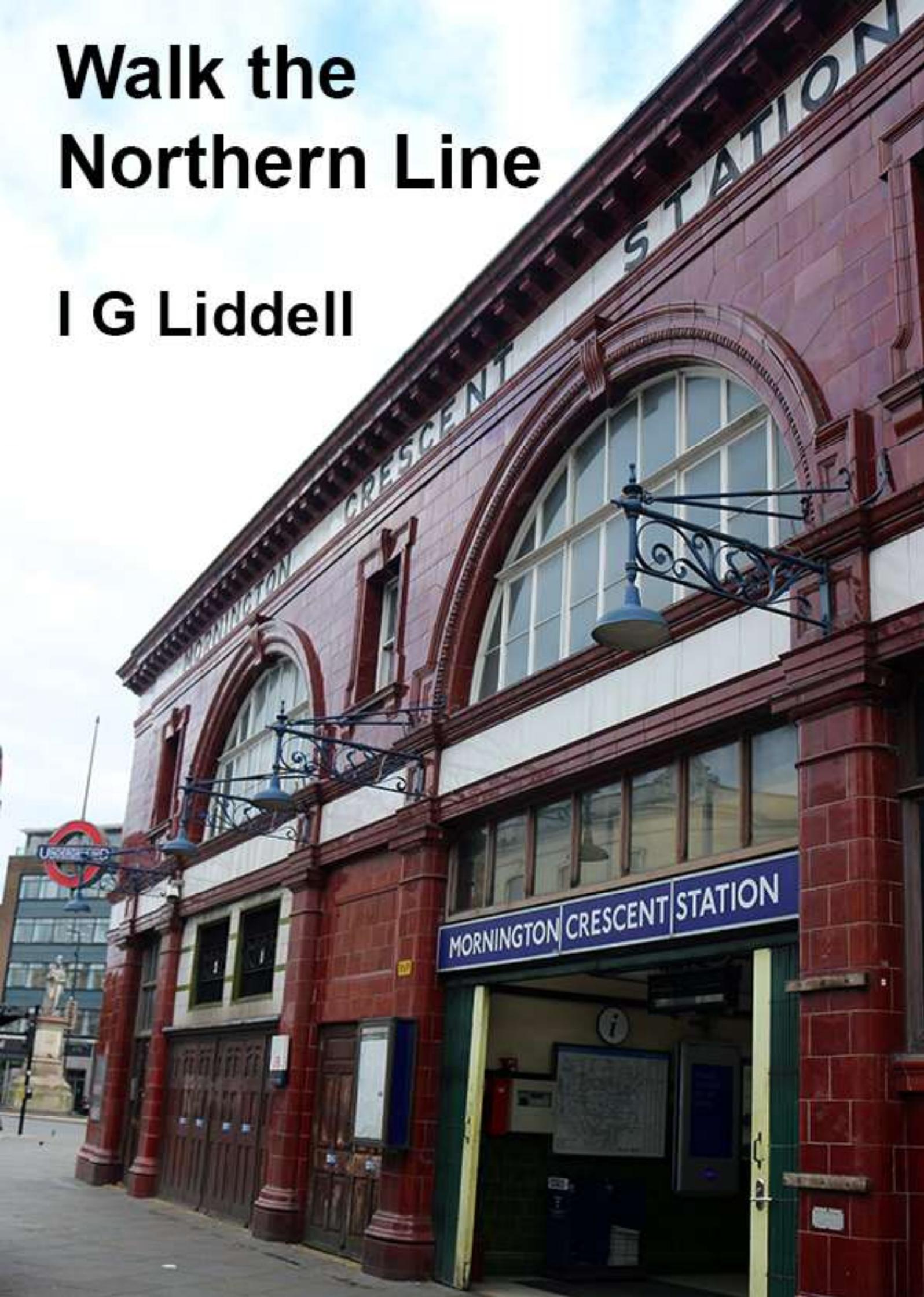


Walk the Northern Line

I G Liddell



The text in this document is merely an indication of what might be possible ... or what might have been possible at the time of researching (2023-24) or later revision. All walking routes are subject to change, but the pace of urban change is greater than in rural areas.

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

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

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Front cover photograph:
Morningside Crescent station

Walk the Underground

Northern Line

Start	Morden station – SM4 5AZ
Finish	Edgware station – HA8 7AW
Distance	40.0km
Duration	8 hours 27 minutes
Ascent	277m

Start	Battersea Power Station station – SW11 8AL
Finish	High Barnet station – EN5 5RP
Distance	31.6km
Duration	6 hours 44 minutes
Ascent	274m

Introduction

The Northern Line has two southern termini, two central sections between Kennington and Camden Town, and two northern termini (three if you count the stub to Mill Hill East). The current line grew out of the City and South London Railway (an embryonic Bank branch) and the Charing Cross, Euston and Hampstead Railway (the Charing Cross branch, poking slightly northwards). The extensions to Edgware, High Barnet and Morden are the result of a 1920s drive, and the link to Battersea Power Station station is much more recent, having opened during 2021.

Two walking routes are described, viz.

- Morden to Edgware *via* Bank (*see* page 5)
- Battersea Power Station to High Barnet *via* Charing Cross and Mill Hill East (*see* page 41)



Morden to Edgware *via* Bank

40.0km; 8hr 27min
277m ascent

Introduction

1 The Morden branch of the Northern Line begins, naturally enough, at Morden station.

The stations of the Northern Line extension to Morden form the first major London Transport commission for Charles Holden (1875-1960), who was responsible for a number of new stations on the Piccadilly and Northern Lines when these lines were extended north and south/west.

Charles Holden was born in Bolton, and his early work included commissions from William Hesketh Lever (later ennobled as Lord Leverhulme) for Port Sunlight, his company village on the Wirral peninsula, Merseyside. He was responsible for important works in Bristol too, but his best-known work is in London, particularly his Tube stations. He contributed greatly to the Piccadilly and Northern Lines when these lines were extended north and south/west during the 1930s.

Morden station



Though the platforms at Morden station are open to the air, the lines soon enter the longest tunnel on the entire Tube network — 27.8km to East Finchley via Bank.

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

The map at <https://explore.osmaps.com/route/15512734/> has details of the route.

Route

Morden to South Wimbledon

2.8km

2 Turn left on exiting the station and follow the left-hand footway of London Road to its end at a roundabout. Bear left to follow the left-hand footway of Morden Road, crossing over the end of Kenley Road. Cross Morden Road by the light-controlled pedestrian crossing ahead and enter Morden Hall Park.

Fork right at the next two path junction and cross a footbridge. At the next path junction, turn left.

For the National Trust centre (with café and toilets), follow the signs to the Snuff Mill.

Follow the Wetlands Walk (accompanied by the Wandle Trail) to its end, and bear right (with the Wandle Trail) to reach and cross the tramway whose services connect Wimbledon and Croydon.

The Wandle Trail is a 20km route, sponsored by the boroughs through which it passes and managed by Merton council. The route follows the River Wandle from its source in Croydon to its outflow to the River Thames at Wandsworth: it constitutes a very pleasant day or two's walking. Details may be found at

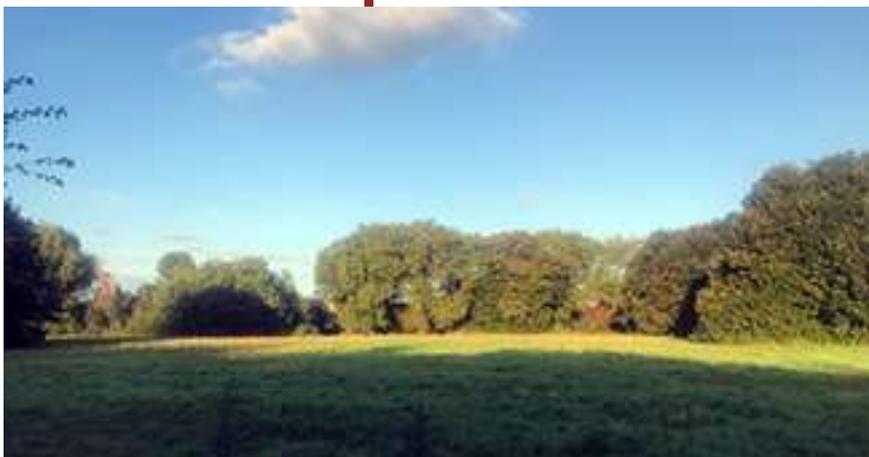
<https://www.merton.gov.uk/leisure-recreation-and-culture/local-attractions/the-wandle-trail>

In particularly wet weather, some of the Wetlands route may be slippery. To take a drier route (underfoot, at least), take the left-hand

fork at the first junction after entering the park, then pass a path coming in from the right before forking right (north-east) and following the tarmac path to the tramway crossing.

3 Follow the path ahead, taking a right turn and then a left turn to reach the river. Follow the path which

Morden Hall Park



squeezes between Deen City Farm (on the left) and the river (on the right) to reach the farm's car park. Continue ahead on the path with the river still on your right. Cross Windsor Avenue and continue ahead to reach Merantun Way, with the Merton Abbey Mills site across the river to your right.

