

I G Liddell



Walk the Jubilee Line

The text in this document is merely an indication of what might be possible ... or what might have been possible at the time of researching (2023) 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:
Railway Tree (the Rhubarb), Stratford

Walk the Underground

Jubilee Line

Start	Stratford station – E15 1AZ
Finish	Stanmore station – HA7 4PD
Distance	64.2km
Duration	13 hours 20 minutes
Ascent	309m

Introduction

The eastern terminus of the Jubilee Line is at Stratford station, adjacent to the Olympic Park.

The line to the north of Baker Street opened in 1932 as a branch of the Metropolitan Line (note the typical Metropolitan “cottage” station designs, in particular the terminal station building at Stanmore). That section was swapped into the Bakerloo Line in 1939. With the boring of the tunnel between Baker Street and Charing Cross via Green Park, the route became part of the new Jubilee Line in 1979. In 1999, the section between Green Park and Charing Cross was closed when the Jubilee Line Extension was built between Green Park and Stratford.

Because the Jubilee Line passes beneath the River Thames four times, we must find a pedestrian route which crosses the river in four locations. The crossing between Waterloo and Westminster is easy, but the other three crossings require lengthy diversions to use the foot tunnels at Woolwich and Greenwich to accommodate North Greenwich station, and to cross Tower Bridge between Canary Wharf and Canada Water.

The first station at Stratford was opened in 1839, but only lasted for eight years before the first reconstruction in 1847, and further improvements were made forty years later. The Central Line arrived in 1946, and this brought some further development of the station.

Services on the Docklands Light Railway started in 1987 and the Jubilee Line opened at Stratford in 1999. The lower part of the station had been upgraded for the Jubilee Line’s arrival, and further works were undertaken between 2005 and 2011 to ready the station for the 2012 Olympic and Paralympic Games, and to plumb the northern end of the station into the Westfield mall. This work served to increase station capacity threefold, to be the

busiest London station outside Zone 1. The Elizabeth Line arrived in 2022, and further works will be needed to improve access for the thousands of commuters, either residents in the post-Olympic flats or those commuting to the various arts and education facilities, and to the residual sports facilities.

All facilities are available nearby, either in the vast Westfield mall, in the Stratford Centre, or in and around Stratford High Street.

The walking route starts at the ground-floor station entrance at the bus station. The map at <https://explore.osmaps.com/route/21804394/> has full details of the route.

Stratford to Stanmore

64.1km; 13hr 18min

299m ascent

Introduction

1 As well as hosting Jubilee Line services, Stratford station is visited by the Central Line. It also has Greater Anglia trains to Liverpool Street, Overground trains on the Mildmay Line to Richmond and to Clapham Junction, and DLR connections. Stratford bus station is a major hub. though you should note that northbound bus services use Stratford City bus station, which is located on the far side of the railway, on the east flank of the shopping mall..

Route

Stratford to West Ham

1.9km

2 With your back to the station entrance at the bus station, pass Robert the Rusty Engine (a reminder of the steelworks and marshalling yards which were cleared to make way for the Queen Elizabeth Olympic Park) on your left. Keep the taxi rank on your left, then bear left to cross a side-road which comes in from the right. Pass on your right a tower block with a small supermarket on the ground floor, and make your way out along the right-hand footway of Great Eastern Street to the junction with Stratford High Street.

Robert

The metal sculpture on your left is officially called the Railway Tree, commemorating the railway marshalling yards which were in the area now covered by the Olympic Park, but everyone knows it simply as the Rhubarb, for obvious reasons.

Just to the right of the Rhubarb, Cross Stratford High Street by the light-controlled pedestrian crossing to reach the court building, and turn right to follow the left-hand footway





*The Railway Tree —
alias The Rhubarb*

as far as Bridge Road, with the entrance to Stratford High Street station just ahead.

There is a bakery/patisserie in the station building (now no longer part of the station) and a breakfast café at its other end.

If you look across the tracks at Stratford High Street station, you will see a long brick building. This was the printworks for the Great Eastern Railway, which opened in 1893 and churned out tickets, timetables, posters, pamphlets and other printed matter for the company's internal and external needs. The printworks closed in 1948, when all the railway names (including the London and North Eastern Railway, which had inherited the Great Eastern) were expunged on nationalisation.

Beyond the printworks, where the Jubilee Line depot stands, was the Great Eastern's own fruit and vegetable market, Stratford Market, which opened in 1879 as a rival to Spitalfields Market

(off Bishopsgate). There were special wagons and storage facilities for the transport of bananas to and at Stratford Market. That market relocated, as did Spitalfields Market, when New Spitalfields Market opened in Leyton in 1991 to become the main London wholesale market for fruit, vegetables and flowers. The market site was cleared to make way for the Tube depot in preparation for the extension of the Jubilee Line to Stratford, which opened in 1999.

*Stratford High Street
station building*

4 Turn left onto Bridge Road, with the railway tracks on your right, passing a school on the left, the razed area before the school being its original location. Follow the full length of Bridge Road — sometimes a street, and sometimes a path — all the way

to the junction with Bakers Row, with an entrance to the southbound platform of Abbey Road station ahead.

Turn left to follow the right-hand footway of Bakers Row to Abbey Road, where turn right. At the road junction, continue ahead using the light-controlled pedestrian crossing and continue onto Leywick Street. Follow the right-hand footway to the blocked-off end of Leywick Street to exit onto Manor Road.

Turn right, and immediately



use the refuge to continue along the left-hand footway. Pass beneath a bridge, the approach to which is festooned with a low-clearance warning glockenspiel. The bridge carries the Greenway over the road.

The Greenway, a long embankment with straight sections, is often thought to be a long-lost railway, but it is in fact a covering for the Northern Outfall Sewer. The section between Hackney Wick and Beckton is now a footpath and cycleway, a sharing which occasionally works.

Note the access to the Greenway (by stairs or by ramp) on the left, just beyond the bridge.

A viable alternative route from Stratford High Street is to continue beyond Bridge Road to the point where the Greenway crosses High Street, turning left onto the Greenway and descending to the right (signposted towards West Ham station) onto Manor Road, where turn left.

Beyond the bridge, continue along the left-hand footway of Manor Road to reach the entrance to West Ham station on your left.

In addition to Jubilee Line services, West Ham station offers Tube services on the District Line and on the Hammersmith and City Line, along with DLR services. It is also served by c2c train services to and from Fenchurch Street station.

West Ham station



There is a café at the end of Memorial Avenue, and the local post office operates as a convenience shop.

West Ham to Canning Town

1.7km

5 Cross Memorial Avenue from the entrance to West Ham station, then turn right to cross to the right-hand footway of Manor Road using the pedestrian crossing. At the entrance to Star Lane DLR station, cross to the left-hand footway by means of the light-controlled pedestrian crossing.

6 Follow the left-hand footway of Manor Road to its end, passing the bus turning circle on the left, with the A13 flyover ahead. Bear round to the left with the slip-road on your right, then cross the slip-road by its light-controlled pedestrian crossing. Use the divided light-controlled pedestrian crossing to reach the far side of Barking Road. Turn left, then turn right to pass beneath the A13 flyover, and bear right across the paved area to reach and take the left-hand footway of Silvertown Way.

Canning Town station (Tube, DLR and bus) is located across Silvertown Way on your right. Canning Town station is served by the Jubilee Line and is a major interchange station on the DLR. The bus station is an important local transport hub.

On your left, there is a café and a fast-food outlet next to a budget hotel. Behind the hotel, there is a full-service supermarket.

Canning Town to North Greenwich

13.0km

7 From the light-controlled pedestrian crossing on the other side of the bus station from the entrance to Canning Town Tube/DLR station, follow the left-hand footway of Silvertown Way, crossing the road and turning right if exiting the bus station or the Tube/DLR station.

What is the longest walking route between adjacent Tube stations on the same line? I think that we may have an answer right here. North Greenwich station is only 2km away from Canning Town station by train, but there is no pedestrian crossing of the River Thames nearby. We must therefore cross the river using the Woolwich Foot Tunnel and then make our way back upstream — following the south-bank route of the Thames Path is the logical answer here — to reach the entrance to North Greenwich station, a total walking distance of more than 13km.

Continue along the left-hand footway of Silvertown Way as far as Shirley Street, where turn left along the left-hand footway. There is a hotel on the corner. Beyond the hotel, cross over Shirley Street

ahead to reach the left-hand footway of Jude Street, and follow it out (with a miniature left-and-right zigzag) to its end on Tarling Road, where cross the road ahead and turn left along the right-hand footway.

Turn right opposite a redundant brick-barn church to enter Keir Hardie recreation ground through a gate.

The former church has been colonised by various local healthcare facilities — it also hosts a bingo session every Tuesday evening.

Follow the straight path through the recreation ground for about 80m, then take a path which bears off to the right. Pass a brick building (a closed and secured set of changing rooms, high on the scale of grimness) on your right, and continue along the path to reach the park exit.

Pass through the gate and turn left onto Appleby Road, following the right-hand footway. Turn right onto Munday Street and follow the right-hand footway to the junction with Victoria Dock Road opposite Royal Victoria DLR station.

Turn left onto Victoria Dock Road, crossing Munday Road and following its left-hand footway for 500m. Pass beneath the footbridge at Custom House station, at the junction with Freemasons Road.

Custom House station serves the Elizabeth Line and the DLR.

There is a parade of shops on Freemasons Road, with a traditional breakfast café at the far end of the block.

Continue across the end of Freemasons Road, still on the left-hand footway of Victoria Dock Road, passing on the left a hotel and the Flying Angel brick building (look above the entrance for the reason behind the building's name). Just beyond the bus stop outside the Flying Angel, turn left onto a path, then turn right to enter Cundy Park.



Top — Jude Street, looking back towards Shirley Street, where the old and new buildings of Canning Town come up against each other
Above — Keir Hardie Park, looking westwards



View westwards across Cundy Park towards the Flying Angel building

The name of the park may be taken from the Victoria Dock Cut (or conduit, which became “cundy”) which drained the area: it is shown on the map of 1863. On the 1936 Ordnance Survey map of the area, the area of the park is covered by streets of houses — we assume that the area was redeveloped into the park we see today after receiving the attentions of the Luftwaffe during the Blitz.

8 Cross the park using the main pathway, taking the right-hand option at a fork, to reach its far end at Prince Regent Lane.

There is a convenience shop on your left on Prince Regent Lane.

Cross the road using the pedestrian crossing (provided because of the school ahead), and turn right to follow the left-hand footway of Prince Regent Lane to regain Victoria Dock Road, where turn left.

Jake Matthews Path



Follow the left-hand footway of Victoria Dock Road past Prince Regent DLR station. The path drifts to the left where the road rises to a roundabout. Continue ahead on the path (named Jake Matthews Path) with allotment gardens on your right.

This path was once a railway track which served the immense Beckton Coke and Gas Works: look out for surviving lineside furniture (no, not fly-tipped sofas!) which have been left behind.

Follow the path ahead, ignoring a right turn onto a bridge, to pass allotment gardens. Reach and cross Stansfield Road by the pedestrian crossing.

Royal Albert DLR station is off to the right: the route is well signposted. However, it will probably only be of interest to DLR completists with the focus on collecting all the stations, since there are other stations which are closer to the route and more helpful as break-points.

9 Continue along the straight line of the former railway (now with an avenue of trees) across Beckton District Park, following the route of the Capital Ring.

After about 230m, turn right (with the Ring) to keep houses on the left, passing round a broad

left-hand turn. Ignore a path which goes off at 90° to the right, continuing ahead to reach Harper Road at a junction.

Cross Harper Road onto Savage Gardens ahead, and follow its right-hand footway, with a field on your right. At the end of the field, turn right with the Capital Ring, with the railings of a nursery school. Do not turn left at the far end of the nursery school railings, but continue ahead to reach a T-junction of paths, where turn left.

Pass a school on your left. Ignore paths on your right, and keep the school grounds immediately on your left to emerge onto East Ham Manor Way. Cross the road using the pedestrian crossing and turn right along the left-hand footway.

There is a convenience shop on East Ham Manor Way, over to the left.

Follow East Ham Manor Way to reach the junction with Cyprus Place. Cross the road ahead using a refuge just to the left of the mini-roundabout, and take a path ahead. Cross the DLR by a footbridge at Cyprus station to reach the campus of the University of East London.

Cyprus station is the best option if you need to break your journey in this part of Beckton. Gallions Reach (Beckton branch) and King George V (Woolwich Arsenal branch) are both off-route, and the first of these involves negotiating the multiple road crossings of Gallions Roundabout.

