes for the Mildmay and Windrush Lines (which run in parallel) are coincident as far as Highbury and Islington station.

There is a convenience shop at the junction, over on your right.

Follow the left-hand footway of St Jude Street, passing a garden and playground on the left, to its end at King Henry's Walk (a busy

street rather than a quiet path to “pass time with good company”). Take the footway round the corner to the left at a pub, then cross to the right-hand footway of King Henry’s Walk using the pedestrian crossing. Continue ahead to the junction with Mildmay Grove North.

45 Turn right to follow the right-hand footway of Mildmay Grove North.

Note that Mildmay Grove South, across the bridge, is actually closer to the Windrush Line. However, you would need to cross back to the north side of the railway at Newington Green Road, so the pedantry is not really worth the candle.

Cross over the end of Wolsey Road, and advance to the junction with Mildmay Park.

There is a convenience shop at the junction.

Cross Mildmay Park by the pedestrian crossing, and continue along the right-hand footway of Mildmay Grove North to its end at Newington Green Road. Turn right, then turn left to cross Newington Green Road by the pedestrian crossing.

There is a pub, a café, and a convenience shop on Newington Green Road.

After crossing Newington Green Road, take Grosvenor Avenue ahead, following its left-hand footway, and walking between curtain-wall terraces of housing, to its far end at a small (but not a mini) roundabout.

There is a pub on the left at this junction.

Turn left at the pub to continue along the left-hand footway, still on Grosvenor Avenue. Rise to reach the railway bridge, and cross the road using the refuge to reach the rather box-functional entrance to Canonbury station.

To the right of the current station building, part of its brick predecessor (from the 1870s) has now been converted into flats.

Below — Grosvenor Avenue

Bottom — Canonbury station, current (on the left) and former (on the right)



Canonbury station opened in 1858 (as Newington Road and Balls Pond Road) just to the east of its present position, where it was relocated in 1870. Much of the station building of that era was demolished in 1969. The station was refurbished as part of the conversion to the Overground.

For a century, there were services through Canonbury from Finsbury Park (and points north) to Broad Street. In 1976 those services were re-routed to Moorgate.

Below — St Paul's Road, looking east

Bottom — former station entrance, Highbury and Islington, built by the Great Northern and City Railway

Canonbury to Highbury and Islington 1.0km



46 Turn left at the entrance to Canonbury station (or turn right if you are exiting the station) and follow the right-hand footway of Wallace Road to its junction with St Paul's Road, where turn right. Follow the right-hand footway of St Paul's Road to the junction with Highbury Grove.

Around this junction, there is a major outbreak of cafés and restaurants.

47 Use the divided light-controlled pedestrian crossing to cross over Highbury Grove, and continue along the right-hand footway of St Paul's Road.

After an interlude of residences, you are soon drawn into the area of shops, cafés, restaurants and pubs which spread out from Highbury Corner.

Follow the right-hand footway past the shops to reach Highbury Corner. Use the light-controlled pedestrian crossing to cross Holloway Road and reach the apron in front of Highbury and Islington station.

If you look back across Holloway Road, you will see the 1904 entrance to the station (created by the Great Northern and City Railway company), which was then named simply *Highbury*.

Highbury and Islington station is served by the Victoria Line, and by the National Rail line between Moorgate and



Stevenage, in addition to the Mildmay and Windrush lines of the Overground..

All facilities are available in the vicinity of Highbury and Islington station.

The station opened (as *Islington*), in 1850 on the Noirth London Line and, as noted above, the Great Northern and City Railway opened its station (as *Highbury*) in 1904. The two stationed were amalgamated below ground in 1922, giving the station the name by which we know it today.



Surrey Quays to Clapham Junction

13.1km; 2hr 43min
68m ascent

Introduction

1 The Windrush Line's western branch which runs between Surrey Quays and Clapham Junction takes a south-westerly direction between Surrey Quays and Peckham, and then a westerly direction between Peckham and Clapham Junction.

The line passes through Peckham, Denmark Hill and Brixton (though the trains by-pass Brixton station), and completes the Mildmay/Windrush loop from and to Clapham Junction.

This is the loop described by Iain Sinclair in *The Ginger Line*, his psychogeographical circumambulation.

Route

Surrey Quays to Queen's Road Peckham 2.7km

2 From the ticketing gates at Surrey Quays station, turn left to reach Rotherhithe Old Road down six steps.

If you prefer a step-free egress from the station, turn right after passing through the ticketing gates, turn left (passing, or possibly taking advantage of, the coffee kiosk) and take the sharp left-hand corner onto Rotherhithe Old Road.