Merton Abbey Mills formerly housed the print mills for the textiles made by Liberty and Company – in fact, the mills' ownership gave the area its original telephone exchange code of LIBerty (542). The mills were once part of Merton Abbey and were held by a succession of companies after the Dissolution: Liberty's tenure lasted from 1904 to 1972.

There is now a pub within the Abbey Mills complex.

Cross the busy Merantun Way at the light-controlled pedestrian crossing and continue ahead through an archway to reach Station Road, where turn left.

The station was Merton Abbey on the line between Wimbledon and Tooting. The railbed is largely given over to a footpath – except where it has been gobbled up by Merantun Way.

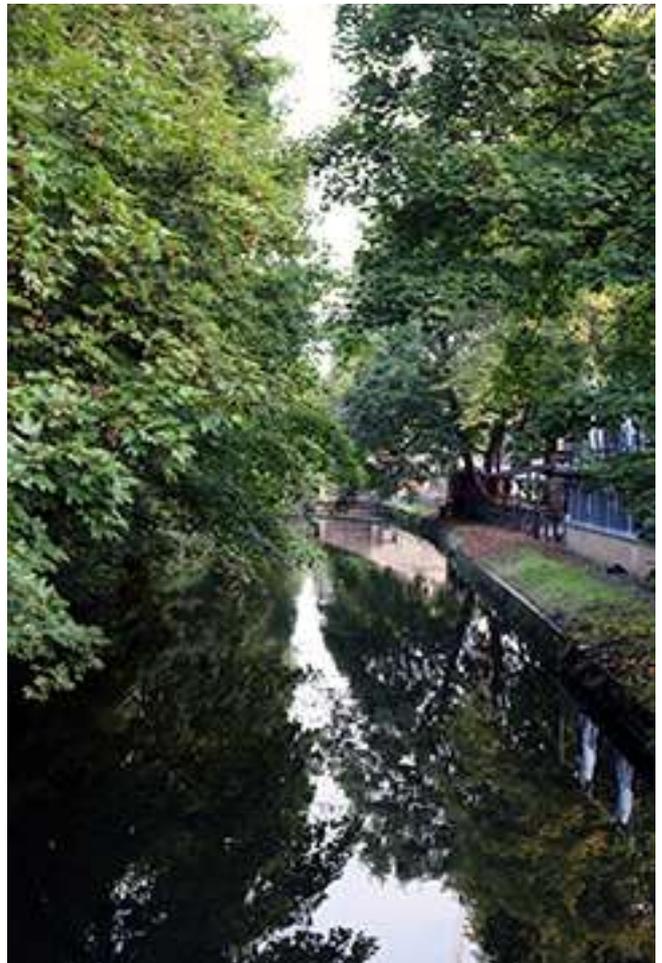
Turn left onto Station Road and follow its left-hand footway to the junction with Abbey Road, Continue ahead on the left-hand footway of High Path, passing two schools on the left, to its end at Morden Road.

On your left as you approach Morden Road, in a small park, is a memorial to Admiral Lord Nelson, who lived locally at Merton Place.

Turn right to follow the right-hand footway of Morden Road to reach the entrance to South Wimbledon station on your right.

South Wimbledon to Colliers Wood 1.1km

4 At the entrance to South Wimbledon station, cross Merton High Street ahead using the divided light-controlled pedestrian crossing. Turn right



River Wandle approaching Merton Abbey Mills



Nelson Gardens



Colliers Wood station

to follow the left-hand footway to the junction with Haydons Road.

There are opportunities for refreshment and replenishment all the way along Merton High Street.

5 Continue along the left-hand footway of Merton High Street, crossing Haydons Road using the light-controlled pedestrian crossing a few metres to your left. At the junction with Abbey Road on your right, pass a pub (also on your right) with a fine

original exterior, and another homage to Nelson. Continue ahead, crossing the River Wandle, to reach the entrance to Wandle Park on your left.

A large triangle in the south of the park was, until the early part of the twentieth century, a millpond for flour mills at Wandlebank, downstream to the north.

Pass a hotel on your left to reach the entrance to Colliers Wood station on the far side of the road, accessing the station if necessary by means of a light-controlled pedestrian crossing.

Colliers Wood station is another of Charles Holden's designs, and the pub opposite the station entrance is named after Holden. Before the coming of the Underground, the site of the station was occupied by a smithy, and earlier by a tollhouse and turnpike gate.

Colliers Wood to Tooting Broadway

1.3km

6 If you are exiting the station, cross the road at the station entrance using the light-controlled pedestrian crossing and turn right. Follow the left-hand footway of High Street, crossing many side roads.

The area around Colliers Wood was rural, with only the road to Leatherhead passing through, until the final years of the nineteenth century, when houses took over from fields. One of the side-roads which you will cross is named College Road, but there is no trace of a college in that location. The next road is named University Road (one-upmanship?), but again there is no trace of a university. If you build it, they won't come?

Cross over the railway (it is the Thameslink line between Herne Hill and Wimbledon), and continuing to the junction with Blackshaw

Road, crossing the latter using the light-controlled pedestrian crossing. As you do so, you also cross the borough boundary, from Merton into Wandsworth.

7 Continue along the left-hand footway of High Street, now full of shops and businesses, crossing more side-roads, these with views of St George's Hospital off to your left. Cross Coverton Road and continue to the junction with Garrett Lane, where the statue of King Edward VII stands



guard over the entrance to Tooting Broadway station, over on your right on the other side of High Street.

Tooting Broadway station

All facilities may be found on High Street, Garrett Lane, and Mitcham Road.

Tooting was a settlement before the invasions by the Saxons, and indeed the High Street which we have been following is laid on the line of the Roman Stane Street between Londinium (London) and Noviomagus Regnorum (Chichester). It is thought that the name is derived from a Saxon word meaning "the settlement of the people of Tota (probably a local chieftain).

Following the Conquest in 1066, land was given to the Norman lord de Gravenel family, and the area became known as Tooting Graveney. To the north, the land was given as a manor to the abbey of Bec-Hellouin, near Brionne in Normandy, and hence became Tooting Bec.

Tooting Broadway to Tooting Bec

1.0km

8 If you are exiting Tooting Broadway station, turn left and cross High Street by the light-controlled pedestrian crossing, and turn right. Cross Garrett Lane using the light-controlled pedestrian crossing and follow the left-hand footway of High Street, passing the 1930 market hall on your right, to the junction with Hebdon Road.

Note on the left the splendid building topped by the initials RACS. This was one of many branches of the Royal Arsenal Co-operative Society, founded in Woolwich in 1852 by workers at the Royal Arsenal there. The Society ceased trading in 1987, having failed to modernise (caused, as some have said, by a toxic and stultifying excess of democracy). Though many former RACS premises are still functioning as Co-operative premises, this one is now a budget



Tooting Bec station

hotel with a supermarket on the ground floor.

9 Continue ahead to the junction with Ansell Road, where there is a tiny triangular piazza with a bench. Continue ahead, passing a gurdwara with the Royal Arms above the door, to reach the junction with Trinity Road. Cross the road by the light-controlled pedestrian crossing to reach the Trinity Road entrance to Tooting Bec station. There is another entrance diagonally across the junction at the corner of Tooting Bec Road.

There are all facilities in the vicinity of the station.

Tooting Bec to Balham 1.0km

10 If you are exiting Tooting Bec station, take the Trinity Road exit and turn left. Follow the left-hand footway of what is now Balham High Road. After you have crossed Marius Road, you will pass a Polish church on the left.

11 Continue straight on ahead, passing the Brobdingnagian Du Cane Court estate of 677 flats on the left, to pass beneath the railway (noting as you pass the tilework on the walls beneath the tracks) to reach Balham station

Du Cane Court, viewing the north-western corner from Balham Park Road



Du Cane Court was built in Art Deco style between 1935 and 1938 as luxury flats with piped heating, water and radio. During the Second World War, the building was requisitioned to house military personnel and civil servants in an area with good transport links to central London. There was also an on-site intelligence facility. After the war, the block returned to civilian use, when Margaret Rutherford took up residence in one of the flats. After a decline during the 1970s, the building was

renovated and returned to its status as one of the finest apartment blocks in London, with services to match.

There are two matching entrances to Balham station, one on each side of Balham High Road ahead. Once again, Holden makes best use of any constraints or opportunities.

Balham is probably best known to the post-war generation as being the “Gateway to the South” in a mock-travelogue sketch spoken (all the parts) by Peter Sellers, and written by Frank Muir and Denis Norden.

Balham station is also served by National Rail services to and from Victoria station.

Balham to Clapham South

1.2km

12 Cross Chestnut Grove by the light-controlled pedestrian crossing and continue ahead, following the left-hand footway of Balham High Road through the throng of shops to reach the junction with Dinsmore Road, by which point the street-name has changed to Balham Hill.