There is a café, open to the general public, ahead on the right as you pass through the campus towards the dockside.

10 Continue straight ahead between the university buildings to reach the dockside, where turn left. Follow the dockside path, passing the “butterfly-roof” curved student residences, and turn left at the far end to reach Woolwich Manor Way, with Gallions Roundabout ahead of you.

Double back on yourself to the right, and continue along the right-hand footway across the Sir Steve Redgrave Bridge, which crosses the entrance to the Royal Albert Dock.

Continue ahead, and cross a bascule bridge at the lock entrance to the dock.

The largest ship to pass through the lock was *RMS Mauretania* (32345 tonnes), which squeezed through in 1939. This was a sister ship to *RMS Titanic*.

11 Descend from the bascule bridge on the right-hand footway of Woolwich Manor Way to

*Dockside student residences,
University of East London*





The Royal Albert Dock and London City Airport from the Redgrave Bridge

reach a junction with traffic lights: the road on your right is usually gated: it is an exit from London City Airport. Turn left just before the junction to cross Woolwich Manor Way by a divided light-controlled pedestrian crossing, and take Fishguard Way ahead. At the T-junction, carry on ahead between the bollards, and continue straight out to the riverside.

Turn right, and after 200m pass through a totally unnecessary security gate (a petty act of passive deterrence by the landowner against the use of the public footpath). Cross Barge House Road and continue ahead to reach Woolwich Manor Way.

Down to the right, just inside Royal Victoria Gardens, there is a toilet block.

Turn left to regain the riverside, and turn right to follow the path with Royal Victoria Gardens on your right, climbing the steps at the end to reach Pier Road opposite the crumbling remains of what was North Woolwich station, the eastern terminus of the North London Line.

If the direct route from the park has been stopped up (possibly invoked by another attempt at deterrence), turn right onto Royal Victoria Gardens, turn left to exit the park, and turn left to ascend Pier Road to the riverside.

The railway to North Woolwich opened in 1847, and closed in 2006. For much of the time, it was simply a link to Stratford, but from 1985 until the line's closure, it formed the eastern terminus of the North London Line, all the way (slowly and, for an urban line, infrequently) to Richmond. The section of the North London Line

Looking upstream from Royal Victoria Gardens, with the two ferry terminals prominently on show



between Stratford and Richmond now forms the main route of the Mildmay Line of the Overground.

Belatedly, in 1998, the station building was listed Grade II, but it is difficult to think of a sustainable future for the edifice as it continues to rot.

The nearest DLR station to connect to Stratford From North Woolwich is King George V, some 450m distant, which may be reached by turning right onto Pier Road and continuing across Albert Road.

Continue along the riverside along the right-hand footway of Pier Road, and make for the brick-built pepperpot portal of the Woolwich Foot Tunnel, in front of the access point for the Woolwich Free Ferry.

The ferry has operated since the fourteenth century, and it became a free ferry in 1889 when the tolls on bridges within London were abolished. It is likely that the ferry service will be discontinued if the Silvertown road tunnel is built. The ferry takes pedestrians as well as vehicular traffic.

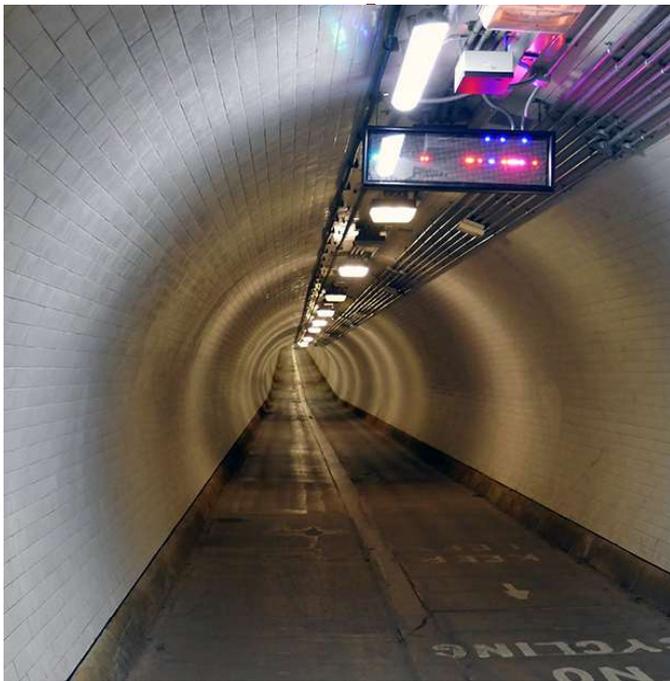
The Woolwich Foot Tunnel was constructed in 1912 to provide an option for pedestrians (and cyclists) when, for any reason, the ferry was not running. Today, motion sensors provide the excellent and much-needed service of the monitoring of tunnel traffic, mainly looking out for cyclists who ride their machines in direct contravention of the *No Cycling* notices (the kindest term would be to suggest illiteracy) and who indulge in inconsiderate behaviour towards pedestrians and other tunnel users.

Woolwich Foot Tunnel

Left – northern portal

Right – spiral staircases





Woolwich Foot Tunnel

Left — within the tunnel

Right — southern portal

12 Descend to tunnel level (either by the 126 steps or — if it happens to be working — by the lift) and walk the 504m of the tunnel’s length beneath the river, rising at the far end to the south bank of the river. The lift — again, if it is working — is recommended for ascent, otherwise you will need to climb the 107 steps of the spiral staircase.

For the centre of Woolwich (where all facilities are available), follow the riverside path downstream (with the water on your left). Opposite a wooden jetty, turn right to cross Maribor Park (named after the city in Slovenia which is Woolw), making for a prominent archway at the right-hand end of a pair of red-brick balcony-strewn modern blocks of flats.

Pass through the archway along Thunderer Walk, and through its twin ahead, then bear half-right to reach Woolwich station on the Elizabeth Line. Cross Victory Parade — is this a street-name stolen from the ghastly toe-curling set of them in the sterile housing area of the Olympic Park at Stratford? — by the light-controlled pedestrian crossing and continue on Beresford Street ahead. Woolwich station on the Elizabeth Line is on your left.

Cross to the left-hand footway by the light-controlled pedestrian crossing, and continue ahead, passing to the left of the Arsenal Arch to follow the left-hand footway of Woolwich New Road to reach Woolwich Arsenal DLR station.

The entrance to the mainline station is just ahead. All facilities are available in Woolwich town centre to the right.

13 To continue the route towards North Greenwich station, the most obvious route is to follow the Thames Path upstream (with the water on the right). The route of the Capital Ring is also followed as far as the entrance, on the far side of the road, to Maryon Park.

From Woolwich Arsenal station (either the DLR station or the National Rail station), turn right and descend to Beresford Road, keeping to the right of the old arsenal gateway. Cross Beresford Road to Woolwich station (Elizabeth Line). At this station's entrance, bear left (if exiting the station, continue ahead and slightly to the right), making for a cannon. At the cannon, bear right to reach an archway in the building on your left. Turn left and pass through the archway on Thunderer Walk, then pass through another archway into Maribor Park (named after Woolwich's sister city in Slovenia). Cross a road and continue on a path ahead, bearing left just before another roadway. Follow the path parallel to the roadway to reach and cross Duke of Wellington Avenue. Continue ahead to a water feature, and keep to the left of the fountains to reach the riverside path. Turn left to follow the riverside path past an old wooden jetty to the tunnel portal.

From the tunnel portal, walk westwards for about 50m, then curl round to the left, with the leisure centre on the left and the ferry buildings on your right. Turn right at the first opportunity and make your way to the ferry access route (which is the eastern extremity of the South Circular Road, as the northern terminal is of the North Circular Road).

Cross over the ferry access road using the divided light-controlled pedestrian crossing, and turn left to reach Woolwich Road at a roundabout. Turn right and follow the right-hand footway of Woolwich Road for a little more than 500m to reach Leda Road on your right.

Note that the original line of the Thames Path along the riverside west of the ferry terminal has been ruptured for some years by housing development. There may be a return to the old route (which passes the historic graving docks to the east of the point of return of the present route to the riverside) once the housing development is complete ... or else access will continue to be denied by the owner of the development.

This was the site of the Woolwich Royal Dockyard, which was operational between 1512 and 1869, but the area of the dockyard has been used for housing for over a century.

At this point, there is a link with Woolwich Dockyard station (Southeastern services) via Francis Road (opposite Leda Road) and Belson Road, on the far side of the railway bridge. There are also bus services on Woolwich Road westbound towards North Greenwich,

Royal Dockyard Clockhouse





Cannon, with sugar factory across the river in Silvertown

Lewisham and Peckham, and back towards (and beyond) Woolwich eastbound.

Turn right onto Leda Road through the dockyard gateway, then right and left to reach the dockyard's former clockhouse, now a community centre. Keep the clockhouse on the left, and follow the signpost towards the Thames Path along Defiance Walk. You will need to ascend and turn right to reach the access to the Thames Path at

the two cannon.

Continue westwards until you are directly opposite the logo-emblazoned silo of the sugar factory, then turn left (at a Thames Path sign) to pass between two blocks of flats.

Turn right onto the first street (Harlinger Street) and follow this to Ruston Road, where turn left, still following the Thames Path signage. Take Ruston Road to the T-junction and turn right, to follow the road (still Ruston Road), using its right-hand footway, to a roundabout.

Cross over the end of Warspite Road, which leaves the roundabout to your right, then turn left to follow round into Woolwich Road. Follow the right-hand footway as far as Windrush Primary School (formerly, as the plaque above the door states, Maryon Park School) and then another, more modern, school, the Royal Greenwich Trust School.

14 Just beyond the Royal Greenwich Trust School, turn right onto a path which makes its way through Moore Park, and then through Jones Park, following their respective right-hand edges, to reach the riverside via steps up and then down. Turn left to pass the Thames Barrier through the tunnel beneath the administrative and control building.

Thames Barrier





The Thames Barrier was designated as the original downstream terminus of the Thames Path, but the National Trail's terminus was moved downstream to the Woolwich Foot Tunnel in 2021 in order to link it with the King Charles III England Coast Path.

*Riverside path beyond
Angerstam Wharf*

It has been suggested that the growing climate emergency will bring the need for a further, more comprehensive, barrier, though whether the twentieth-century barrier will be replaced or supplemented is not yet clear.

Follow the Thames Path upstream. The path from here to Greenwich is through areas of heavy and secondary industry (in or after wet weather, there will be lots of grey mud, so you should choose to wear either lightweight boots, or else fish out your most disreputable pair of trainers) to reach and pass Angerstam Wharf at the premises of a yacht club.

Demon with Bowl

15 Continue ahead, still following the Thames Path, to the new-build area of the Greenwich peninsula, and advance to reach the line of the cable-car.

The immense bronze sculpture, entitled *Demon with Bowl*, on the left is by Damien Hirst, and is a magnified version of a relic which was found in the River Tigris. It is part of a programme of public art on the Greenwich Peninsula, where the land has been decontaminated and colonised by blocks of flats.

Here, turn left (away from the Thames Path, which passes North Greenwich Pier and rounds the point of the peninsula) onto Edmund Halley Way, passing to the right of the cable-car



terminal and picking up the right-hand footway. Turn right onto Monro Way at a mini-roundabout.

Note that if you decide to follow the Thames Path round the point of the peninsula, you will be faced with retracing your steps on the west side to collect North Greenwich station.

Follow the right-hand footway of Monro Way to reach North Greenwich station's interchange building, keeping outside the building to have the bus stops on the left (unless, of course, you are using the Underground station). Advance to the main entrance to the Underground station.

There is a range of sandwich outlets within the station building.

North Greenwich to Canary Wharf

6.4km

16 The first part of the route between the Jubilee Line stations at North Greenwich and Canary Wharf returns to the Thames Path and follows its route as far as Greenwich Pier.

The next station, Canary Wharf, is on the other bank of the river, so we need another detour. Though it is less than 2km by Tube, the walking distance comes out at over 7km using the only practicable crossing – the Greenwich Foot Tunnel.

With your back to the station building at the Tube station entrance, cross the bus station and ease to the right to reach a pedestrian crossing. Make your way across Millennium Way and turn right to follow the left-hand footway. Cross over the end of Ordnance Crescent by a refuge, and bear left onto Waterview Drive.

You will see an upturned electricity pylon on your left: this is part of the same public art collection which includes the Hirst sculpture seen earlier.

Where the road bends to the right, continue ahead, then immediately turn left to cross the top of a slipway.

There is an interesting off-route extra which only adds 700m to the total distance.