Turn left to follow the left-hand footway of Rotherhithe Old Road. At the end of the street, cross Rotherhithe New Road using the divided pedestrian crossing. Turn left, then turn right onto Oldfield Grove. Follow the left-hand footway of Oldfield Grove, with the Overground railway running on your left.

*Surrey Quays station
from Lower Road*





Approaching the main railway out of London Bridge station from the end of Somerfield Street

After passing some railway maintenance buildings on your left, continue ahead onto Somerfield Street. Where the road eases to the right, continue ahead on a path, passing a basketball cage on your right, to reach the railway arches. Silwood Street (on your right) ends here.

3 Continue ahead on the path (do not turn right onto Silwood Street) to pass beneath three railway bridges, which carry the lines out of London Bridge station, to come out onto Senegal Road. Pass

Millwall FC's stadium (The Den), behind its tall security fence on your right,

Millwall FC was formed in 1885, but only played on the Isle of Dogs (making use of four separate grounds in that time) until 1910, when it decamped south of the river to a stadium in New Cross, on the patch of ground now covered by John Williams Close. The current stadium dates from 1993.

It would be wise to check the club's fixture list and to choose another route to walk on a match day.

Follow the line of Senegal Road out to its end at the junction with Surrey Canal Road.

4 Cross Surrey Canal Road ahead by the light-controlled pedestrian crossing just to the left of the junction. Turn left beneath the railway, and immediately turn right onto a path. Follow the path, with the railway now on your right, to Bridgehouse Meadows. At the far end of the meadows, with the flats of John Williams Close nearby on your left, turn right to pass beneath the railway and onto Hornshay Street.

Bridgehouse Meadows — the houses are built on the site of Millwall FC's former stadium (1910-93)



Follow the left-hand footway of Hornshay Street, passing sports cages on your left. Pass beneath another railway (the line between South Bermondsey and Queen's Road Peckham) to reach the end of Hornshay Street, and turn left onto Ilderton Road. Follow the left-hand footway of Ilderton Road to its end, where cross Ilderton Road by



a light-controlled pedestrian crossing, then turn left to cross Old Kent Road ahead by the divided light-controlled pedestrian crossing.

Continue straight ahead into Brimington Park, and follow a path through the park, bearing right in the middle of the park, to reach Asylum Road at a play area.

Off to the right on Asylum Road stood a private asylum from the 1820s. All that remains is the Asylum Chapel, now operating as a wedding venue — a curious juxtaposition of name and purpose.

Turn left to pass a mini-roundabout on your right, crossing over the end of Culmore Road, and follow the left-hand footway of Asylum Road to its end at Queen's Road. On the left is the forecourt and entrance to Queen's Road Peckham station.

There is a small supermarket on the left, beyond the railway and next to the station.



Top — Brimington Park

Above — the houses of Clifton Crescent looks out onto Brimington Park

Queen's Road Peckham to Peckham Rye 1.3km

5 Turn right to follow the right-hand footway of Queen's Road as far as a light-controlled pedestrian crossing, where cross the road. Turn right and follow the left-hand footway to the junction with Burchell Road, where turn left.

Follow the right-hand footway of Burchell Road and, at the end, turn right to follow the left-hand footway of Wood's Road. Ignore

a path on the left immediately after the end of the houses, then at the point where Wood's Road bends to the right, turn left to enter Cossall Park. Follow a path ahead. Part-way across the park, beyond a sports enclosure on the right, turn half-right (do not turn right to follow the side of the enclosure) to follow another path to exit the park at the end of Harders Road.

Turn right to follow Harders Road past the end of the park (and past a postbox) to reach a mini-roundabout. Turn left to cross Harders Road (with the mini-roundabout on your right, then turn right to cross Consort Road, where turn left.

6 Follow the right-hand footway of Consort Road beneath three railway bridges. Just beyond the third (and most substantial) of the bridges, turn right onto Copeland Road. Follow Copeland Road round to the left, and turn right onto Bournemouth Road.

Follow the right-hand footway of Bournemouth Road to its end, where turn right onto Rye Lane. Cross to the left-hand footway by the pedestrian crossing and pass beneath one railway line (which carries the Overground). Peckham Rye station is on the left: turn left to go through the rather dismal archway to reach the entrance to the station, which is a much more pleasing sight in warm yellow London brick.

This is the centre of Peckham, and there are many shops and eating establishments among the full range of facilities available in the vicinity.

Peckham Rye station



Peckham Rye station was opened in 1865 by the London, Chatham and Dover Railway Company, and was opened the following year to services of the London, Brighton and South Coast railway. The architect of the rather grand station building (not the entrance on Rye Lane) was Charles Driver (1832-1900), who designed the two "cathedrals of sewage" of Abbey Mills and Crossness pumping stations.