13 Continue ahead. Pass a former Art Deco cinema (built as the Odeon in 1938 and now a wine shop) on your left to reach Clapham South station using the light-controlled pedestrian crossing outside the station.

Clapham South station is the first of the stations on the Morden extension. It was opened in 1926, and the station building was designed by Charles Holden (1875-1960) in a style generally replicated in the stations all the way to Morden. Details of Holden’s life and work may be found on page 5.

Clapham South to Clapham Common

1.3km

14 Cross Nightingale Lane using the divided light-controlled pedestrian crossing to reach the corner of Clapham Common. Bear left ahead to follow a thin track to reach The Avenue (part of the South Circular Road) at the end of the Nightingale path. Cross the road using the light-controlled pedestrian crossing, and continue ahead on a path. Cross Windmill Walk and pass a play area on your right-hand side.

*Drinking fountain (disused),
Clapham Common*





Top — Clapham Common station and clocktower

Above — former Temperance Billiard Hall

There are toilets off to the right just beyond the play area — not the ones for children in the play area, but those in the rather more spartan building on the left-hand side of the access path.

15 Continue ahead across the common, passing Long Pond on your right. Cross Rookery Road using a pedestrian crossing, and continue ahead to cross Long Road using the light-controlled pedestrian crossing.

Take the right fork ahead to reach the edge of the common at The Footway, with an ornate former drinking fountain over to your left. Cross the road using the divided light-controlled pedestrian crossing at follow the left-hand footway to Clapham Common station, over on your right.

Clapham Common was the second southern terminus of the line, and was opened in 1900. The extension to Morden was not completed until 1926.

Clapham Common to Clapham North 0.7km

16 Pass the clock tower and continue along the left-hand footway of Clapham High Street.

Clapham High Street is one long line of shops, cafés, restaurants and pubs.

Continue along the left-hand footway of Clapham High Street to reach and cross the junction with Clapham Manor Road.

17 Continue along the left-hand footway of Clapham High Street to reach and cross the junction with Edgeley Road.

Just beyond Edgeley Road, on the right, is a fine arched building which now houses the offices of an architectural practice. It was built in 1910 as a Temperance Billiard Hall with money raised from within the Temperance Movement. There were about fifty of these

around the country, most of them in Greater Manchester and London. There were 24 in the capital, including one in Fulham which is listed Grade II and is now (oh, the irony!) a pub called The Temperance.

Continue ahead to reach the junction with Voltaire Road, just in front of the railway bridge.

Clapham High Street station on the Windrush Line of the Overground is off to the left along Voltaire Road.



Pass beneath the railway to reach the entrance to Clapham North station on the other side of the road.

*Violette Szabo memorial,
Stockwell*

Clapham North to Stockwell

1.0km

18 Continue ahead on the left-hand footway, now on Clapham Road, to reach the junction, on your right, with Mayflower Road.

19 Continue ahead. Pass a large Brazilian market shop to reach Stockwell station on your left.

Stockwell was the first southern terminus on this line, and the station opened in 1890.

In the vicinity of the station, there is a café, a sandwich shop, and a convenience shop.

Stockwell to Oval

1.3km

20 Cross Binfield Road using the light-controlled pedestrian crossing, then pass between the clock tower war memorial and the Violette Szabo memorial on the rotunda of a deep-level underground shelter.

Violette Szabo (1921-45) was a secret agent during the Second World War. On her second overseas mission, she was captured, tortured, and removed to Ravensbrück concentration camp, where she was executed. It is claimed that the statue is the first in Britain of an Afro-Caribbean person.

Continue along the left-hand footway of Clapham Road, following it to the corner of Lansdowne Road.



Kennington Park

Here, there is a Portuguese delicatessen on the corner; beyond it, there is a café/restaurant which offers traditional British breakfasts through to Portuguese main meals.

21 Continue ahead on the left-hand footway of Clapham Road to reach the entrance to Oval station on your left.

On the right, just before you reach the station, is a large brick building. It was built in stages between 1899 and 1925 as the Belgrave Hospital for Children. The hospital was founded in 1866 in Pimlico before transferring to Kennington.

*Civilian memorial,
Kennington Park*



Note that Oval station will be very busy when the English team is playing cricket next door.

Oval to Kennington 1.2km

22 Turn right at Oval station entrance and cross Clapham Road using a divided light-controlled pedestrian crossing. Enter the churchyard ahead, keeping the church building on your right. Exit the far end of the churchyard, and use another pair of light-controlled pedestrian crossings to cross over Brixton Road.

Bear left to reach Camberwell New Road, and cross it using a light-controlled pedestrian crossing. Turn left to follow the right-hand footway of Kennington Park Road to reach a gate which lets you into Kennington Park on the right. At a fork in the path, choose the left-hand option and follow it round a gentle curve to the right to reach a path on the left which leads to

a park gate. Turn left to reach a pillar, with a standing stone on the right.

The pillar is all that remains of the Tinworth Fountain, which was destroyed during the London Blitz. The standing stone is a memorial which commemorates more than 100 civilians who were killed by a direct hit on the air raid shelter in which they were sheltering during the Blitz. On the face of the stone, the carved inscription has words by Maya Angelou:

*History, despite its wrenching pain,
cannot be unlived,
but if faced with courage
need not be lived again.*

Return from the memorial and turn left to continue along the main path which runs parallel with Kennington Park Road on the left. Pass on your left a small house, built to a design approved by Prince Albert and called Prince Albert's Model Cottage.

These cottages were built to improve housing conditions for the working class, an aim which was dear to the Prince. He intended that one should be built within the grounds of the 1851 Great Exhibition, but the organisers thought that its presence might lower the tone of the Exhibition.

Continue along the path to its end, and follow the path round to the left. Pass a war memorial on the right and exit the park onto Kennington Park Road.

23 Continue ahead, following the right-hand footway of Kennington Park Road, to reach Kennington station on the right.

Kennington station is the junction station for the Charing Cross and Bank branches to the north, and for the branches to Morden station and Battersea Power Station station to the south. The station was built in 1890, and the hydraulic equipment for the lifts was housed under the dome. The original design of Borough station (ahead) was almost identical to the design of Kennington.

What is now the branch of the Northern Line between Kennington and Morden was built in three stages: Stockwell (opened in 1890) was the original southern terminus; stations as far as Clapham Common opened in 1900, and

Kennington station



the line to Morden was completed in 1926. Plans to extend the line farther south were thwarted by internecine railway politics, and after 1945 there was simply no will and no money.

Kennington to Elephant and Castle

0.8km

24 If exiting the station, turn right. Follow the right-hand footway of Kennington Park Road to the junction with Kennington Lane.

25 Continue ahead to follow the right-hand footway of Newington Butts to reach Walworth Road under the shadow of the "Razor" tower (actually called Strata).

On the right, there is a small shopping area which contains a convenience shop and restaurants.

Cross over Walworth Road using the light-controlled pedestrian crossing and continue ahead, still on the right-hand footway of Newington Butts, to reach the Northern Line entrance to Elephant and Castle station.

The Elephant and Castle shopping centre survived over fifty years of its (often grim) Brutalist existence, but is now demolished (along with the contemporary Heygate housing estate). The area has seen great change in the past twenty years, with students of two universities pouring into the area. New housing, such as the "Razor" tower, has brought many new residents to an area which is very close to central London. Dim walkways are being replaced by open-air routes across the junction.

Elephant and Castle station was opened in 1890, and was rebuilt during the 1920s. The current station dates from 2003. To the north-west, another station entrance (in typical Leslie Green style) dates from the opening of the Bakerloo Line station in 1906.

Elephant and Castle to Borough

0.9km

26 Follow the footway round to the right from the station entrance, keeping the square block of the Michael Faraday Memorial on your left. Pass to the right of a mature tree, and continue ahead to cross New Kent Road by a light-controlled pedestrian crossing. Turn left, and take the right-hand footway of Newington Causeway. Pass beneath the railway to reach the junction with Borough Road. Cross Harper Street by the light-controlled pedestrian crossing to join the right-hand footway of Borough High Street.

There is a pub on the corner of Borough High Street and Borough Road, on the other side of the street.

27 Continue ahead on the right-hand footway of Borough High Street to reach Borough Station (on the other side of the road).

Borough station dates from 1890, though little remains of that building: the current station building was constructed during the 1920s.

Borough to London Bridge **0.5km**

28 Follow the right-hand footway of Borough High Street to reach the junction with Newcomen Street. Cross over Newcomen Street using the light-controlled pedestrian crossing.

29 Continue along the right-hand footway of Borough High Street, keeping right at the gushet by the war memorial

Just beyond the war memorial, on the right, is George Yard, which contains the George Inn, a seventeenth-century timber-framed coaching inn with a courtyard and galleries.

Follow the right-hand footway to the entrance to London Bridge station.

Across Borough High Street, 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 expansion of “food to go” establishments, and particularly to the large number of people (including generally bored tour groups) who are only present to take photographs and to prevent pedestrian traffic flow.