If you follow the waterfront path to the right (that is, with the water on the left) for 200m, you will come to the point where the Greenwich Meridian crosses the Thames Path. 150m farther on, you will reach a sculpture in the water called *A Slice of Reality*, another piece in the local public art collection. From the sculpture,

Canary Wharf and the Isle of Dogs from the west side of the Greenwich Peninsula



simply retrace your steps to the slipway.

Turn right beyond the slipway, then turn left onto the riverside path, with the water on your right.

This is the Thames Path, though it has also been given the hyperbolic name of Olympian Way. After the squeaky newness of the peninsula's modern flats, the path returns to heavy industry, necessitating some zigzags round riverside facilities.



Downstream towards the Dome from the west side of the Greenwich Peninsula

17 Pass a golf centre (a rather incongruous sight) on your left, then make your way past a concrete plant. Turn left, then turn right to reach a T-junction of paths. Turn right, then turn left to return to the riverside. Continue on the path through industrial and post-industrial land to arrive at an outcrop of typical (and somewhat antiseptic) modern flats.

On reaching these flats, you will find a pub on the left, housed in an 1830s building, Enderby House.

18 When you reach the junction with Pelton Road, you will see some older buildings that have been conserved. Continue ahead on Ballast Quay, with its cobbled street, leaving it for Crowleys Wharf on the right where Ballast Quay swings left. Pass beneath the jetty for Greenwich Power Station (four chimneys but not as heralded as Battersea). Continue along Highbridge Wharf, and later Crane Street, passing pubs as you go.

At the end of Crane Street, turn right and left, passing a statue of Admiral Lord Nelson. Follow the riverside path (which is reduced in width where it is colonised by tables for the pub on the corner of Crane Street) past the old Royal Naval College (now part of the University of Greenwich) to reach Greenwich Pier.

On your left opposite the pier stands one of the last and finest of the tea clippers. The *Cutty Sark* was built on the Clyde and was launched in 1869 for the tea trade with India. It was faster than all previous ships on that route, the trade would be turned around and monopolised by similar ships. The opening in the same year of the Suez Canal dealt a mortal blow to sail on that



Cutty Sark



South Portal of the Greenwich Foot Tunnel, seen from the west

route, and newer steamships were used. The focus of the ship therefore turned to the Australian wool trade until that too was monopolised by steamships. After a number of other uses (including a cadet training facility), the ship was placed in permanent dry dock at Greenwich. Despite two major fires during the current century, the ship is a major attraction, being almost unique of its kind.

The name *Cutty Sark* derives from the Scots for 'short shirt': its best-known appearance is in Burns' poem *Tam o' Shanter*, wherein the most comely of the witches (wearing a skimpy nightgown) is hailed by Tam with a "Weel done, Cutty Sark!" as he watched her dance a particularly pleasurable measure.

Greenwich Pier has river-bus services to and from central London, and also occasionally downstream. River services are not covered by Oyster, but there is a discount on standard river-bus services for Oyster cardholders with a travelcard, 60+ pass, or Freedom Pass..

Beyond the pier, you will come to the southern portal of the Greenwich Foot Tunnel.

Central Greenwich lies off to the left, beyond the *Cutty Sark*. All facilities are available, including a DLR station.

The Greenwich Foot Tunnel was inaugurated in 1902, with the principal objective of allowing workers from Greenwich to commute to and from their work on the Isle of Dogs.

19 Descend (using either the stairs or the lift) and make your way through the tunnel, watching out for cyclists who must

Mudchute Park



be fundamentally illiterate (there are worse options for them that ought to be explored) in the face of the many clear *No Cycling* notices. At the other end, ascend (by the stairs or, more practically, by the lift) to reach Island Gardens.

Turn right on exit from the tunnel portal and make your way through the gardens. Cross Saunders Ness Road and follow the Douglas Path to reach Manchester Road.

There is a café on the left at this point, with a convenience shop off to the left.

Cross Manchester Road by the light-controlled pedestrian crossing and turn right, across the face of the DLR station. Pass behind a bus shelter and turn left to enter Millwall Park. Bear left in front of a statue (entitled *Woman with Fish*) and keep to the left-hand side of the park.

Pass an exit on your left at the north-western corner of the park, and continue with the cricket pitch on your right to a path junction, where turn left. Follow this path round to the left to reach East Ferry Road, and immediately turn right to enter Mudchute Park.

Inside Mudchute Park, take the upper path (with a path on the left which descends) and follow it along the crest of the park. Take a half-left turn to descend some steps, the lower part of which is contained within a bower, to reach East Ferry Road.

Cross East Ferry Road at the squeeze-point, and continue ahead down a flight of steps to pass beneath the DLR line (making your way through, it must be said, an ill-maintained area often overflowing with rubbish). Continue ahead to reach Millwall Outer Dock, where turn right. Follow the dockside walkway with the water on your left to reach Pepper Street.

20 Turn left and cross the dock by the Glengall Bridge. Turn right to follow the dockside walkway, the water now on your right. At the Design Cube, turn left onto a path which makes its way through the trees to Millharbour, where turn right to reach the junction with Marsh Wall.

Turn left, then cross Marsh Wall using the light-controlled pedestrian crossing and continue along Marsh Wall on the right-hand footway. Pass a bus stop, then turn right onto Admiral's Way, passing beneath the DLR line, Follow Admiral's Way to the dockside and turn left, with the water on your right.

There are normally food vans parked up and selling at the end of Admiral's Way.



Top — Millwall Outer Dock

Above — a sliver of parkland at Millharbour



*Park above Canary Wharf
Underground station*

Turn right to cross South Dock by the footbridge (taking great care if the surface is frosty). Pass through the building at the end of the bridge and cross Bank Street by the light-controlled pedestrian crossing, continuing ahead to reach the western portal of the Jubilee Line station at Canary Wharf on your right.

Just before you reach the station entrance, you will see a park on your right. This park is built above the station, and the

water features form part of the station's air-conditioning system.

Canary Wharf boasts an underground shopping centre, and there are many types of restaurant in the surrounding area.

Note that there are two other stations called Canary Wharf: one for the DLR and one for the Elizabeth Line. Follow local signage if you need to reach one of them.

Canary Wharf to Canada Water

7.8km

21 Once again, the route uses the Thames Path (upstream on the north bank, then downstream on the south bank) for much of the route between the Jubilee Line stations at Canary Wharf and Canada Water.

The next station is Canada Water, and the line crosses beneath the River Thames again. A walker must continue upstream to cross the river by Tower Bridge, and then return on the other side of the river: Canada Water station is 8km away on foot. This is the last major detour on the Jubilee Line walk caused by the river.

Continue north from the station entrance. Cross Reuters Plaza (with its clocks), and ascend the left-hand staircase to reach South Colonnade, and turn left to follow the left-hand footway. South Colonnade leads onto Cabot Square, at the end of which, turn right then turn left onto West India Avenue. Just before the end of the street, use a light-controlled pedestrian crossing on your right to cross onto the central reservation, and turn left. Continue ahead through the Westferry Road roundabout (the clockwise direction has more shade than the anticlockwise) and descend the steps to reach the riverside at the Canary Wharf ferry terminal.

From here, the route follows the Thames Path to the Rotherhithe Tunnel ventilation shaft in King Edward Memorial Park. However,

during works connected with the construction of the Tideway super-sewer, there are local diversions to the route to the east of the park. The current route follows the easiest diversionary route: if the works have been completed and the Thames Path has been restored, simply follow the riverside path.

Turn right along the riverside. Follow the Thames Path next to the river, then to the right to reach Narrow Street. Turn left and follow the road to the bridge at Limehouse Basin.

The Thames Path takes to the riverside where it can, but it always seems that there are so many instances of locked gates or “construction-led” alienations of the path — the latter often with no sign whatsoever of construction — that it is easier just to follow Narrow Street.

These blockages really ought to be declared “acts of deterrence”, with penalties and restitution exacted upon the offenders. However, there seems to have been little or no movement from Tower Hamlets council to insist that the right of way is maintained. One is tempted to wonder why, and whose interests are being served by the ongoing alienation.

22 Continue along Narrow Street until it turns to the right. Take the path ahead, then turn left to reach the riverside. Turn right and walk for 120m, turn right just before reaching a wooden-slatted bridge and pass through an archway. Continue out to The Highway and turn left.



Looking upstream from Limehouse on a cold January afternoon



*Left — Limehouse Lock
Right — unwelcome path-use deterrence in the face of council apathy*



Bus stops on The Highway are served by buses which go to stations at Wapping, Shadwell and Bethnal Green (on buses travelling from right to left), and at Limehouse, West India and Canary Wharf (left to right).

At the far end of the massive redbrick Free Trade Wharf housing development, turn left to enter King Edward [VII] Memorial Park. Take the main



pathway on the right-hand side of the park (parallel to The Highway, but much quieter) to reach Glamis Road, where turn left to follow the left-hand footway to reach the Shadwell Basin lifting bridge.

Depending on the state of the Tideway works, you may be able to take a path to the left within the park towards the riverside at the building which houses the ventilation shaft for the Rotherhithe Tunnel. Continue along a path to the right of the building, then turn right along an enclosed path to reach Glamis Road, where turn left.

Follow the left-hand footway of Wapping Wall across the Shadwell Basin lifting bridge to arrive at the entrance to the historic *Prospect of Whitby* pub.

The inn has stood here for over four hundred years: it was frequented at various times by

Top — King Edward Memorial Park

Above — Prospect of Whitby

Judge Jeffreys, Samuel Pepys, Charles Dickens, JMW Turner, James McNeill Whistler, Princess Margaret, and Prince Rainier III of Monaco, plus a large cast of cut-throats, smugglers, and other disreputable characters.

Originally called the *Pelican*, and later the *Devil's Tavern*, it was renamed (rather like Windscale power station was to become Sellafield to escape nominative notoriety) about two hundred years ago after a Tyne collier, the *Prospect of Whitby*, which used to berth nearby when it was delivering sea-coal from Newcastle upon Tyne to London. In a different vein altogether, the inn was the site of the first sale of a fuchsia plant in the United Kingdom. The pub was listed Grade II in 1950, and soon afterwards, the interior was remodelled (still within the listing specifications) to increase the capacity. It still boasts the pewter bar-top and the flagstone floor which have come down the ages to us today.

The pub offers a fairly standard and non-localised range of snacks and meals (despite the attempts of the menu-writer to lean on the inn's history to drum up some excitement), and has a broad list of wines, beers and cocktails (much more upmarket than in its Pelican days, no doubt) and boasts a riverside garden.

23 Continue along Wapping Wall, turning left onto Wapping High Street at its junction with Garnet Street. Continue along Wapping High Street to reach, on the left, Wapping station on the Overground's Windrush Line.

Wapping station is now on the Windrush line between Dalston and Surrey Quays, but for many years, it was on the East London Line (allied to the Metropolitan Line). The rail tunnel was designed by Marc Brunel and his son Isambard Kingdom Brunel. When it opened (for horse carriages) in 1843, it 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 East London Line in 1869. Overground services started in 2010.

24 Continue to make your way along Wapping High Street (turning left if you are exiting the station). Pass the Metropolitan Police's Marine station (with its museum), then pass the *Town of Ramsgate* pub. Take a detour through the Hermitage Riverside Memorial Garden to view the river upstream and down, and to see its striking memorial to the civilians of east London who perished during the Blitz.



Wapping station



Upper Pool of London from Hermitage Gardens



Return to Wapping High Street and turn left. At the end of the street, bear left onto St Katharine's Way to reach the lifting bridge at St Katharine's Dock.

Once again, the Thames Path route nips to and from the riverside. Beware, though of the lax attitude of the keyholders, for whom the time of opening of this stretch of riverside path can be a matter of imprecision (or of deterrence). It is generally easier to continue along St Katharine's Way, and of course this is the only option

Above — Tower Bridge from St Katharine's Dock

Below left — Tower Bridge in close-up

Below right — Shad Thames

if the keyholders are not doing their duty in an adequate manner.

Walkers should note that St Katharine's Dock is often 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 a through passage, so you may need to rely on your own navigation (and/or an electric



cattle prod). The cattle prod might also be useful against the mobs of slack-jawed (and slacker-brained) tourists who appear to have suspended time, place and personal responsibility.

Turn left before the bridge to reach the riverside, and turn right to approach Tower Bridge, with a large hotel on your left

The iconic structure of Tower Bridge (which is a Grade I listed structure) was built between 1886 and 1894. It is a combined bascule/suspension bridge, and is still opened to allow ships to pass.