Peckham Rye to Denmark Hill

1.7km

7 Turn right in front of the brick station building (turning left if exiting Peckham Rye station) and pass beneath a railway (which carries National Rail services). Beyond the bridge, turn left onto Holly Grove. Pick up a tarmac path through a grassy area (known as Holly Grove Shrubbery) on the right-hand side of the street. At the end of the shrubbery, turn right onto Holly Grove and continue ahead to



cross Bellenden Road. Follow the western part of Holly Grove out to its end at Lyndhurst Way.

8 Cross over Lyndhurst Way using the pedestrian crossing, and enter a park, Warwick Gardens. At the end of the park, while keeping the children's playground on your left, bear right onto Azenby Road and then turn left onto Lyndhurst Grove. Follow the left-hand footway of Lyndhurst Grove to its end at the junction with Vestry Road, and continue ahead on the left-hand footway of McNeil Road, to reach and cross Camberwell Grove, using the light-controlled pedestrian crossing.

Turn right along the left-hand footway, then turn left to take a path, with flats on the left, to reach and cross Grove Lane. Turn left along the right-hand footway to cross the railway and turn right onto (the street called) Champion Park.

On your left, taking up the entire length of the street, is the enormous (and somewhat forbidding) Salvation Army college and UK Headquarters (though it looks more like a grim reformatory building). It was designed by Sir Giles Gilbert Scott (who designed the power stations at Battersea and Bankside) and opened in 1932. Perhaps the building would have looked a bit more pleasing if the customer was not constantly cheese-paring the budget during construction.

Continue ahead to reach the entrance to Denmark Hill station on your right.

The area called Denmark Hill recognises Prince George of Denmark, husband of Queen Anne.

*Left — Holly Grov
Shrubberye*

*Right — the grim
Salvation Army's college
and headquarters,
Denmark Hill*



*Ruskin Park's
February flora*

Across the tracks stands the Maudsley Hospital. It was a pioneer in mental health care and is today the largest institution training mental health professionals in the United Kingdom. It also houses one of the few research laboratories in the UK studying biomedical aspects of mental health.

There is a pub in part of the station building on the right, whose entrance is on Windsor Walk.

Denmark Hill to Clapham High Street

3.7km

9 Continue ahead (turning right if exiting the station) to reach and (using the light-controlled pedestrian crossing) cross Denmark Hill, with the massive bulk of King's College Hospital on your right. Turn left onto the right-hand footway,, then turn right to enter Ruskin Park.

Ruskin Park was created in 1907 and extended in 1910 to create the 15ha site we see today. Three houses, including one once occupied by Felix Mendelssohn, were demolished to make way for the park. It is named after the poet, philosopher and champion of the Arts and Crafts Movement John Ruskin (1819-1900), whose childhood home was at Herne Hill nearby.

Follow the path ahead, ignoring the path on the left immediately after you enter the park. Bear right (west) at a copper beech, and continue in a straight line through the park. Pass successively on your right some tennis courts, a children's play area, and a pool.

Exit the park onto Northway Road. Follow the left-hand footway of Northway Road to its end, where turn left onto Cambria Road. Follow the left-hand footway to the junction with Kemerton Road.

There is a pub on the corner of Cambria Road and Kemerton Road.

Turn right onto Kemerton Road to follow the right-hand footway to its end at Herne Hill Road, where cross the road and turn right to follow the left-hand footway, with a railway bridge visible ahead. Just before you reach the railway, turn left onto Wanless Road and follow its right-hand footway to its end.

At the end of Wanless Road, there is a petrol station opposite, with the usual mini-supermarket.

10 Cross the road at the mini-roundabout, and turn right onto the left-hand footway of Hinton Road. Pass beneath two levels of railway bridge, and advance to the junction with Coldharbour Lane, where cross the road using the light-controlled pedestrian crossing.

A café on the corner, next to the “Loughborough Junction Station bridge”, offers drinks and a range of sandwiches. The station itself is along Coldharbour Road to your right, tucked in on the left just beyond the railway bridge (which would be a more appropriate bridge to be emblazoned with “Loughborough Junction Station”).

Turn left along the right-hand footway. Pass beneath a railway bridge and take the bend to your right, still on Coldharbour Lane. Pass a long unbroken terrace of houses — they back directly onto the Overground tracks — to reach the junction with Barrington Road, where cross the road ahead using the light-controlled pedestrian crossing and turn right.

Follow the left-hand footway of Barrington Road, passing beneath two railway bridges, and turn left to follow the right-hand footway of Brixton Station Road. Cross over Gresham Road and continue ahead on Brixton Station Road.