*George Inn,
off Borough High Street*

*Borough Market without the
bored tour groups and
other non-purchasers*



London Bridge to Bank

1.0km

30 From the Borough High Street exit from London Bridge Underground station, continue northwards (turning right if exiting the station, to the junction with St Thomas Street. Here, cross over Borough High Street by the light-controlled pedestrian crossing and turn right to continue along the left-hand footway. Pass beneath the railway and continue to the junction of Tooley Street at Findlater's Corner, so named after a wine merchant who had a shop here.

Just before the corner, there is on the right a fine arched doorway which, according to the decorative Art Nouveau text, was once a branch of Express Dairies, with (amongst other facilities, a smoking room and a ladies' room. How the mighty are fallen — it is now a branch of a ubiquitous chain of foreign coffee shops.

The main entrance to London Bridge railway station is on Tooley Street to the right. There is also an entrance to the Tube station on Tooley Street.

The mainline railway station at London Bridge 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/>

Continue ahead to cross London Bridge on its left-hand footway.

The first bridge across the River Thames at this point was probably a military pontoon bridge built during the invasion campaign of 43CE, but (again, probably) the need for a permanent crossing on the road between Dubris (Dover) and Camulodunum (Colchester, the first capital of Roman Britain) meant that a timber bridge was built. This bridge was about 30m downstream from the current bridge. Small settlements became established on each side of the

Looking upstream from London Bridge, with St Paul's and Cannon Street station bathed in winter's early morning light



bridge, principally as trading centres used by those crossing the bridge, the northern one growing into Londinium, which fairly soon became established as the mercantile and civic capital of the Roman province.

After the Romans departed, the bridge (along with the rest of Londinium) fell into disrepair, and the two warring kingdoms of Mercia and Wessex saw no need to build a new one — shades of Esztergom, where the bridge over the River Danube, destroyed during the Second World War, was not restored during almost half a century of Communist “comradeship” between Hungary and Czechoslovakia, but is now rebuilt as a major link between Hungary and Slovakia.

The first rebuild of London Bridge was in late Saxon times, probably in the ninth century, but this was destroyed as part of the campaign against Danish invaders. After the Norman Conquest in 1066, there was a sequence of four bridges, all timber.

The first stone bridge was built in 1209, and it lasted until 1831. It was the only bridge downstream from Kingston until the building of Putney Bridge in 1729. This is the bridge with buildings along its full length which is well-known from seventeenth-century prints. The frequent need to repair the bridge after collapses of buildings or arches gave rise to the well-known nursery rhyme.

At the centre of the bridge was a chapel, a memorial to Thomas à Becket, and this was declared to be the official start of the pilgrimage to Canterbury (it explains the mention of the Tabard inn in Southwark at the start of Geoffrey Chaucer’s *Canterbury Tales*).

The next London Bridge to be built, in 1831, was a five-arched bridge designed by John Rennie and built in granite: this was the bridge which moved the crossing 30m upstream. The reduction of the arches from nineteen to five increased the ebb and flow of the tides on the river, the flow and the salinity meaning that Frost Fairs became a thing of the past, and the increased flow also caused damage to the foundations of Rennie’s own Waterloo Bridge, which had to be replaced by the current Waterloo Bridge, designed by Sir Giles Gilbert Scott (who also designed the telephone box). Scott was the grandson of Sir George Gilbert Scott, whose signature building is the iconic hotel frontage of St Pancras station.

The current London Bridge was opened to traffic in 1973 by Queen Elizabeth II.

Follow the left-hand footway of King William Street to reach Monument Street on the right.

*Underground entrance,
Bank of England building*





Royal Exchange

To the right, you will see the monument to the Great Fire of London (1666). It was designed by Sir Christopher Wren, and if you can manage the 311 steps, you may view London from the top. The Monument is open daily between 0930 and 1800, though it still has a retro-style lunchtime closure between 1300 and 1400.

Follow the right-hand footway to the junction with Eastcheap and Cannon Street. Cross Cannon Street by the light-controlled pedestrian

crossing, or use the underpass to make the crossing to the King William Street (North) exit

31 Follow the right-hand footway of King William Street to the major junction, with the Bank of England ahead across the junction, and Mansion House, the official residence of the Lord Mayor of London, on your left.

This office of the Lord Mayor of London is not to be confused with the office of the Mayor of London. The latter is mayor of the 32 London Boroughs, and is elected on a four-year term by popular suffrage. The Lord Mayor represents the City of London (a separate county from Greater London) and is appointed by the council of the Corporation of London for a one-year term.

Moorgate station



Cross Threadneedle Street, passing the Royal Exchange (and the Duke of Wellington) on your right, to reach the corner of Princes Street, where there is an entrance to Bank station set into the wall of the Bank of England building.

Bank station is served by the Central Line, the Northern Line, the Waterloo and City Line, and the DLR. It is linked by underground walkways to Monument station on the Circle Line and the District Line.

The current interlinked Bank/Monument station complex has been so since 1933. Monument station opened in 1884 as part of the completion of what is now the circular part of the Circle Line, The Waterloo and City Railway (now the Waterloo and City Line) station opened in 1898, followed two years later by the City and South London Railway (now the Northern Line) and by the Central Railway (now the Central

Line). The DLR arrived in 1991 — commuters, it seems, found the walk from Tower Gateway intolerably long for people of their self-proclaimed (and loudly so) exalted status.

The knitting together of the complex took place gradually, with the latest works being completed in 2023. The station now has 16 entrances, five ticket halls, 27 escalators, and four moving walkways, greatly improving passenger flow between the street and the platforms, and for passengers changing trains.

Bank to Moorgate

0.5km

32 Follow the right-hand footway of Princes Street, crossing Lothbury using the light-controlled pedestrian crossing, and continue along the right-hand footway to reach Great Swan Alley on the right,

33 Continue ahead to reach the junction with London Wall. Cross the road ahead using the light-controlled pedestrian crossing, and continue along the right-hand footway of Moorgate to reach the entrance to the station.

Moorgate station is served by the Northern, Metropolitan, Circle, and Hammersmith and City Lines of the Underground, and by National Rail service to and from Stevenage. The station also contains direct access to the Liverpool Street station on the Elizabeth Line.

Moorgate to Old Street

0.8km

34 Follow the right-hand footway of Moorgate, crossing South Place by the light-controlled pedestrian crossing.

The street-name changes to Finsbury Footway. Continue ahead across the end of Lackington Street, then cross Finsbury Square at its south-western corner by the light-controlled pedestrian crossing.

At the north-western corner of Finsbury Square, cross the road ahead (without the benefit of pedestrian control), and turn left to cross the road and continue on the left-hand footway, to reach the junction

*Honourable Artillery
Company headquarters*



with Worship Street (on the right) and Tabernacle Street (ahead on the right).

35 Keep to the right-hand footway, passing on the left the headquarters of the Honourable Artillery Company and Bunhill Fields, with John Wesley's House on the right.

The Honourable Artillery Company was raised in 1537, and is now a key part of the Army Reserve. It provides ceremonial Guards of Honour at Guildhall and Gun Salutes at the Tower of London. It is the only Intelligence Surveillance and Reconnaissance unit in the Army Reserve.

Bunhill Fields Burial Ground is a cemetery for Nonconformists dating from the seventeenth century — amongst many buried here are John Bunyan, Isaac Watts, Daniel Defoe and William Blake.

Advance along City Road to reach Silicon Roundabout (so called because of the profusion of technology firms in the area) at the stairs which lead down to Old Street station.

Old Street station is served by the Northern Line and by National Rail services between Moorgate and Stevenage.

From this point to Euston Square Underground station, you will be following (with minor excursions to the right at Angel and at Euston station, the line of London's first by-pass, the New Road, which was laid out in 1756. The line of the New Road is now taken by City Road, Pentonville Road, Euston Road and Marylebone Road.

Old Street to Angel

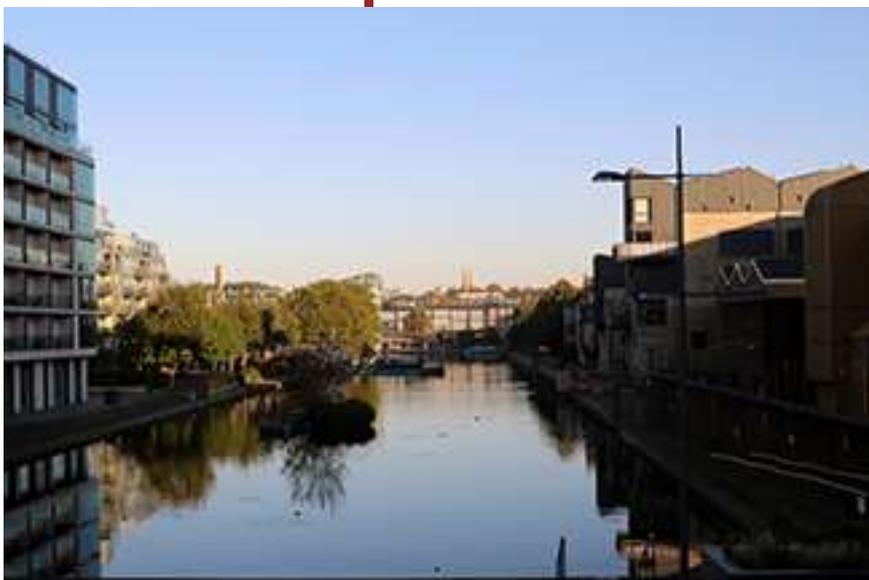
1.6km

36 Continue along the left-hand footway to the junction with Old Street, and cross the road by the light-controlled pedestrian crossing. Turn right to take the left-hand footway onto City Road. Pass the imposing Leysian Mission building, now transformed (through questionable progress) from a Methodist

City Mission into high-end residential flats. Similar progress may be seen just ahead at the building which housed the Alexandra Trust Dining Rooms (now a hotel).