Aeroplanes have been flown between the road and the overhead walkway (the walkway is an engineering necessity to stabilise the structure), and in 1952, a London bus had to accelerate in order to leap the gap (safely) after the bridge started to open.

It is possible to visit the workings of the bridge, but such a visit will probably be on another day.

25 Turn left, and cross the bridge on its downstream (left-hand) footway. Take the steps (or take the lift if you must) down on your left-hand side and turn right onto Shad Thames (it has been corrupted from the original name was *St John at Thames*) — turn left if you have used the lift. Soon, the view ahead is of a canyon between old brick warehouses, now converted to shops, offices and flats.

Take the first alleyway on your left (Maggie Blake's Cause — as in *Causeway*) to reach the riverside.

Shad Thames has many shops and restaurants, both in the streets and facing the river, and even boasts an on-site brewery.

Glance over to your left at Tower Bridge, then turn right and walk on downstream: restaurants front the buildings, and there are sculptures of chains and anchors on the walkway. After about 230m on the riverside walkway, just before a white building (formerly the Design Museum, which has now moved to Kensington), an alleyway leads off to the right, away from the river.

If the footbridge on your left is open, continue along the riverside to St Saviour's Dock. Cross the bridge, and follow the path out to turn left onto Mill Street, and immediately turn right onto Bermondsey Wall West.

The bridge crosses the outflow of the River Neckinger, which is now almost entirely subterranean. The river rises behind the Imperial



Butler's Wharf



Tower Bridge and the City of London from Bermondsey

War Museum, taking all of 2.5km to reach its outflow at St Saviour's Dock.

The dockhead was frequently the location for the execution of pirates by hanging — a *neckinger* was an old name for the hangman's noose, and the river gained the name from that. In *Oliver Twist*, Charles Dickens has Bill Sikes meet his end at a warehouse overhanging St Saviour's Dock.

If the footbridge is closed off, you will need to cross the River Neckinger at Tooley Street. Backtrack to pass *Blue Print*, the former Design Museum, and turn left. Continue ahead into Maguire Street, with the Wheat Wharf building on your right. Beyond Wheat Wharf, the red-brick building on your right is a sewage pumping station. At the end of Maguire Street, turn left onto Gainsford Street, and then right onto Shad Thames. Follow the street all the way out to Tooley Street, where turn left. Cross the River Neckinger and pass a small supermarket. Take the first street on the left (Mill Street). Pass Lloyds Wharf on your left, and continue all the way down

Alfred and Ada Salter



the street to its end at Reed's Wharf. Here, the road turns right to become Bermondsey Wall West. This concludes the diversion across the Neckinger by the bridge at Tooley Street.

Advance along Bermondsey Wall West as far as East Lane, where a Thames Path sign will guide you to turn right. At the end of East Lane, turn left onto Chambers Street. Pass the Tideway Project's Bermondsey work site behind the hoardings on your left (which contain much information), then turn left onto Loftie Street, and right onto Bermondsey Wall East.



King Edward III's moated manor house

The Tideway Project is a new super-sewer for London: the Victorian system (part of which is the pumping station passed in Maguire Street) is simply unable to cope with a city which has expanded vastly since Joseph Bazalgette's day.

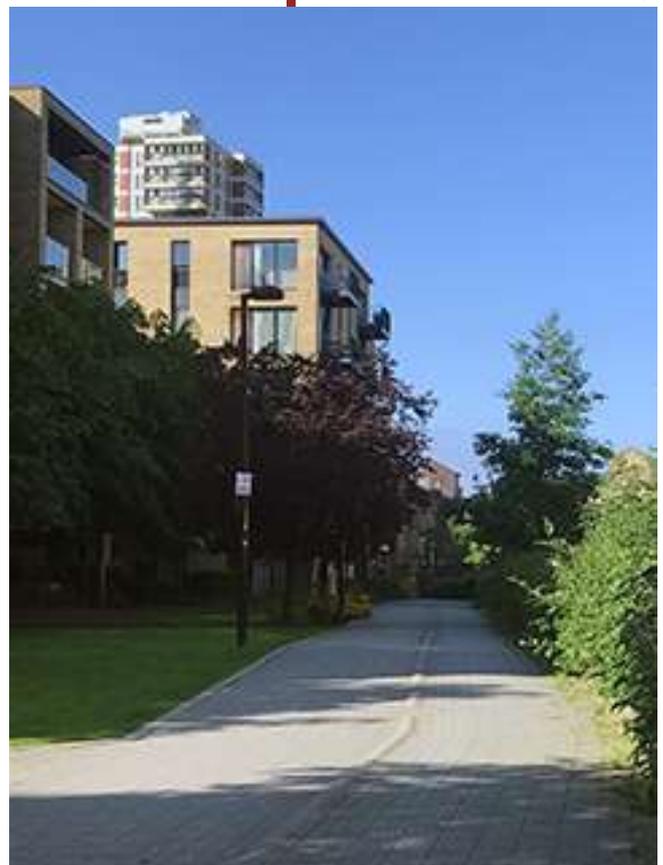
Follow Bermondsey Wall East (still with the Thames Path), taking advantage of the riverside walkway where it is available. Pass the end of West Lane (which is to the east of East Lane, naturally!), with the Angel Wharf building on your right. The next piece of the riverside walkway, just before you reach the Angel pub, and across from a grassy area with historic building ruins, has three bronze statues — a man, a woman and a child. Cathay Street goes off to the right here.

Albatross Way

The adults are Alfred and Ada Salter, 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 Cathay Street on your right, there is a very good example of London County Council housing.

26 From the junction with Cathay Street, continue along the riverside path past the Angel pub. The path subsequently runs into Rotherhithe Street. Follow the right-hand footway of this street as far as Railway Avenue, and turn right.

Railway Avenue is directly above the Thames Tunnel: this is underscored by the presence of the Brunel Museum on your right. There is information about the Thames Tunnel on page 25 of this document. The museum is



contained in the Engine House, where the engines powered the pumps which extracted water from the tunnel. The Engine House was designed by Sir Marc Isambard Brunel. The museum is open between 1030 and 1530, but only on Friday, Saturday, Sunday and Monday.

Follow the left-hand footway of Railway Avenue to the far end at its junction with Brunel Road. Rotherhithe Overground station is on your right.

There is a café at the station, and a convenience shop across Brunel Road.

Cross Brunel Road using the light-controlled pedestrian crossing and take Old Railway Walk ahead to reach and cross Albion Street. Turn left to follow the right-hand footway of Albion Street as far as its junction with Swan Road, where turn right to follow its right-hand footway. Where Swan Road swings to the right, climb some steps ahead and turn right along a path, Albatross Way.

Follow this path all the way (bearing round to the left) to reach Canada Water station, turning right to cross the exit from the bus station to reach the Overground/Tube station building. Keep the building to your right to reach the station entrance.

As well as Jubilee Line services, there are trains on the Windrush Line of the overground at Canada Water station.

There are toilets in the bus station. You will see them from Albatross Way, but you will need to go to the entrance to the Underground station and then backtrack on the other side of that part of the bus station to reach them.

Note that they have somewhat restricted opening hours at the weekend, but do not be put off by the presence of a keypad lock: just turn the handle during opening hours for access.

Canada Water to Bermondsey 1.5km

27 From the entrance to Canada Water station, descend Surrey Quays Road using its right-hand footway. Pass the former Dockmanager's House (with its clocktower) on the left to reach and cross Lower Road using the tripartite light-controlled pedestrian

*Dockmanager's Offices,
Canada Water*



crossing. Turn left along the right-hand footway, passing across the frontage of a rather bland municipal leisure centre, then turn right onto Gomm Road. Follow the right-hand footway of Gomm Road to reach the gates of Southwark Park.

28 Go through the gates and bear right, continuing ahead where the carriage drive bends off to the left. Ignore paths going off to the left as you advance to the bandstand in the middle of the park.

Take the path diametrically opposite – travelling in a generally north-north-westerly direction – and follow the path out onto Jamaica Road. Turn left and follow the left-hand footway of Jamaica Road to reach Bermondsey station on your left.

The left-hand side of Jamaica Road has shops, including a small supermarket and a convenience shop. There is another convenience shop in the station building, just beyond the station entrance.



Bandstand, Southwark Park

Bermondsey to London Bridge

2.1km

29 Continue along Jamaica Road (turning left if exiting the station) to the junction with St James's Road, which cross using the divided light-controlled pedestrian crossing. Keep to the left-hand footway of Jamaica Road to reach the junction with Abbey Street. Cross over Abbey Street at the divided light-controlled pedestrian crossing, then turn left onto its right-hand footway. Just before you reach the railway bridge (note the fluted columns), turn right onto Druid Street.

Follow the right-hand footway of Druid Street, with its many and various railway-arch businesses (there is everything from a bakery to a brewery to architectural salvage beneath the railway), all the way to Tower Bridge Road.

30 Cross Tower Bridge Road by the light-controlled pedestrian crossing and continue ahead, passing a park on your right. Here, the Shard looms up directly ahead. Follow the road beneath the railway, bending right again on the other side to remain parallel to the tracks above. As the street bends to pass beneath the tracks, its-name becomes Crucifix Lane. This runs into St Thomas Street, and reaches an entrance to London Bridge mainline station on the right. Continue along St Thomas Street, past the Shard (with an access to the mainline station and the Tube station) and out to

Borough High Street. The easiest entrance to London Bridge Tube station is just to your left on the left-hand side of Borough High Street.

London Bridge station has a long history since its opening in 1836. There is a wealth of detail available at

[https://www.networkrail.co.uk/who-we-are/our-history/ iconic-infrastructure/the-history-of-london-bridge-station/](https://www.networkrail.co.uk/who-we-are/our-history/iconic-infrastructure/the-history-of-london-bridge-station/)

There are many shops, cafés, restaurants and pubs on and around Borough High Street, including the wealth of food opportunities at Borough Market.

Borough Market has existed on the site since the twelfth century, with claims that it was established in 1014, or even that the Romans had a market near the southern end of London Bridge. Snorri Sturluson (1179-1241) mentions Southwark as an important market location. Today, it is mainly a speciality retail market (with a wide range of specialities), but recent years have seen a decline in its welcome, due to the large number of people (including tour groups) who are only present to take photographs and prevent pedestrian traffic flow.

London Bridge to Southwark

1.8km

Replica Golden Hinde



31 Cross Borough High Street using the light-controlled pedestrian crossing and pass along Bedale Street, with Borough Market to your left and right. Beyond the railway bridge, the street-name changes to Cathedral Street.

Cross Winchester Walk, and bear left at a fork ahead. This will bring you to a replica of Sir Francis Drake's ship, the *Golden Hinde*.

This modern *Golden Hinde* has emulated its predecessor by undertaking, as did Sir Francis Drake, a global circumnavigation.

Turn left onto Pickfords Wharf, passing the ruin of the palace of the Bishop of Winchester (whose see once extended this far) on your left. Continue ahead, passing beneath the railway lines leading to Cannon Street station, to Bank End, where turn right.

Clink Street is on the site of the Clink Prison, which began as the prison attached to the bishopric of Winchester in 1144, and lasted until it was destroyed in 1780 during the Gordon riots. The only ecclesiastical remnant is the ruin

of the bishop's palace, which has a fine rose window.

There is a pub on the left at the point where you reach the riverside path.

Turn left to pick up the riverside path and follow it beneath Southwark Bridge, past the Globe Theatre, and on to reach Tate Modern (the former Bankside Power Station) at the Millennium Footbridge.