There is a café in one of the arches on the left, and there is the tap room of Brixton Brewery.

Continue along Brixton Station Road past the junction with Pope’s Road, where the Brixton Recreation Centre looms up on your right,



Kemerton Road

*The bridges of
Loughborough Junction,
seen from Hinton Road*





Top — Gresham's Almshouses, Ferndale Road

Above — Architectural detail, Ferndale Road

to reach, on your left, the entrance to Brixton station, on the Southeastern Railway.

There is a café (which is open from 1000) in the arch next to the station entrance, and of course all facilities lie ahead in central Brixton.

Follow the right-hand footway of Brixton Station Road out to Brixton Road, and turn right.

Brixton Underground station, on the Victoria Line, is up Brixton Road on your left.

11 Follow the right-hand footway of Brixton Road to the light-controlled pedestrian crossing, where cross Brixton Road and take Ferndale Road ahead, keeping to its left-hand footway.

Pass on your right the triangular building signed as the Department Store — the ground floor now houses a restaurant which leans towards Italianate food, at least after breakfast.

At a fork, bear left to follow Ferndale Road as it passes beneath the railway and keep to its left-hand footway. Pass some almshouses (now sheltered housing) on the left and cross to the right-hand footway at a suitable location.

Follow Ferndale Road (which totals 1.1km in length) to its end at Bedford Road.

Note the little details in the architecture above the windows and doors of the houses on Ferndale Road.

Cross Bedford Road by the pedestrian crossing and continue ahead onto Aristotle Road. Follow its right-hand footway to its end at Clapham High Street.

There is a small supermarket on the left at the end of Aristotle Road, and a pub on the far side of Clapham High Street.

Cross Clapham High Street by the light-controlled pedestrian crossing just to the right of the junction and take Voltaire Road opposite to reach the entrance to Clapham High Street station on your right.



Clapham High Street to Wandsworth Road 0.9km

Clapham High Street station

12 Continue along Voltaire Road (turning right to do so if you are exiting the station) and follow it through a left-hand bend at the entrance to an arts centre. At the junction with Edgeley Road, turn right to follow its right-hand footway all the way to its end at Larkhall Rise.

13 Cross Larkhall Rise at the squeeze-point, and turn left to follow its right-hand footway to Brayburne Avenue. Turn right and follow its right-hand footway all the way to its blocked-off end on Wandsworth Road. The Windrush Line's Wandsworth Road station is on the right.

*The underwhelming
entrance to
Wandsworth Road station*

There is a convenience shop located next to the station entrance on Wandsworth Road.

Wandsworth Road to Clapham Junction 2.5km

14 Cross Wandsworth Road using the light-controlled pedestrian crossing and continue ahead onto the left-hand footway of Portslade Road.

There is a brewery with a taproom in the arches on the right.

Pass two tower blocks on your left. Just before you reach railings on the left, bear half-left (not left) onto a path which crosses Heathbrook





Heathbrook Park

*The white cliffs of ...
Battersea?*



Park. Fork left to cross the middle of the park and emerge onto St Rule Street with a play area on your right.

If you find yourself at the end of St Rule Street at Motley Street, turn left to reach the other gate, where turn right.

Cross St Rule Street and follow the right-hand footway of Robertson Street ahead. Cross Silverthorne Road by the pedestrian crossing, and continue along Robertson Street, crossing to follow its

left-hand footway to its end at the junction with Queenstown Road.

Note the cliffscape above the door of a house on the right.

15 Bear round to the left to follow the left-hand footway of Queenstown Road, soon crossing to its right-hand footway by a light-controlled pedestrian crossing. Follow Queenstown Road to its junction with Lavender Hill, where turn right onto its right-hand footway.

There is a small supermarket on one corner of the junction, and two cafés on other corners. There are shops of all kinds along Lavender Hill.

16 Follow the right-hand footway of Lavender Hill over its summit, passing a vast brickbarn church on your right, to reach the junction with Latchmere Road.

Cross over Latchmere Road by the light-controlled pedestrian crossing, and continue along the right-hand footway of Lavender Hill, passing on your right first Battersea Arts Centre (the former town hall) and then the police station and the magistrates' court. At Falcon Road, cross the road using the light-controlled pedestrian crossing and turn right onto its left-hand footway. Pass beneath the railway and turn left onto Grant Road. Pass the waiting buses to reach the north entrance of Clapham Junction station.

Clapham Junction has all the amenities of a large station, even if most passengers will not descend from platform level other than



to change trains. On the south side of the station, there are many opportunities for refreshment.

Left — Battersea Arts Centre, formerly Town Hall

Right — Grant Road entrance to Clapham Junction station