The Alexandra Trust was established in 1898 by Princess Alexandra (later Queen Alexandra, wife of King Edward VII) along with the Duke of Norfolk and Sir Thomas Lipton (the tea magnate) to provide meals

City Road basin



for urban workers. Lipton contributed £100000 at first (and more later): his knowledge of the economies of scale and of the assembly line drove the idea, and the Dining Rooms were able to serve 12000 people every day.

The cost of dining started at a halfpenny (about 0.2p) for tea or coffee or cocoa, soup or porridge, bread with butter and jam, a piece of cake, and a pastry or dessert.

The top of the range, though, was a three-course meal for fourpence-halfpenny (a shade under 2p). This bought a bowl of soup, roast meat (pork, beef or mutton) or ham, or Irish stew, or steak pudding, or liver and bacon. It included two vegetables and bread, and tea, coffee, cocoa or a pastry.

It is said that there was some public surprise that the wife of the then Prince of Wales would spearhead this enterprise — perhaps her Danish outlook was different from that of the British..

Follow the left-hand footway of City Road. Where the road bends to the left, you will pass Moorfields Eye Hospital (officially the Royal London Ophthalmic Hospital) on the right. If you cannot see it, perhaps a visit might help!

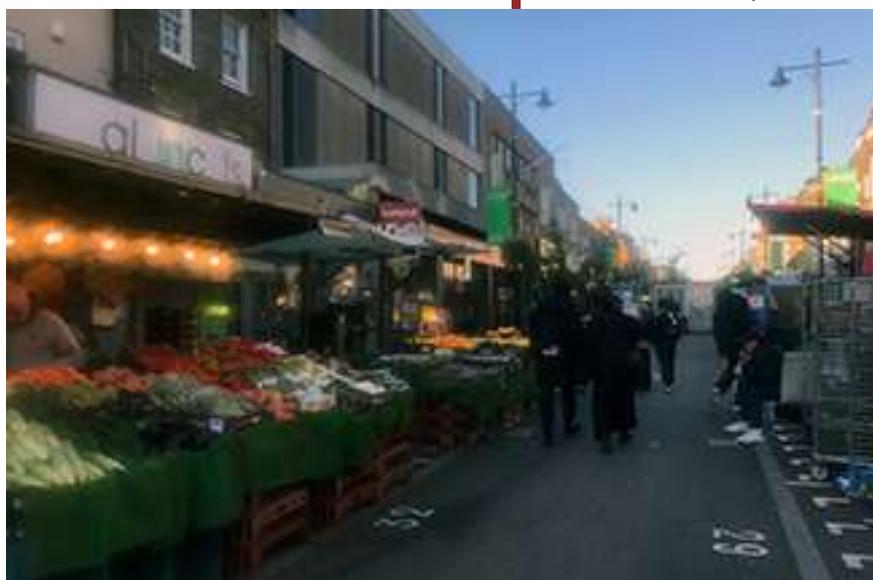
Continue along the left-hand footway of City Road to reach and cross Dingley Street. Cross to the right-hand footway using the divided light-controlled pedestrian crossing. Pass a petrol station and a fast-food outlet to reach Wharf Road.

Just beyond Wharf Road, you may detour onto the raised piazza on the right to gain a view of City Road basin, which is served by the Regent's Canal.

37 Continue along the right-hand footway of City Road to rise to Angel junction.

The Angel, Islington is one of these London phrases which seem to come out as a single word. Decades of popular exposure via the games of both *Monopoly* and (later) *Mornington Crescent* have fixed it in the capital's vocabulary. The original "Angel, Islington" was a coaching-house, and the domed building which occupies the north-western corner of the junction is just the latest building to occupy the site. Built in 1903 with warm London terracotta facing (which was so very fashionable at the time), and originally a hotel, it has now been converted into offices.

The modern block which takes the southwest corner (called the Angel Centre) stands on



Chapel Market

the site of the coaching inn's stables: they were cut off from the inn in 1756 when the New Road (at the time, London's northern ring road) was built.

Though the hotel is now long gone, as is the Lyon's Corner House which was established on the site in 1921, there still exists an Angel Inn next door on Islington High Street — today, it is a branch of the ubiquitous chain of thousands of JD Wetherspoon pubs across the country.

Turn right to reach, after about 80m, the entrance to Angel station on the right.

Angel station was built in 1901 and was re-modelled in 1991. It contains the longest escalators on the London Underground.

Upper Street and the surrounding streets contain all facilities, from toilets (in the Angel Central shopping centre on Parkfield Street) to an exhibition hall.

Angel to King's Cross St Pancras 1.6km

38 If you are exiting Angel station, turn right. Follow the right-hand footway of Islington High Street for 60m, then cross over to the left-hand footway by the light-controlled pedestrian crossing. Take the right-hand footway of Liverpool Road ahead, and cross to the left-hand footway by a pedestrian crossing at the junction with Chapel Market. Pass along Chapel Market.

Chapel Market is lined with a wide variety of shops, cafés, restaurants and pubs, and has a street market which operates on six days of the week. If you are looking for a quiet stroll here, choose a Monday, the only day that the market is not held.

At the far end of Chapel Market, turn left onto Penton Street and follow its right-hand footway to reach Pentonville Road. Descend

King's Cross station

Left — south frontage

Right — western extension



the right-hand footway of Pentonville Road to its junction with Penton Rise. Joseph Grimaldi Park is on the right.

Joseph Grimaldi (1778-1837) was one of the most popular entertainers of the Regency period. He was instrumental in establishing pantomime as an art form in Britain, and his clown characters were so successful that the standard name for a clown became Joey. Charles Dickens, writing as Boz, brought together tales of Grimaldi's work in a set of "memoirs", and was surprised at how well the publication sold. The former church, in whose churchyard Grimaldi was buried, is now the headquarters office of the Royal National Institute of Blind People.

39 Continue on the right-hand footway of Pentonville Road past Joseph Grimaldi Park to reach and cross York Way, with the "lighthouse" building across the road on your right.

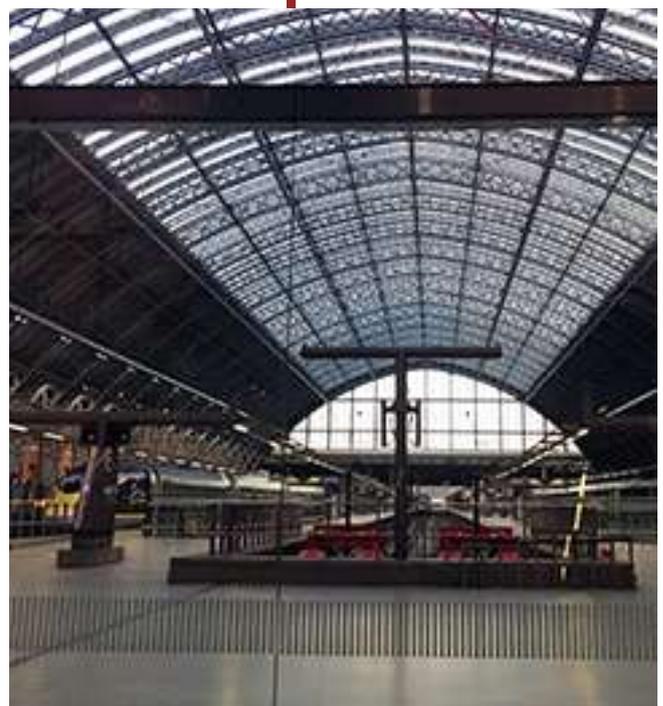
A statue of King George IV stood at this junction (whence the name "King's Cross", which pushed out the previous name for the area, Battle Bridge). However, the statue proved to be as popular as the king, and was pulled down with no ceremony as soon as possible.

Walk to the far end of King's Cross Square, with the mainline station on your right, to reach the junction with Pancras Way. The entrance to King's Cross St Pancras station is on your right, and the monumental bulk of St Pancras station is ahead.