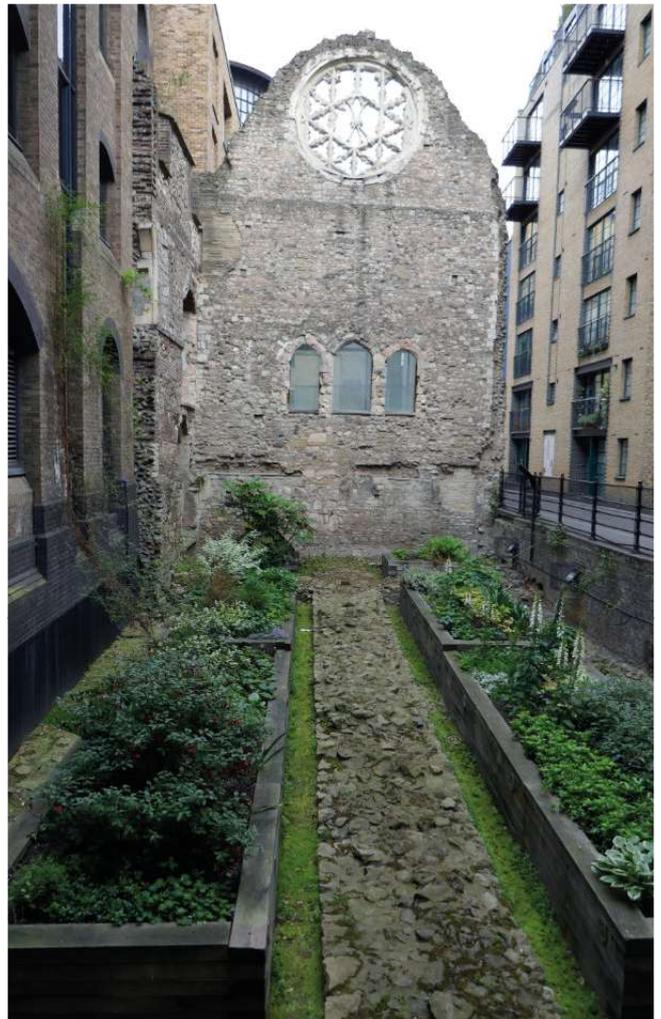
32 Continue along the riverside, and pass beneath the railway lines at Blackfriars station's southern entrance. When you reach Blackfriars road bridge, pass beneath the bridge, then ascend the steps on your left to reach road level.

The railway bridge was designed by Henry Marc Brunel (1842-1903), second son of Isambard Kingdom Brunel (1806-59): it carries the modern railway across the Thames. In recent years, Blackfriars station has been expanded to span the river (the only station in London to do so). The platform canopies are covered with solar cells.

The next "bridge", now just the mid-river pillars and the abutments, was built for the London, Chatham and Dover Railway Company to carry their line extension over the river to the City. It was built in 1864, and was removed in 1985. The southern abutment, which bears the insignia of the railway company, is a Grade II* listed structure.

The road bridge was opened in 1869, one hundred years after the first bridge on the site was opened: the earlier bridge had to be demolished for reasons of consistent weaknesses. The River Fleet, which is now culverted for almost its entire length, flows into the River Thames beneath the bridge on the north side.

Turn right to follow the right-hand footway of Blackfriars Bridge Road. Cross over Stamford Street and continue beneath the railway, passing on your left the site of the first Blackfriars station, to reach the entrance to Southwark station, at the junction with The Cut.



Winchester Palace



Millennium Footbridge



Top — Blackfriars Bridges past and present

Above — the original Blackfriars station

This Blackfriars station was opened in 1864 as the final station before Charing Cross on the South Eastern Railway, but the station only lasted five years, when the station we now know as Waterloo East was opened.

Southwark to Waterloo

0.6km

33 Turn right to follow the full length of The Cut to reach its end at the junction with Waterloo Road, with the Old Vic theatre across to your left.

The Cut has many cafés, restaurants and pubs along its length.

It also boasted, while the route was being researched, an insouciant fox cub making its way through the crowds of

pedestrians as if it was just the right thing to do.

34 Cross Waterloo Road using the light-controlled pedestrian crossing and turn right. Pass a former fire station (now a pub) to reach the Jubilee Line entrance to Waterloo station on the left.

London Waterloo station, which is one of the busiest mainline stations in Britain, was opened in 1848. The Waterloo and City Line (then part of the London and South Western Railway's business) opened in 1898, and the Bakerloo Line arrived in 1906. The Northern Line arrived in 1926, and the Jubilee Line in 1999.

The main concourse of the station has many shops, cafés, restaurants and pubs — there are more examples of these facilities on and around Waterloo Road. You certainly will not want for sustenance in the area around the station.

Waterloo to Westminster

1.7km

35 Continue on the left-hand footway of Waterloo Road (turning left if exiting the station next to the ticketing

gates at the Jubilee Line), passing beneath the double-decker bridge ahead.

The top level (enclosed) bridge carries the pedestrian link with Waterloo East station, while the lower bridge once carried a railway line: this was the “east platform” mentioned in *Three Men in a Boat* by Jerome K Jerome).

Beyond, just before reaching the lattice-sided railway bridge, which carries the lines between Waterloo East and Charing Cross, turn left onto Mephram Street and follow it past railway-arch businesses to reach a pedestrian crossing.

If you have diverted onto the main concourse of the railway station, follow the concourse to the high-numbered platforms and turn right at the end, descending the steps by the war memorial and turning left to reach the pedestrian crossing on the far side of the cab egress road.

Turn left and cross over Mephram Street and then cross the cycle lane. Do not complete the crossing to the station entrance, but turn right on the refuge to reach the southern footway of York Road. Cross the road ahead, with the railway bridge above your right shoulder, using the light-controlled pedestrian crossing.

Continue ahead on Sutton Walk, passing beneath the railway. Bear left onto Concert Hall Approach, cross Belvedere Road, and climb the steps to the level of the embankment with the Royal Festival Hall on your right.

There are many restaurant opportunities in and around the Royal Festival Hall, and from Friday to Sunday (plus Bank Holiday Mondays) there is a street food market on the plaza on Belvedere Road to your right.

36 Turn left to pass beneath the railway, and take the steps up to the upstream footway of the Hungerford Bridges.



*Waterloo station
Memorial Arch entrance*

*Palace of Westminster and
government buildings
from the upstream
Hungerford Bridge*



The original Hungerford Bridge was a suspension bridge which was built in 1845 by Isambard Kingdom Brunel. In 1859, the railway company bought the bridge so that its line could be used for its new railway bridge (its official name is actually *Charing Cross Bridge*), and a footbridge was constructed on its downstream side. The chains from Brunel's Hungerford Bridge were recycled for use on the Clifton Suspension Bridge in Bristol. The lineside footbridge was dismantled and rebuilt as twin footbridges, one on the upstream side of the railway and one on the downstream side, opening in 2002: their official title is the Golden Jubilee Bridges, but everyone still calls them Hungerford Bridges. The upstream bridge is usually less busy than the downstream bridge.

It was beneath the Charing Cross railway bridge that Charles Dickens laboured as a child to mix blacking for boots in order to earn a few pennies for his rent and sustenance while his father was incarcerated in the Marshalsea debtors' prison.

Just upstream from the bridges, on the riverside, is the memorial to Sir Joseph Bazalgette (1819-91), whose upgrade of the sewerage system cured London of the Great Stink. The Latin inscription on the memorial, *Flumini vincula posuit*, translates as *He put chains on the river* — in other words, by the building of the embankments to cover his sewers, he tamed the sideways creep of the Thames.

Cross over Northumberland Avenue using the divided light-controlled pedestrian crossing and enter Whitehall Gardens (to escape vehicular pollution). Within the gardens, follow the path which runs parallel to the Embankment. At the far end of the first garden. Just beyond a statue of William Tyndale, return to the roadside and cross Horse Guards Avenue using the light-controlled pedestrian crossing.

William Tyndale (1494-1536) was the first person to translate the Bible into English using the original Greek and Hebrew texts, and the first to publish it using the printing press. Having been arrested

Left — William Tyndale statue, Whitehall Gardens

Right — memorial to the fallen of the Korean War (foreground) and to the Fleet Air Arm (background)



in the (Catholic) Holy Roman Empire, he was executed in 1536 near Vilvoorde in the Hapsburg Netherlands.

Cross over Horse Guards Avenue to enter a garden of military memorials with the Ministry of Defence building on your right. Over on the riverside, you will see a statue of a golden eagle landing on the top of a tall column — this is the national Royal Air Force memorial.

The first statue you will see, on your right, is of Lord Portal, who joined the Royal Flying Corps in 1915 as a dispatch rider, and rose to be Chief of the Air Staff during the Second World War. The Fleet Air Arm memorial on its column is next. Next on your right is the Korean War Memorial, followed by a statue of Viscount Trenchard, Father of the RAF. He was the first Chief of the Air Staff. The next memorial is to the Chindit special forces who served under Major General Orde Wingate behind Japanese lines in Burma during the 1943-44 campaign.

At the end of the gardens, continue along Victoria Embankment past the current location of New Scotland Yard, headquarters of the Metropolitan Police: across the road is the Battle of Britain Memorial.

The current New Scotland Yard is the third location with that name, and the fourth headquarters of the Metropolitan Police, the original building being accessed from Great Scotland Yard. Scotland Yard has long served as a metonym for the Metropolitan Police, particularly its detectives' organisation.

When viewed from Victoria Embankment Gardens, the Battle of Britain Memorial is backed by the London Eye and County Hall.

Turn right, and follow the Victoria Embankment to Westminster Bridge, at the bronze statue of Boudicca and her daughters.

Boudicca was Queen of the Iceni (from whose name we derive the Icknield Way), who mounted an unsuccessful rebellion against the Romans in 60-61CE. The bronze dates from 1850. All sorts of places claim to be the site of Boudicca's Last Stand, from One Tree Hill in Honor Oak Park to a business park in Leicestershire.

Turn right at the end of Westminster Bridge to follow the right-hand footway to the entrance to Westminster station opposite the Elizabeth Tower of the Palace of Westminster.

This is an area which suffers from being completely mobbed by crowds of very slow-moving, unthinking tourists. For this reason, Westminster station could represent a useful break-point, especially if you can arrive

*Boudicca statue,
Westminster Bridge*



before 0800 to start a day's walking — it is the best chance that you will have for some room to move (not to mention the bray, bellow and yelp antics of so many), both here and in the area to the north as far as Baker Street.

The Elizabeth Tower contains at its top the famous clock. Part of the workings of the clock are its bells, the largest of which is known as Big Ben.

- Repeat after me — the building across the road is not Big Ben, it is the Palace of Westminster.
- Repeat after me — the tower is not Big Ben, it is the Elizabeth Tower.
- Repeat after me — the clock is not Big Ben, it is in fact the Great Clock of Westminster.
- Repeat after me — the chimes are not Big Ben, they are the Westminster carillon.
- Repeat after me — Big Ben is only the largest of the bells which ring out the Westminster carillon attached to the Great Clock of Westminster in the Elizabeth Tower of the Palace of Westminster.

It really is very simple.

Westminster to Green Park

1.8km

37 Cross Parliament Street (the street only becomes Whitehall to the north of the Cenotaph) using the divided light-controlled pedestrian crossing. Advance along the north side of Parliament Square on its right-hand footway, with Sir Winston Churchill glowering on your left, and continue ahead onto Great George Street. Pass Government buildings on your right and, at the far end, the Institution of Civil Engineers on your left.

Cross over the end of Horse Guards Road using the light-controlled pedestrian crossing (or on the instructions of the police), and pass the lodge on your right-hand side, moving onto the right-hand footway of Birdcage Walk.

Note that you may be held up at this point if there is a military procession *en route* between Horse Guards Parade and Buckingham Palace — just enjoy the spectacle.

The lodge contains a café.

About 40m beyond the lodge, turn right to enter St James's Park. Follow the path to the lake, where turn left, with the water on your right.

Turn right to cross the bridge (with a view to Buckingham Palace on your left, and towards Horse Guards on the right, and continue

ahead up the slope to reach the Mall opposite St James's Palace.

Just before you reach the Mall, you will pass a café and a toilet block on the left. Both are likely to feature long queues at any time.

38 Cross the Mall, using the light-controlled pedestrian crossing, and turn left to follow the right-hand footway of the Mall. Cross the end of Stable Yard, then take a path which leaves the Mall at 90° on the right.



Buckingham Palace and the Victoria Memorial from the St James's Park footbridge

Follow this path, with Green Park on your left, to reach Piccadilly, with Green Park station on your left.

There are many eating establishments on Piccadilly and on the surrounding streets, ranging from the Ritz to a sandwich bar.

Green Park station opened in 1906 on what became the Piccadilly Line, and the station was rebuilt in 1933, installing escalators to replace the lifts. The Victoria Line arrived in 1969, and the Jubilee Line in 1978. A new station building was opened in 2011, providing step-free access and installing a cooling system using water pumped from the chalk aquifer 130m below the station, the warmed water being sent back into the aquifer some distance from the station.

The new park entrance and street level shelter is faced in Portland stone, and the artwork in the stonework, *Sea Strata*, was designed by John Maine RA. [

Berkeley Square

Green Park to Bond Street

1.1km

39 Turn left and pass the street-level frontage of the Tube station. At the end of the station building, cross Piccadilly by the light-controlled pedestrian crossing and continue ahead onto Bolton Street, following its right-hand footway. At the end of Bolton Street, cross



Bolton Street and then cross Curzon Street using the two pedestrian crossings, and turn right to follow the left-hand footway of Curzon Street. Turn left to follow the left-hand footway of Fitzmaurice Place to reach the south-western corner of Berkeley Square.