King's Cross station was opened in 1852 in a style which was much more restrained than the flamboyant "noisy neighbour", St Pancras, which came along ten years later. The jewel in the King's Cross crown was the fast service to Edinburgh Waverley, with services such as the *Flying Scotsman* and iconic locomotives such as Sir Nigel Gresley's *Mallard*. The area to the west of the trainshed became the focal point of the station with its refurbishment in 2014. There is a statue of Gresley on the western concourse, but the proposal to have a mallard duck at his feet (he was interested in waterfowl) was vetoed by two family members, who clearly did not have the measure of their grandfather.

St Pancras station opened in 1868, having been constructed by the Midland Railway Company (with William Barlow as the architect) as their own London terminus (having experienced congestion problems while sharing Euston station with the London and North Western Railway. Soon afterwards, the Midland Grand Hotel was built onto the Euston Road façade. The hotel was designed by Sir George Gilbert Scott in a flamboyant neo-Gothic style to impress customers and to cement the Midland railway's reputation. The tracks were built at first-floor level so that the Regent's Canal could

*St Pancras station:
Eurostar platforms
beneath the Barlow roof*



be bridged (rather than tunnelled, as at King's Cross — the only terminus approach to pass beneath the canal).

By the 1960s, St Pancras had become dark and dowdy, with Barlow's roof blackened by the soot, and there were plans to demolish the building. After a long campaign, in which John Betjeman (later Poet Laureate) played a major part, the station was saved. There is a statue of Betjeman looking upwards within the station today. The station was saved, but the hotel, which had been used as offices, was stagnant and was closed.

With the advent of Eurostar services, the entire station was refurbished, returning the Barlow roof to its pale blue original colour, and the hotel was refurbished in suitably grand style.

Freight had always been as important to the Midland Railway as passenger traffic, with beer from Burton-on-Trent a mainstay. The ground-floor undercroft of the station was built deliberately with pillars to maximise the capability for storage of beer and other goods, and there was an extensive goods yard to the west of the station. The British Library and the Francis Crick Institute now cover much of the land occupied by the goods yard. Today, the ground floor is given over to retail with little or no connection to railways, so much so that St Pancras is often called "a nice shopping mall with a station attached".

King's Cross St Pancras to Euston 0.8km

40 Continue ahead on the right-hand footway of Euston Road, passing St Pancras station and the British Library, crossing over the end of Midland Road using a light-controlled pedestrian crossing. Continue to the junction with Ossulston Street, which leads into the heart of Somers Town.

Both Charles Dickens and Thomas Hardy knew Somers Town. Mary Wollstonecraft, author of *A Vindication of the Rights of Women*,

died in Somers Town, having given birth to her daughter, who would become Mary Wollstonecraft Shelley, author of *Frankenstein*. The area is named after Charles Cocks, 1st Baron Somers (1725-1806), who owned the land, which was given to his great-great-uncle John Somers by King William III.

41 Continue ahead to the junction with Churchway, with the former Elizabeth Garrett Anderson hospital on the corner.

Elizabeth Garrett Anderson (1836-1917) was the first woman to qualify as a surgeon, and was also the first woman to become a mayor

*Elizabeth Garrett Anderson
hospital building, Euston*



(in Aldeburgh), after she retired to her place of birth. The hospital building is now used for offices by a trade union.

Turn right onto Churchway, and follow its right-hand footway, with the former hospital building on your right, turning left onto Grafton Street. Cross Eversholt Street using the light-controlled pedestrian crossing and turn right along the left-hand footway. At the station sign, turn left to ascend a flight of steps to reach an entrance to the main station concourse of Euston station.

Euston contains all the facilities one expects to find at a major railway station, including shops, cafés, restaurants, and pubs, some of which are outside the main concourse on a “piazza” which is usually awash with tobacco smoke. There are toilets near Platform 1; ATMs are at the ticket office.

Euston Underground station is served by the Charing Cross and Bank branches of the Northern Line, and by the Victoria Line. As well as mainline trains, Euston station also has services on the Lioness Line of the Overground to Watford Junction, and at some indeterminate point in the future, they will be joined by HS2.

In order to reduce overcrowding of the station concourse, the entrance to the Underground station was moved to the piazza. Do not enter the concourse (unless you intend to make use of the facilities inside — but see the warning in the next paragraph) but continue across the piazza to the Tube station entrance.

Note that the outdoor concourse, which is surrounded by restaurants and takeaways, is always full of smokers, and the toxic air has given rise to this concourse’s being nicknamed the “Poisoners’ Piazza”. A search for cleaner air may suggest using the station concourse, unless you are starting or finishing your day’s walk at Euston.

*Euston station —
the Poisoners’ Piazza*



Euston to Camden Town

2.4km

42 Continue across the piazza (turning right at the end of the main concourse and turning left if you have taken the route through the station building) and turn left at the far end, with an entrance to the station on your right.

This was in former days the location of a statue of Robert Stephenson (1803-59), who was one of the greatest engineers of the Victorian age, on a par with Brunel (but without the latter's thirst for self-promotion). His status as one of the fathers of the railway is commemorated in many locations, even to the point that he gazes down upon the forecourt of Keleti station in Budapest. The statue at Euston was removed "for storage" in 2020 while the HS2 works are carried out.

Turn left to follow the path towards Euston Road, keeping the railway war memorial (and the bus station) on the other side of a metal fence on your left. At the lodge (now a pub), follow the path round to the right, passing a small garden area on your right. Cross Melton Street by the light-controlled pedestrian crossing and follow the right-hand footway of Euston Road to the junction with North Gower Street at Euston Square station (Circle, Hammersmith and City, and Metropolitan lines).

Turn right and follow the right-hand footway of North Gower Street and the pathway ahead to reach Hampstead Road. Turn right, then cross to the left-hand footway by the light-controlled pedestrian crossing at the former St Pancras Female Orphanage building.

The orphanage was established on the site in 1776, and the present building dates from 1904. The orphanage closed in 1945, and the building has had various medical uses since then.

Turn right along Hampstead Road, then turn left onto Robert Street. Follow the left-hand footway to the junction with Stanhope Street,

where turn right to cross Robert Street. Follow the right-hand footway of Stanhope Street, taking the west face of Scafell (which here is only a block of flats), crossing to the left-hand footway at a suitable location, to reach its junction with Augustus Street.

43 Cross over the end of Augustus Street and continue ahead, now on Park Village East, using the left-hand footway. Pass several Crown Estate buildings, including

*Richmond House,
Park Village East*



Richmond House and Regent's Park Barracks, on your left to turn right onto Parkway.

Cross Park Village East, then follow the right-hand footway of Parkway, crossing Delancey Street by the light-controlled pedestrian crossing. Continue ahead to the junction with Camden High Street. Turn left to cross Parkway.

The entrance to Camden Town station, to your right at the junction, is on Kentish Town Road, with the station exit on Chalk Farm Road.



*Camden Town station,
architectural detail*

Camden Town station is a four-way junction on the Northern Line, where the High Barnet, Edgware, Charing Cross and Bank branches coincide. It was opened in 1907 to a design by Leslie Green.

Leslie Green (1875-1908) was an architect who created the design for many Underground stations in British Art Nouveau style. He died at the age of 33 from overwork. His style incorporated semi-circular windows above ground-floor level to maximise natural lighting within his stations, with ox-blood faience tiling on the outer walls and more tilework, in green and cream, inside the station buildings.

When what is now the Bank branch of the Northern Line reached Camden Town in 1924, the required interconnections doubled the number of tunnels to eight: this expansion was carried out without disruption to services.

Camden Town station is woefully inadequate for its footfall (especially in respect of its narrow platforms), and the station is closed to entering passengers during the busiest periods. There have been plans to modernise the station, but the labyrinth of passages and rail tunnels below ground and the tight footprint of the above-ground building make any such reconstruction fiendishly difficult.

All facilities may be found (with diversity in each category) in the area around Camden Town station.

The northbound Bank branch of the Northern Line ends at Camden Town station. The route description for the walking journey from Morden to Edgware now follows the Edgware branch northbound.

Camden Town to Chalk Farm

0.9km

44 Follow the left-hand footway of Camden High Street, crossing the road and turning right if exiting the station.



Chalk Farm Road crosses the Regent's Canal

Continue ahead, crossing Hawley Crescent by the light-controlled pedestrian crossing, to reach and cross the Regent's Canal.

45 Pass beneath the railway, formerly part of the route between Watford Junction and Broad Street but currently a freight line with occasional diversionary services on the Mildmay Line of the Overground when its route between Willesden Junction and Camden Road is closed.

You are now firmly within the Camden Market shopping area, and it is often horrendously busy with tourists – early morning is the only time that you will have a sporting chance to make uninterrupted progress.

Continue ahead along the left-hand footway of Chalk Farm Road to the junction, on the right, with Ferdinand Road. Using two light-controlled pedestrian crossings, cross the access road for a supermarket, then cross Chalk Farm Road to continue on the right-hand footway, passing the Roundhouse (an arts centre, previously a locomotive shed) on the left, to reach Chalk Farm station (1907, by Leslie Green), over to your left.

Chalk Farm to Belsize Park

1.1km

46 Continue along the right-hand footway, now on Haverstock Hill, which rises 100m to Hampstead. Pass Haverstock School on your right, then pass through an area of shops and pubs, to reach the junction with Parkhill Road.

Chalk Farm station, by Leslie Green



On the left, there is a fine Modernist block of flats, Stanbury Court (best viewed from the entrance on England's Lane.

47 Follow the right-hand footway of Haverstock Hill to the junction with prince of Wales Road, which you will cross using the light-controlled pedestrian crossing. Ahead, to the right of Haverstock Hill, is the blocked-off end (for vehicles – arrogant and speed-crazed

cyclists are able to barrel through without let or hindrance) of Maitland Park Road. Between the two roads is a plaque announcing the Maitland Park estate.

An orphanage was set up in the area in 1847, and its director gave his surname to the area. There was building on the site at the beginning of the twentieth century, but the more thorough change of residences came during the 1940s, when London County Council built flats – it is this development which is referenced on the plaque. Since then, there have been further renovations of the estate.

The second grocery shop of the Sainsbury empire was built in Maitland Park in 1873, and the Sainsbury family lived above the shop for thirteen years.

Continue ahead on the right-hand footway of Haverstock Hill, progressing relentlessly uphill, to reach Belsize Park station on your right.

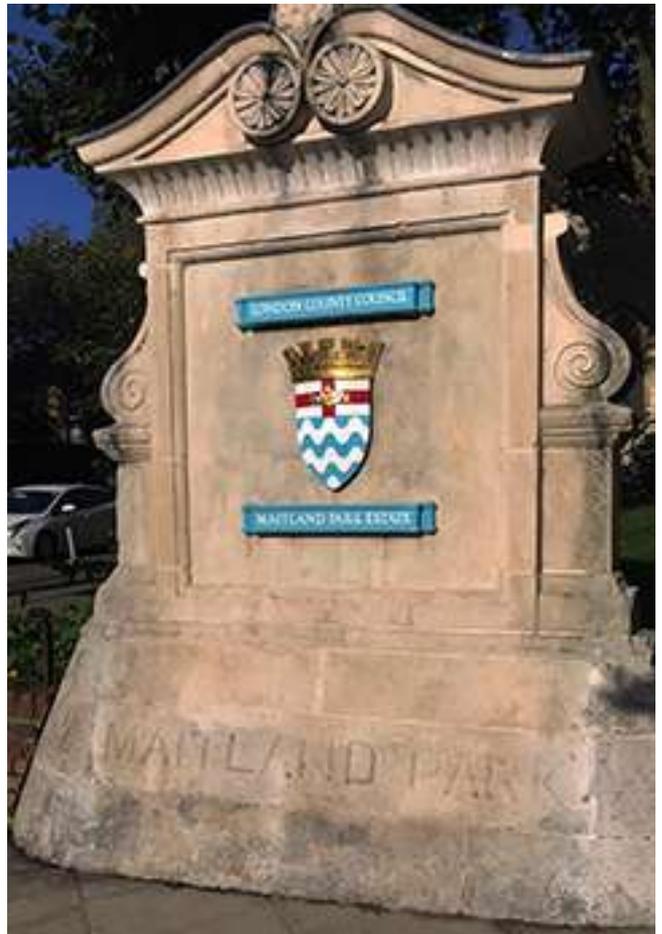
There are shops, cafés and restaurants in the vicinity of the station.

Belsize Park station was opened in 1907, and is decorated with semicircular windows and ox-blood faïence tiling which was so typical of the exteriors of the stations of the Edwardian era which were designed by Leslie Green.

Belsize Park to Hampstead 1.2km

48 Continue to ascend Haverstock Hill, still following the right-hand footway. Pass the main campus of the Royal Free Hospital on your right to reach Hampstead Green, where the street-name changes to Rosslyn Hill. Pass a pond on the green to your right, then cross Pond Street using the light-controlled pedestrian crossing.

The Royal Free Hospital was established by William Marsden (who also founded what is now the Royal Marsden



Announcing Maitland Park



Belsize Park station

Hospital) in 1828 as a Fever Hospital, and was requisitioned as a smallpox hospital during the epidemic of 1876-77, much to the evident discomfort of many of the well-to-do residents of this part of Hampstead. Over the years, this area has been home to Cabinet ministers and socialites, and to other celebrated people such as Sir Rowland Hill (who established the Penny Post and issued the Penny Black stamp in 1840) and Sir Richard Steele, founder of the *Spectator* (hence the pub of that name next to Stanbury Court, farther down the hill).

Hampstead Heath Overground station, bus terminus and attendant shops, cafés and pubs, may be found along Pond Street to your right.

Continue up the right-hand footway of Rosslyn Hill to reach the junction with Downshire Hill.

Off to the right here is the south-western tip of Hampstead Heath, which is owned and maintained by the Corporation of the City of London.

49 Continue to ascend the right-hand footway of Rosslyn Hill to the centre of Hampstead, by which point the street-name has changed to Hampstead High Street, to reach Hampstead station (to a standard Leslie Green design) on the right.

All facilities, including an infinity of coffee shops, are available in the vicinity of the station.

Hampstead to Golders Green

2.4km

50 At the junction beside Hampstead station, cross Heath Street using the light-controlled pedestrian crossing and turn right to follow its left-hand footway to its summit at Whitestone Pond.

The total ascent from Chalk Farm station to this point is 100m.

Cross West Heath Road by the divided light-controlled pedestrian crossing and turn left to keep the pond on your right.

Cross Whitestone Walk (but without the aid of pedestrian control) and take a path diagonally across the grass (ignoring the broader path which soon swings off to the left), passing close to the flagpole area on your right and passing some trees on your right as you begin to descend through woodland. At a point where a path crosses, around 100m from the road crossing at the pond, turn left and follow this path for 60m to reach another path junction. Here turn right to follow a path to the corner of Hill Garden.

51 Continue ahead (north-north-west) onto a broader track; when you can glimpse a wall and house up on the right, continue straight ahead.



Early morning light reflected in Whitestone Pond

Ignore a path which goes off to the right towards the wall and house, but bend to the left with the main path. When you reach a fork in the path where the left-hand path goes to the left of a wooden bin-housing, keep to the higher right-hand path: you will now be facing in a north-westerly direction.

This path bends half-left at another bin-box (on your left), where a path goes off to your right, next to another wall. From here, you will descend to reach a broad cross-path: carry on straight ahead, past a gardeners' collection centre, to pass through a gateway into Golders Hill Park, taking the right-hand of two parallel paths ahead (the path farther from the animal enclosure).

After passing a mid-path flower bed on your left, continue in a rough north-westerly direction (do not follow the iron fence round to the left). Pass to the left of a pipework play sculpture.

Here, the path does a little right-and-left jig: after this, you will pass a wooden park seat to your right. Continue to the north-west, until you reach a convergence of paths, with wooden back-garden fencing ahead.

Turn left here, and descend, with the fencing on your right and tennis courts on your left, to exit the park onto West Heath Avenue at the point where the road makes a bend through 90°.

West Heath, at the crossing where the route turns right



Turn right, and walk to the far end, where turn left onto North End Road. Keep to the left-hand footway, past the church and then past the shops, to reach the planted horse trough and the war memorial clock tower at Golders Green station.

Golders Green station is a key interchange on the Edgware branch of the Northern Line: the bus station adjacent serves all neighbouring parts of London, and indeed, some long-distance routes serve the bus station.

This is also a hub of shops, restaurants and cafés, with a broad range of cuisines represented, from Korean to Turkish. Note that many businesses here observe the Jewish sabbath, so will close early on Fridays and remain closed on Saturdays.

Golders Green (which was the manorial common of a family called Godyere) was well established in the thirteenth century. Horse-drawn buses, and then the Underground, established it as a growing settlement. It is now an important area for Jewish religion, culture and commerce, though there are many other ethnicities represented in the area, including Greek, Japanese, Korean and Turkish communities.

The coming of the Underground in 1907 accelerated the move from farmland to urban settlement, and there was further urbanisation when Temple Fortune Farm and its lands became Hampstead Garden Suburb.

The Grade II listed Hippodrome Theatre, which is adjacent to the Underground station, was built in 1913 as a 3000-seat music hall. It was acquired by the BBC during the 1960s as a television studio, and was for many years the home of the BBC Concert Orchestra, and of *Friday Night is Music Night*, originally broadcast on the Light Programme, then on Radio 2, but currently on Radio 3. The BBC left the building in 2017. Since then, it has been acquired by sundry religious

groups for conventicles and for conversions.

Golders Green to Brent Cross 1.7km

52 Cross onto the island which houses the local war memorial (it incorporates a clock), and complete your crossing of the junction by turning right and following the left-hand footway round onto Golders Green Road. Press along the left-hand footway,

Horse trough opposite Golders Green station



passing shops, restaurants and other businesses. Pass beneath the bridge which carries the Tube tracks. Pass a large brick church on your left: it is in fact the local cathedral of the Greek Orthodox church.