40 Use the pedestrian crossing to reach the traffic island, then turn right to use another pedestrian crossing to reach the south side of the square. Follow the right-hand footway until you are level with the park entrance on your left, and cross the busy road carefully (there is no pedestrian crossing here).

Pass through the square, perhaps taking advantage of the trees and benches, to reach its northern exit. Cross the road by the pedestrian crossing. Turn left along the right-hand footway to the junction with Davies Street, where turn right. Follow Davies Street for its full length to reach the junction with Oxford Street, with Bond Street station on your right.

Bond Street station is served by the Central Line and the Elizabeth Line in addition to the Jubilee Line services — for the Underground, use the entrance on the south side of Oxford Street. Oxford Circus station, on the Bakerloo Line and Victoria Line as well as the Central Line, is not far away. Buses abound.

All the facilities that you might need (and many that you could, to be honest, do without) may be found on and around Oxford Street.

Bond Street to Baker Street

1.4km

41 Cross Oxford Street by the light-controlled pedestrian crossing to reach the corner of Stratford Place.

Stratford Place



Stratford Place is an elegant cul de sac which houses on either side a mix of commercial and diplomatic tenants. The grand building at the far end is Stratford House, for which the architect was Robert Adam. It is the birthplace of Clementine, the wife of Sir Winston Churchill and was briefly the home of a son of Tsar Nicholas I. It is currently a club.

Turn right along the left-hand footway of Oxford Street. Turn left onto Marylebone Lane, passing another entrance to the Tube station on the left. Follow

Marylebone Lane as it weaves its way across Wigmore Street, Hinde Street and Bulstrode Street before curling left to reach Marylebone High Street.

Note that Marylebone Lane does not fit neatly into the rectilinear street-grid. This is because it follows the line of the Tyburn, one of London's hidden (*i.e.*, culverted) rivers — *Marylebone* is a corruption of St Mary le Bourne. The river rises on Fitzjohn's Avenue in Hampstead and empties into the River Thames just upstream from Vauxhall Bridge.

Turn right onto Marylebone High Street and follow the right-hand footway. Cross New Cavendish Street, then cross to the left-hand footway using the pedestrian crossing. Continue north on Marylebone High Street as far as its junction with Moxon Street, where turn left.

All facilities may be found on Marylebone High Street and on the surrounding streets. On Sundays (between 1000 and 1400), there is a lively Farmers' Market on Aybrook Street, on the left near the end of Moxon Street.



Marylebone Lane

Follow the right-hand footway of Moxon Street to its end, where go through the gate into the relative calm of Paddington Street Gardens, the former St George's churchyard.

Paddington Street Gardens is known for its floral displays, particularly the rose garden at the northern end. Some funerary monuments remain from the graveyard days.

There are benches in the gardens, which may be useful to those with an *al fresco* lunch to consume (or to walkers who just need to rest their weary legs), and there are public toilets on your right at the north-eastern corner of the gardens, on Paddington Street.

42 After entering the gardens, turn right to follow the right-hand edge of the park to reach the north-eastern exit on Paddington Street.



Paddington Street Gardens



The huge frontage of Baker Street station, built to contain administrative, commercial and residential premises

Cross Paddington Street using the pedestrian crossing, and continue ahead on the left-hand footway of Luxborough Street to reach Marylebone Road. Turn left and, outside the main entrance to the University of Westminster building, cross Marylebone Road by the light-controlled pedestrian crossing to reach the eastern end of the service road for Baker Street station.

The service road is often blocked by a mass of people, relatively few of whom are making their way to or from the station.

The two prime suspects for the blockages are the huge statue of the fictional Sherlock Holmes (for some reason, very many people feel the need to pose with the lump of metal), and the private city tour buses (for some reason, very many people would rather spend a fortune on these tours — sometimes with commentary of questionable accuracy — rather than get out and live London on the normal buses, Tubes and footways at far less cost).

Rise to the service road (if you can) and follow it across the front of the station. Descend the steps onto the station concourse (look around to your right to see the ghost of a former newsagent's shop, the tilework the only remaining evidence), and bear left to exit the station onto Baker Street.

If biped gridlock on the service road has been attained due to non-walkers' dithering, simply walk along the right-hand footway of Marylebone Road and turn right onto Baker Street to reach the side entrance to the station.

Baker Street is named after William Baker, who developed the area during the eighteenth century as the northern boundary of London. Baker, though born in London, lived in Shropshire for most of his life. He was responsible for the building (or rebuilding) of many grand houses there and in surrounding counties: he designed the Buttercross in Ludlow. Marylebone Road was constructed in 1756 as part of the New Road, which ran as a toll road along the northern fringe of London (shades of a *boulevard périphérique* which was to come to Paris in later years after its "little local difficulty"). The route is now made up of Marylebone Road, Euston Road, Pentonville Road, City Road and Moorgate. With the exception of Moorgate, these roads define the northern boundary of the Central London Congestion Charge zone.

Baker Street station was rebuilt between 1927 and 1929 by the Metropolitan Railway Company, with the massive Chiltern Court block of flats above the station.

Notable residents of the flats included Arnold Bennett, Eric Coates, HG Wells and Kenneth Williams. The block also housed the Norwegian members of the Special Operations Executive (the SOE headquarters building was farther south on Baker Street), who organised the Telemark raids on German-occupied Norway during the Second World War.

Baker Street to St John's Wood

2.3km

43 Turn right onto the right-hand footway of Baker Street from the side entrance to the Tube station (actually, this is the easier entrance, particularly for the Bakerloo and Jubilee Lines), and continue ahead, passing the open tower of Abbey House on the left to the junction with Allsop Place.

Abbey House is the former headquarters of the Abbey National Building Society (now subsumed into Santander bank). Abbey National was formed as a merger of the Abbey Road and National building societies, each of which have interesting histories.

The Abbey Road society was formed by members of the Free Church on nearby Abbey Road, and passed the conditions to be called a building society, though it was very much a local enterprise, with business transacted on Fridays out of the Company Secretary's home. Business grew during the early part of the twentieth century, and it was Abbey Road which moved into Abbey House.

The National side of the business arrived by a very different route with celebrity founders, including the Liberal politicians Richard Cobden (1804-65) and John Bright (1811-87), as part of the Freehold land movement. Since the principal business of the company was to buy land to develop (and make money from) housing built on the land, it was not able to become a building society.

Cobden and Bright created a company called British Land (now one of the major property developers and investors in Britain), separate from the lending business, and it was only in 1889 that, British Land loans having been

Abbey House, Baker Street





*Boathouse (with café),
The Regent's Park*

*Finchley Road,
looking north from the
Boundary Road junction*



paid off, the lending business became a building society. The National merged with Abbey Road in 1944.

Abbey House was constructed in 1932, and recently the tower was held high on scaffolding while the building beneath was demolished and rebuilt.

Cross Allsop Place on your right using a divided light-controlled pedestrian crossing. Turn left and follow the right-hand footway of

Baker Street round to the right to reach the Outer Circle road within The Regent's Park.

The Regent's Park should be named with its (capitalised) definite article at all times, even if TfL ignores it in the naming of the station on the Bakerloo Line.

Turn left to cross the Outer Circle by the light-controlled pedestrian crossing, and turn left along the right-hand footway. Turn right to enter the park and continue ahead to reach the lakeside. Turn left and follow the lakeside to its end at a boathouse.

There is a café on the right.

44 Turn right to cross a bridge. Bear left, and keep to the left-hand path to reach the Outer Circle. Cross the road, using the central refuge, then continue ahead, crossing the Regent's Canal to reach and cross Prince Albert Road by the pedestrian crossing.

Take Chalbert Street ahead, and follow its right-hand footway to the junction with Allitsen Street, where turn left along the right-hand footway. At the junction with St John's Wood High Street, turn right.

St John's Wood High Street has a wide variety of eating establishments, shops and other facilities.

Cross over to the left-hand footway of St John's Wood High Street at a suitable location. At the junction with Circus Road, continue ahead onto St Ann's Terrace.

Follow the left-hand footway of St Ann's Terrace to Acacia Road, where cross the road and turn left to follow the right-hand footway to reach the entrance to St John's Wood Tube station at the junction with Finchley Road.

St John's Wood to Swiss Cottage

1.1km

45 Turn right to follow the right-hand footway of Finchley Road. Cross over Queen's Grove and pass the disused Marlborough Road Tube station on your right.

Marlborough Road station was on the Metropolitan Line, but was closed after the new tunnels were created for the Bakerloo Line (now the Jubilee Line), allowing the Metropolitan Line to run non-stop between Baker Street and Finchley Road.

Continue along Finchley Road to its junction with Boundary Road, where you will pass from the City of Westminster into the London Borough of Camden.

46 Beyond Boundary Road, continue along the right-hand footway of Finchley Road to reach and cross Adelaide Road using a divided light-controlled pedestrian crossing. Pass some shops and an Art Deco cinema to reach Ye Olde Swiss Cottage Inn and Swiss Cottage Tube station.

The pub which bore the name of Ye Olde Swiss Cottage only received its exterior cladding of arch fake-Swissery during the 1960s, when an old dairy building, which had become the Cottage Grill, was demolished.

There had been an inn at the tollgate hereabouts on the Finchley Road called the Swiss Tavern, which was built in 1804 in the style of a Swiss chalet, but that inn was long gone. The current pub is of significantly later date, and it was closed in 2025.

Those looking for Helvetic authenticity will therefore be somewhat disappointed: others may have had varying degrees of disappointment in the rather old-style food offerings, and in the barn of an interior, so reminiscent of many roadhouse pubs of the mid-twentieth century which turned up on housing estates and by-passes across the country and which are increasingly morphing into branches of Tesco Express and the like.

Finchley Road (to the north) offers a broad range of shops and cafés. Further shops and refreshment facilities are available nearby.

The area is home to the Royal Central College of Speech and Drama. The college was founded in 1906, and it gained its Royal addition to the name in 2012. It is a constituent college of the federal University of London

The Swiss Cottage Library which stands nearby was designed by Sir Basil Spence (1907-76). He also designed the post-war Coventry Cathedral



Ye Olde Swiss Cottage Inn

and much more, including the first secondary school in the New Town of East Kilbride — which has since been demolished, along with William Crosbie’s huge mural which depicted the River Clyde and its history.

Swiss Cottage is a major node for traffic, connecting Marylebone with Hampstead and Golders Green, and Islington with Kilburn and points west, so be careful as you navigate the roads.

Swiss Cottage to Finchley Road 0.5km

47 Cross the road at the sharp corner of the pub’s garden to reach a refuge, then cross College Crescent and Finchley Road on your left to reach the left-hand footway of Finchley Road, using three light-controlled pedestrian crossings. Turn right to follow the left-hand footway of Finchley Road past the shops, crossing the end of Fairfax Road on the way.

48 Continue along the left-hand footway of Finchley Road to arrive at the junction with Canfield Gardens. Cross the road to reach the entrance to Finchley Road Tube station.

On the left, just before you reach the station, there is a large building, constructed in 1935 for the John Barnes department store, with staff housed in the flats (St John’s Court) above the shop. In 1940, the John Lewis Partnership took over the running of the business, but the shop became ever more reliant on the food hall. After the opening of John Lewis at the new Brent Cross shopping centre in 1976, the shop hobbled on but closed in 1981, many of the staff transferring to Brent Cross. After a brief re-design, the large Waitrose supermarket opened, with the basement (the original location of the

food hall) becoming a car park for shoppers. the shop was refurbished and modernised in 2024 to optimise the positioning of electronic checkout facilities and collection facilities for online orders from Waitrose and John Lewis.

Finchley Road station is served by Metropolitan Line trains as well as those on the Jubilee Line. There is an out-of-station interchange (meaning that a speedy transfer between stations counts both stages as part of a single journey, in this instance, within 20 minutes) with Finchley Road

Waitrose, Finchley Road



and Froggnal station on the Mildmay Line of the Overground, just to the north.

Finchley Road to West Hampstead 0.9km

49 Turn left (or turn right if you are exiting the station to begin the day's walk) to follow the right-hand footway of Canfield Gardens. Turn right onto Broadhurst Gardens and follow the right-hand footway to its junction with Fairhazel Gardens.

50 Continue along Broadhurst Gardens all the way to the end of the street at West End Lane.



Lilian Baylis House

The former Decca studios were at 165 Broadhurst Gardens, which you will find on the left just before you reach West End Lane – the building is currently used by English National Opera and has been renamed Lilian Baylis House. Lilian Baylis (1874-1937) was an artistic director and producer who managed Sadler's Wells and the Old Vic during her career in London.

A short distance south on West End Lane is Bohemia House. It was a gathering-place for Czechs and Slovaks during the Second World War, and retains its central-European heritage in the food and drink now offered.

Turn right onto West End Lane to reach West Hampstead Tube station on your right, the first of three West Hampstead stations.

West Hampstead to Kilburn 1.0km

51 Continue along the right-hand footway of West End Lane (that is to say, turning right if exiting the station). Just before you reach the Overground station, pass on the right the end of Billy Fury Way.

Billy Fury (the stage name of Ronald Wycherley, 1940-83) was a rock singer during the 1960s who did little or nothing to stem the chorus of suggestions that he was to become "the British Elvis" or "the Scouse Elvis". Fury made many recordings at the local Decca studios on Broadhurst Gardens.

Cross West End Lane to its left-hand footway at the Overground station, using the light-controlled pedestrian crossing, and continue ahead as far as the junction of Iverson Road, which cross (using the light-controlled pedestrian crossing) and turn left onto its



Kilburn railway bridge

right-hand footway to reach the Thameslink station.

West End Lane offers plenty of opportunities for refreshment and replenishment: there is also a farmers' market which takes place in front of the Thameslink station on a Saturday (between 1000 and 1400).

52 Pass the Thameslink station and follow Iverson Road to its junction with Maygrove Road, where fork right onto the latter.

Take the right-hand footway of Maygrove Road to its end

at the junction with Shoot-up Hill. Cross the road ahead using the light-controlled pedestrian crossing to reach the entrance to Kilburn Underground station.

There is a café next to the station, and other shops are available in the vicinity.

Shoot-up Hill's etymology is somewhat duller than some might imagine — it has no connection with criminal activity involving firearms, but is merely the point where the Roman road (Watling Street) and its successors suddenly had to contend with a gradient on the northbound journey.

Exeter Mansions



Kilburn to Willesden Green

1.3km

53 Pass the station building on your left (turning left if exiting the station) and turn left onto Exeter Road, making use of its left-hand footway.

On the right-hand side of Exeter Road, there is a fine collection of blocks of Edwardian mansion flats. These flats were built (on spec) to be conveniently situated near the railway station (at the time of construction it was the Metropolitan Railway).

Take the right-hand bend of Exeter Road, then turn left onto Dartmouth Road, following its left-hand footway to the junction with Mapesbury Road at a mini-roundabout. Use the refuge to the left of the roundabout to cross Mapesbury Road.



Willesden Green station

54 Continue along the left-hand footway of Dartmouth Road into the Brondesbury district, and follow it all the way to its end at Walm Lane.

Turn left onto the left-hand footway of Walm Lane, and follow it over the railway to reach a pedestrian crossing, where turn right to cross the road, and reach the southern entrance to Willesden Green station.

Shops (including a small supermarket and restaurants) line the right-hand side of Walm Lane to the north of the railway, and there is a café at the station building. There are many more shops and other facilities on Walm Lane to the south of the railway.

Note the original Metropolitan Railway tilework on the station building, which dates from 1925, and was designed by Charles Walter Clark, the Metropolitan Railway Company's architect. The station is listed Grade II, due in great part to the survival of much of the tilework (internal and external). If there is no Jubilee service through the station due to engineering works, some Metropolitan Line trains may stop. Some Jubilee Line services start/finish at Willesden Green.

Modern flats echo aspects of the architecture of Kingsley Court (in the background), Park Avenue

Willesden Green to Dollis Hill 1.3km

55 From the entrance to Willesden Green station (turning right if exiting the station) follow the right-hand footway of Walm Lane to St Paul's Avenue, where turn right. Follow the right-hand footway of St Paul's Avenue to cross Park Avenue at the refuge, and turn right to reach the junction with the western section of St Paul's Avenue.



On your right, Kingsley Court is a block of flats built during the inter-war period. As you approached Park Avenue, you will have passed new-build flats (on the site of a former petrol station, so we must trust that the decontamination of the site was assiduous before the construction of the new flats), where echoes of the older flats' architecture may be seen on the walls.

56 Turn left to follow St Paul's Avenue onto Chapter Road, and follow it all the way to the southern entrance to Dollis Hill Tube station.

The modern flats next to the station entrance are built on the site of Grunwick Film Processing Laboratories. The site was besieged by pickets for two years during the 1970s, near the end of the Callaghan government's period in office.

There are buses and shops on the far side of the railway, accessible through the tunnel.

Dollis Hill to Neasden

1.0km

57 Bend to the left at the station entrance and follow Chapter Road out to Dudden Hill Road, where turn right. Cross to the left-hand footway at a refuge, and continue to the corner of Denzil Road.

There are several shops on Dudden Hill Road, and a traditional breakfast café on the corner of Denzil Road.

There is, on the right-hand footway of Denzil Road at the junction with Dudden Hill Road, a memorial to PC Ronan McCloskey, who was killed in 1987 when a car was driven away while he was trying to administer a breath test to the driver.

Follow the right-hand footway of Denzil Road to reach, on your right, the main gate of the Willesden campus of the College of North West London.

58 Continue along Denzil Road to its far end, passing through the traffic barrier to reach Neasden Lane, where turn right. Follow the right-hand footway of Neasden Lane beneath a railway. Continue ahead, ascending past industrial premises to reach Neasden station on your left, crossing the road by the light-controlled pedestrian crossing. The station entrance is situated on the bridge over the tracks.

Neasden station was opened in 1880 by the Metropolitan Railway for through trains to and from Harrow, and as a terminus for trains to and from Baker Street. The original platform architecture survives to this day, but the station building on the bridge has not been so fortunate. The central section has been carved out and replaced without retaining the original roof lines, and the tall chimneys have been removed.



Neasden station

Neasden to Wembley Park 3.6km

59 On leaving the bridge on Neasden Lane (turning left if exiting the station), turn sharp left onto Neasden Close and, at the entrance to the Tube depot, turn right along a path which leads, with the railway fence on your left, out to Brendon Avenue. Follow the left-hand footway of Brendon Avenue to the concrete retaining wall of the North Circular Road.

The North Circular Road was a child of the 1920s; by the 1960s it was planned to become part of "Ringway 2" (how Orwellian a name!). It has been improved in many places, and is a major traffic artery (the A406) between Chiswick and Silvertown. Its companion, the A205 South Circular Road, is still really no more than a string of suburban streets.

Turn left, then turn right, to pass beneath the dual carriageway by an underpass. Corkscrew round to your right to reach road level.

On event days at Wembley Stadium, you are advised to follow the northern route from the North Circular Road to Wembley Park station (following sections 59n to 61n described after the end of the primary route description as it reaches Wembley Park, and beginning on page 54).

Turn right to cross the railway by a footbridge beside the main carriageway on your left. Follow the right-hand footway past a large supermarket to

The North Circular Road crosses the Chiltern, Jubilee and Metropolitan Lines



Steel dandelion, Great Central Way, indicating access to Brent River Park



pass beneath a footbridge. Turn right at the bottom of the footbridge steps to enter the car park area of the supermarket. Pass a bus stand to reach a pedestrian crossing opposite the bus stop.

Buses here arrive to serve the shopping centre, and depart with satiated shoppers. The bus services provide the walker with an escape route to nearby areas. All facilities are, of course, available in the supermarket on your right.

Use the pedestrian crossing to reach the car park, and walk beneath the supermarket's *porte-cochère*, past the line of trees which cross the middle of the supermarket car park. Turn left to cross the car park, keeping the petrol station and car wash off to the left. Take a short flight of steps onto Drury Way.

60 Turn right, and take the right-hand footway to the junction at the top of the rise. Use the light-controlled pedestrian crossing to turn left onto Great Central Way, keeping to its right-hand footway. Cross the railway line by a covered footbridge alongside, but separated from, the motor roadway, and descend to reach railway level and run parallel to the tracks.

The railway on your left is the Chiltern main line which runs to High Wycombe, Banbury, and Birmingham Moor Street and, of course, to Marylebone in the other direction.

Cross over the end of Hannah Close, and continue along Great Central Way (still on the right-hand side of the road, with the stadium looming up ahead of you), to reach a steel dandelion sculpture.

This marks the crossing of the River Brent, with a riverside path to Stonebridge Park Tube station (on the Bakerloo Line).

On event days and, dependent on the nature of the event, on surrounding days, there will be access restrictions around the stadium. The primary route avoids the stadium, but if you feel that you must take in the stadium and Olympic Way (with its tacky new flats and predictable restaurants), follow section 61s which begins on page 54.

61 Turn right onto a path at the steel dandelion to descend to the level of the River Brent. Turn right to follow the riverside

path upstream, with the water on your left, to its end at the junction of Hannah Close and Fourth Way. Part-way along the path, you will cross the River Brent and start to follow a tributary, the Wealdstone Brook, with the water below you, still on your left.

Cross Hannah Close and take the right-hand footway of Fourth Way ahead. Where there is a crash barrier on the right, you may be able to see the Wealdstone Brook below through the railings.

You ought to follow the right-hand footway, but may be forced onto the left-hand footway or even into the roadway by vehicles which have been parked inconsiderately on the footway(s).

After Fourth Way takes a bend to the right, there is a much more obvious crossing of the Wealdstone Brook. Beyond the bridge, the street-name changes to North End Road.

There is a coffee kiosk on the right.

Pass a gate across the roadway (it may be open or closed) and continue ahead past the last of the industrial premises.

At a slight bend to the left, go through a traffic barrier to reach an estate of redbrick flats of about a hundred years old.

These typically sturdy flats were built by London County Council during the 1930s (the development was completed after the Second World War), and are collectively known as Empire Court – presumably named after the British Empire Exhibition which was held at Wembley in 1924 and 1925. The blocks are built to a design used across the capital, and the architecture was influenced by designs found in Germany and Austria at the time.

At the end of these flats, where the ultra-modern high-rise Wembley Park housing begins (with little or no green space for the residents' use, unlike the healthy provision around the flats you have just passed), there is a further crossing of the Wealdstone Brook.

After the point where North End Road takes a bend to the right, you will cross the Wealdstone Brook for the last time, at an outlier block of the Empire Court estate of flats, this one named Danes Court. Continue along the right-hand footway of North End Road, passing the iconic Helix tower of student accommodation on your right.

At the end of North End Road, turn right onto the right-hand footway of Bridge Road to reach

Empire Court



a light-controlled pedestrian crossing, with Wembley Park station across the road.

River Brent to Wembley Park via the stadium

61s Starting at the steel dandelion sculpture, do not turn off Great Central Way, but continue along its right-hand footway. After you cross Fourth Way, the street-name changes to South Way: it is a simple matter of following it all the way to the stadium, looming up ahead.

Cross the road ahead and take the staircase up to the next level of the stadium — if the staircase is blocked off, turn right and follow Atlantic Crescent to Olympic Way. Turn right and follow the pathway round the stadium, passing one of the anchors for the arch. Just beyond the arch, bear right to descend towards street level by a ramp (signposted towards Wembley Park station).

Turn right onto the main entrance ramp for the stadium, and descend the ramp to Olympic Way. Continue along Olympic Way to pass beneath Wembley Park Drive. Turn left in front of the stairs, and make your way out to Wembley Park Drive. Turn left, and follow the left-hand footpath of Bridge Road up to Wembley Park station building on your left.

Neasden to Wembley Park (northern route)

59n On leaving the bridge on Neasden Lane (turning left if exiting the station), turn sharp left onto Neasden Close and, at the entrance to the Tube depot, turn right along a path which leads, with the railway fence on your left, out to the end of Brendon Avenue. Follow the left-hand footway of Brendon Avenue to reach, ahead of you, the concrete retaining wall of the North Circular Road.

The North Circular Road was begun in the wake of the Great War: many businesses had moved out of central London (and particularly out of the East End), and the road connected the now dispersed interdependent companies. At the same time, there was a critical need to provide employment for many who were returning to civilian life after a period of wartime service. The road was developed in the 1920s and 1930s, and was given a further boost in the 1960s as part of the (subsequently abandoned) plan for London Ringways.

Further development in later years was rather piecemeal, especially after the adoption of aspects of Colin Buchanan's *Traffic in Towns* report, which was published in 1963 but took twenty years to gain any traction.

The North Circular Road (A406) runs on a dedicated route for most of its way — this is in direct contrast to its twin, the South Circular

Road (A205), which is almost exclusively a concatenation of urban streets.

Turn left, then turn right, to pass beneath the dual carriageway by an underpass. Corkscrew round to your right to reach road level, and turn left along the left-hand footway of the North Circular Road (away from the bridge over the railway) to reach the house numbered 347. Bear left onto a path which passes the frontages of a crescent of houses to reach Village Way.

There is a petrol station on the other side of Village Way, with the usual accompanying mini-supermarket.

60n Turn left onto the left-hand footway of Village Way, and follow it to reach a mini-roundabout, after which continue ahead on the left-hand footway of Chesham Street, noting that the street-names reflect locations on or near the Great Central's route.

The houses on Chesham Street and on the surrounding streets were built by the Great Central Railway Company (whose line ran into Marylebone) for its workers. Those workers higher up the company's pecking order could choose, if they so preferred, to live in slightly more downmarket company houses on the south side of the main line on Woodhey Road and Gresham Road — many of these employees did so in order to be closer to friends who had not been offered the northern option.

At the end of Chesham Street, cross Quainton Road ahead and turn left along its right-hand footway to the junction with Lawrence Way, with the entrance to the Underground depot ahead of you. Turn right and follow the right-hand footway to its end. Cross Cambridge Close ahead and turn right along its left-hand footway. At the end of the first block of houses, turn left onto a path which leads to the River Brent. Turn right to reach a footbridge. Turn left to cross the river by the bridge.

61n Turn right to follow the path out to Waterside Close, where turn left to reach the end of a spur of Barnhill Road. Turn left to follow a path along the right-hand edge



Houses built by the Great Central Railway Company, Quainton Street

Chalkhill Orchard, with the Helix tower (student accommodation) looming over the scene





Stone sculpture
in Chalkhill Park

of a recreation ground, with a modern block of flats close by on your right. Beyond the flats, turn right to follow the path out onto St David's Close.

Turn right onto St David's Close, then turn left onto a path with the house-backs of Barnhill Road on your right to cross what remains of Chalkhill Orchard, now just an open space. When you reach

a tarmac recreation area, turn right to follow the path out onto Barnhill Road.

Turn left to follow the left-hand footway of Barnhill Road. At a school, take the pedestrianised section ahead, after which you will join the left-hand footway of Bowater Road as far as the junction with Dugolly Avenue.

Enter the park ahead on your left, and take the right-hand of the two paths, passing some fitness torture equipment on the right and a children's playground on the left. Bear round to the left, then take the right-hand path at the fork to cross the park's main avenue and exit at the junction of Chalkhill Road and Rook Close.

Cross over the end of Rook Close and continue along the left-hand footway of Chalkhill Road to its end at the junction with Bridge Road. Wembley Park station is across the road on your left, accessed by a light-controlled pedestrian crossing. The pedestrian route continues along Bridge Road to your right.

Wembley Park is served by trains on the Jubilee Line and the Metropolitan Line.

When the Metropolitan Railway was extended from Willesden Green to Harrow-on-the-Hill in 1880, Wembley was merely an area composed of "slushy fields and grass farms" (Sir John Betjeman, *Metro-land*, 1973), and the only intermediate station was at Neasden. However, grand plans for Wembley Park, which included a London equivalent of the Eiffel Tower (which was never completed) prompted the Metropolitan Railway Company to build a station to serve what we would now call a theme park.

The station opened in 1893 to serve football matches in the park, and opened with a fully fledged service in 1894. Thirty years later, the park was altered considerably to host the British Empire Exhibition, and the Empire Stadium was built. A railway loop was constructed within the park (from the south side) to accommodate visitors to the exhibition without the need to reverse the trains.

There are still a few hints of the loop's route from the angles of some of the industrial buildings, but these are gradually being erased by



*The east frontage (1893-94)
of Wembley Park station*

new blocks of flats. After the exhibition had closed the following year, the stadium became the focus of the park, and the eastern area was given over to industrial units.

The station was extended to cope with the 1948 Olympic Games, and again for the UEFA tournament in 1996. The southern side of the station was remodelled in 2006 as part of the construction of the new Wembley Stadium and the surrounding area, the extension coping (thus far, at least) with the new residents of the canyons of tower blocks which crowd out the stadium from the view.

The Aylesbury branch of the Chiltern line (formerly the Great Central Railway) passes through Wembley Park station, but there were no platform constructed to accommodate stopping trains. The Birmingham branch of the Chiltern Line has a station on the south side of the park area: this is Wembley Stadium station (and is more convenient for the stadium, and for the residents who live between Wembley Park station and the stadium).

Wembley Park to Kingsbury

2.9km

62 If you are exiting Wembley Park station, cross Bridge Road by the light-controlled pedestrian crossing at the station, and turn left. Follow the right-hand footway of Bridge Road across Chalkhill Road (where the northern alternative route from Neasden joins) to the junction with Forty Lane.

There is a convenience shop and a café on the parade of shops on Bridge Road.

Cross over Forty Lane using the light-controlled pedestrian crossing, and continue ahead up the right-hand footway of Barn Hill to the little turning circle at the top. Continue ahead across the grass, then bear left through a gap in the trees to reach the summit of Barn Hill at the trig point.



Top — Barn Hill summit pond, looking north

Above — Fryent Park

Below — Kingsbury station



Look back, and if you position yourself unfortunately, the great bulk of Wembley Stadium is framed in the view, its glaring and obtrusive advertising display craving your interest, for all the world like an obnoxious and whiny brat forever demanding sweets and attention.

63 Continue ahead across the grass, and pass round the right-hand side of the summit pond. Carry on straight ahead (to the north) down a steep and often slippery hill. At its foot of the hill, continue ahead with trees on your left.

Where you reach a gap in the trees, turn right onto a path (the one which runs eastwards, not the one trending to the south-east), through a gap in the trees ahead. Turn half-left to reach the corner of a field.

Turn half-left again (thereby pointing north) to pass through to the next field, and follow its right-hand side to the corner.

Press ahead to reach a track, where bear right and follow the path out to Broadview. Turn right and follow the left-hand footway to reach Fryent Way, where turn left.

Follow the left-hand footway of Fryent Way over the railway to reach a roundabout. Turn right to cross the road using the light-controlled pedestrian crossing. Pass the roundabout on your left-hand side and follow the right-hand footway of Kingsbury Road to reach the entrance to Kingsbury station on your right.

There is a range of shops, restaurants and cafés on Kingsbury Road in the vicinity of the station.

The SL10 express bus service between Harrow and North Finchley has stops in the vicinity of Kingsbury station

Kingsbury station is designed in the Metropolitan Railway Company's cottage style of the 1930s (when the line was operated by that company).

Kingsbury to Queensbury

1.4km

64 From the canopied entrance to Kingsbury station (turning right if exiting the station), continue along the right-hand footway of Kingsbury Road for a few metres to reach a light-controlled pedestrian crossing. Use this to cross the road and continue on the left-hand footway as far as the junction with Brampton Road, where turn left. Follow the left-hand footway of Brampton Road to reach its junction with Princes Avenue.

65 Cross the road ahead, and continue ahead on the left-hand footway of Winchester Avenue, following it all the way to its end. Turn left onto Station Parade, passing shops on the left. Cross Cumberland Road using the pedestrian crossing, and turn right to advance to the entrance to Queensbury station.

There is a convenience shop and a café at the station, and other shops around the green, but it must be admitted that Kingsbury has greater choice.

Bus services include routes to Ruislip, Mill Hill and (on a non-TfL service) Hatfield.

Queensbury station, where the tracks are above ground level, is built in a more functional style than that used for Kingsbury station, though it still incorporates shops, and the signs above the entrance have retained their original design. The station roundel is placed in a garden across the road from the station entrance.

Below — Winchester Avenue under a gloomy sky

Bottom — Queensbury station in similar conditions



Queensbury to Canons Park

2.3km

66 From the entrance to Queensbury station, continue ahead (turning left if exiting the station) and bear off left onto Turner Road. Follow the left-hand footway of Turner Road to its end on Camrose Avenue. Turn left, then cross to the right-hand footway at a pedestrian crossing. Cross over the railway, and follow the right-hand footway to reach the junction with Aldridge Avenue, where turn right onto its right-hand footway.

67 Follow the right-hand footway of Aldridge Avenue all the way to its far end. Turn left and follow Wigton Gardens, still keeping to the right-hand footway, to its end at the junction with Honeypot Lane.

Honeypot Lane is served by buses which run between Tube stations at Edgware and Stonebridge Park, with intermediate stops at Canons Park and Queensbury (Jubilee Line), Preston Road (Metropolitan Line) and Wembley Central (Bakerloo Line, also for Chiltern Line from Wembley Stadium).

Turn right, and follow the right-hand footway of Honeypot Lane past the fire station and across the end of Parr Road to reach the junction with Howard Road, where turn right.

The modern housing on Howard Road and Hitchin Road has been built on the site of playing fields, while the area covered by the fire station and the industry behind it was once a sewage farm. The water feature is fed from the Edgware Brook, which flows parallel to Honeypot Lane.

Follow Howard Road to its end, where turn left onto Hitchin Lane, and follow its right-hand footway to reach Whitchurch Lane.

There is a parade of shops on the other side of Whitchurch Lane with a small supermarket, a café, and a convenience shop.

Turn right along Whitchurch Lane to reach a light-controlled pedestrian crossing. Cross the road here to reach the entrance to Canons Park station.

Water feature, Howard Road



Canons Park to Stanmore

1.9km

68 Just to the east of the entrance to Canons Park station (turn left if you are exiting the station to start a walk), turn left onto Donnefield Avenue and follow it to its far end, where enter Canons Park.

Today, Canons Park is a municipal open space managed by the London Borough of Harrow, but during the sixteenth and seventeenth centuries, a house was erected, being completed in the Jacobean style. During the early part of the eighteenth century, the house was demolished and a new one built in its place for the Duke of Chandos (for whom a set of anthems was composed by Georg Frederic Händel). That mansion was in turn demolished. The 18ha gardens are listed Grade II.



Canons Park

Continue ahead on a path to reach a café at King George V Memorial Gardens.

The café is operated by volunteers, and the opening hours may vary according to staffing availability.

69 Continue beyond the café and bear left to cross the railway and reach Howberry Road. Turn right and follow Howberry Road to its end at Du Cros Road, where turn right.

Turn left onto Merrion Avenue and follow its right-hand footway all the way to London Road, where turn right to reach Stanmore station, the northern terminus of the Jubilee Line.

The houses on Kerry Avenue opposite the station, and at the end of Valencia Road off Kerry Avenue, are prime examples of the modernist architecture which grew up, often around new or newly-enhanced transport hubs (as here) in the two decades after 1920. This area, which was sold out of the Warren House estate in 1921, was slow in being re-developed after the original developer went out of business, possibly owing to the stolid conservatism of potential buyers.

Kerry Avenue

Following the Paris Exhibition of 1925, when Art Deco was introduced to its widest audience, the style was taken up by enthusiastic architects in Britain. Later, the ranks of Modernism were swelled by such notable émigrés as Ernő Goldfinger (who was detested by Ian Fleming — hence the naming of the villain set against James Bond). The plan



for the Warren House estate was to be largely Modernist. However, the sniffy inertia-fuelled conservatism of the British snuffed out this hint of excitement, and only a handful of houses were built in the Modernist style, before the Tudorbethan facsimile style overwhelmed Stanmore's Metro-land as it had all the other areas where it gained a foothold.

The Underground station was opened here in 1932. It was then a branch of the Metropolitan Line: you may be able to see similar architectural signatures (facsimile again, here evoking cottages) in stations such as Croxley (on the Watford branch) or Preston Road.

In 1939, after the boring of new tunnels between Finchley Road and Baker Street, the Stanmore service was transferred to the Bakerloo Line. Forty years later, it became the northern terminus of the Jubilee Line.

Plans were made to extend the line soon after it was built: this would have taken the line in a tunnel out to Bushey Heath (where the line would have linked up with the proposed line from Finsbury Park, part of the Northern Heights project) and Aldenham. The Stanmore part of the enterprise was quashed before the rest of the Northern Heights project (it was dropped from London Transport's Programme of Work for 1936), and after the war, the plans were effectively dead and buried.

The few houses at the east end of Valencia Road were built in 1935, but those in Kerry Avenue were not built until two years later, after the suppression of the idea of tunnel construction on the line of Kerry Avenue. Perhaps the tunnel plan explains the broad central reservation along the southern half of Kerry Avenue, and indeed the later date (1937) for the construction of the houses on Kerry Avenue itself. If you have sufficient time or breath when you reach Stanmore station, a brief diversion up Kerry Avenue to Valencia Road and back would be a worthwhile use of a few minutes.