Eventually, after you pass the King Solomon Hotel on your left, and the imposing frontage of Eagle Lodge on your right, take the next street on the left, Woodstock Gardens — it may help your navigation if you bear in mind that it is the first corner past the church to have a pillar box on the corner.

53 Take the second street on the right, The Drive, off Woodstock Gardens: if you reach a school, you have overshot. At the end of The Drive, cross Highfield Avenue, and follow the right-hand footway down to the junction with Heathfield Gardens. Brent Cross station is immediately ahead on the right.



From the bus stop on the same side of the road as the station entrance ahead, buses run to Golders Green, Highgate and Finsbury Park. In the opposite direction, the only destination is the bleak bunker of the Brent Cross shopping centre.

Top — Greek Orthodox cathedral, Golders Green

Above — Eagle Lodge, Golders Green Road

There is a convenience shop on the station forecourt.

Brent Cross station was opened (as Brent) in 1923: the current name was taken in 1976 to align the station in consumers' minds with Brent Cross shopping centre on the other side of the M1. The design of the building (which is listed Grade II) is by Stanley Heaps.

Stanley Heaps (1880-1962) was assistant (from 1903) to Leslie Green (1875-1908), and succeeded him after Green's early death from overwork at the age of 33. The amendments to Green's original style which were made by Heaps included the flattening of the exterior to single-storey level. This change became possible when Underground stations were designed to have escalators rather than lifts: there was no need for a second storey to house the lift plant. Heaps was charged with the design of the stations on the Edgware



Heathfield Gardens

extension to the Northern Line, but it is said that Frank Pick, the chief executive of London Transport, was disappointed with these stations, so the baton of Underground design was passed to Charles Holden.

Brent Cross to Hendon Central 1.4km

54 Follow the left-hand footway of Heathfield Gardens along its full distance

(passing an alternative entrance to Brent Cross station on the left as you go) to reach the North Circular Road. Here, turn left to follow its left-hand footway for a mercifully short length.

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.

Pass a bus stop, and take the footbridge across the busy road. On the far side, the descent path passes beneath the railway, and coils back round to reach street level beneath the bridge. Emerge back onto the noise and fumes of the North Circular Road, and turn left, with the traffic on your right. Immediately beyond the bridge (and before you reach the bus stop), turn left onto Shirehall Park, where the road exit onto the North Circular Road has been blocked off. Cross the River Brent and follow Shirehall Park to emerge onto Shirehall Lane.

55 Turn left, and cross Shirehall Lane to enter Hendon Park, bearing right on a path which borders the railway on your

left. After 180m, pass a footbridge on your left. Continue ahead, making a right-and-left zigzag to keep a children's play area on your left, and continue to the exit from the park onto Queen's Road.

There is a park café at the exit, which is open between 0930 and 1630, but only from Sunday to Wednesday.

Turn left to follow Queen's Road to the major junction, where turn right to cross Queen's Road by the divided light-controlled pedestrian crossing to reach Hendon Central station on Hendon Circus.

All facilities may be found in the vicinity of the station. The area is a natural hub for bus services across north-west London.



Hendon Park

Hendon Central to Colindale 2.9km

56 From Hendon Circus (turning left if exiting Hendon Central station), follow the left-hand footway of Queen's Road across the railway to Wykeham Road, where turn left. Follow the right-hand footway to its end at Brampton Grove, where cross the road ahead and turn right. Follow the left-hand footway for 90m, and turn left onto an enclosed path, called West View. Follow the path across the ends of Egerton Gardens and Babington Road. Here, the path bends half-left to come out onto Wroughton Terrace. Turn half-right to reach Church Road.

On the parade of shops, there is a small supermarket just beyond an illiterately-named takeaway.

Turn left, then cross to the right-hand footway of Church Road by the pedestrian crossing. Turn right onto Church End and follow the right-hand footway to the Greyhound Inn.

The Greyhound's building has been used as a public meeting-place since 1321, and has held a licence since 1675. Until 1878, vestry meetings



Greyhound Inn, Hendon



The changing face of Aerodrome Road

from the church next door were held in the building. The Greyhound is at the centre of the original settlement of Hendon: the current centre developed several centuries later (thanks in part to the siting of Hendon Central Underground station).

57 From the inn, descend the right-hand footway of Greyhound Hill ahead, all the way to Watford Way (the A41). Use the underpass to cross Watford Way, turning left at the far end to ascend the stairs to reach the corner of Aerodrome Road. Turn right to follow the right-hand footway beneath the M1 and the railway, and continue to the junction with Heritage Avenue.

There is a small Japanese convenience shop on Heritage Avenue, which offers sushi and other takeaway items as well as groceries.

On your left is the Peel Centre, the principal training establishment for the Metropolitan Police. If you follow Heritage Avenue and turn right onto Grahame Park Road, you will reach the RAF Museum.

Hendon aerodrome (after which the road is named) was active between 1908 and 1968, and attempts to make it a civil aviation hub were quashed when the fledgling RAF restricted its use to military use.

Most of the aerodrome site is now covered in housing from various decades since it was released by the military. The most recent developments have been of tall blocks of flats, with architecture and street-names as insipid as those on the Olympic Park in Stratford. Cross to the left-hand footway of Aerodrome Road here, using the pedestrian crossing. Pass Peel Centre, the training centre for the Metropolitan Police, on the left. At a roundabout, bear left onto Colindale Avenue.

There is a convenience shop on the right.

Follow the left-hand footway of Colindale Avenue, crossing to the right-hand footway using the light-controlled pedestrian crossing on the railway bridge just before you reach Colindale station on your right.

Colindale station opened in 1924, but was destroyed by a bomb which made a direct hit in 1940. The temporary station building which replaced it lasted until 1962, when it was demolished and a new station building was constructed. With the vast increase in footfall due to the many new blocks of flats in the area, this station was demolished in 2024 to be replaced by a larger facility with step-free access.

Colindale to Burnt Oak 1.5km

58 Turning right if exiting Colindale station, turn right onto Charcot Road and follow its right-hand footway to its end, where continue ahead onto a path and into Montrose Park. Follow the main path through the park and cross Montrose Avenue by the pedestrian crossing.



59 Continue ahead across the northern half of Montrose Park, following the main path across Silk Stream to exit the park with a school on your left.

Silk Stream at the footbridge

Continue ahead onto the right-hand footway of Barnfield Road, and follow it to Watling Avenue. Turn right onto the right-hand footway of the busy main road, and cross to the left-hand footway by the pedestrian crossing, continuing ahead on the left-hand footway to reach Burnt Oak station on your left.

The area around Burnt Oak station has many shops of great variety, some of which may be useful to a walker. However, since it is little more than 2km to Edgware, most walkers will do no more than pass through.

The rather prosaic architecture of Burnt Oak station may have been one of Frank Pick's disappointments with the Edgware branch's stations which cost Stanley Heaps his primacy in London Transport design.

Burnt Oak station

Burnt Oak to Edgware 2.1km

60 Turning left if exiting Burnt Oak station, follow the left-hand footway of Watling Avenue to the junction with Orange Hill Road, and turn left. Cross over Park Croft and then Blessbury Road, both on your left, then turn left onto Littlefield Road.

Follow the left-hand footway of Littlefield Road to its end at the junction with Deansbrook Road. Turn left to follow the left-hand footway of Deansbrook Road, crossing to the right-hand footway at a refuge. Cross the railway to reach the junction with Heming Road.



61 Turn right to follow the right-hand footway of Heming Road to its end at a school gate. Cross the road ahead and take a path with the school gate on your left, and turn left onto another path at its end. Follow this path round to the right, with a car park on your right, to come out onto Station Road. Turn right and follow the right-hand footway of Station Road, crossing Church Way by the light-controlled pedestrian crossing, then passing the bus station to reach Edgware station.

Edgware station was built in 1924 to accommodate services on the new branch of what is now the Northern Line, having been extended from Golders Green. A much older station was built (in 1867) as the terminus of the line from Finsbury Park via Mill Hill East, with the aspiration to extend that line to Watford Junction. That line became part of the Northern Heights project in the 1930s, but the idea was not revived after the Second World War. The line was severed by the building of the M1. The 1867 station was located where bus stop *J* stands on Station Road.

All facilities are available in the vicinity of the station.

Edgware station



Battersea Power Station to High Barnet *via* Charing Cross and Mill Hill East 31.6km; 6hr 44min 274m ascent

Introduction

1 The south-western terminus of the Northern Line is at Battersea Power Station station, which lies close to Battersea Bridge. This new extension from Kennington was constructed to serve the developments of and around the disused Battersea Power Station, including the Embassy of the United States of America, which relocated from Grosvenor Square in Mayfair.

It is clear that we must refer to the station as *Battersea Power Station station*, because otherwise, *Battersea Power Station* would be ambiguous — does the name refer to the (decommissioned) power

*Battersea Power Station
station, with (behind right)
Battersea Power Station*



station or the Underground station? In any event, *Battersea Power* would be a ridiculous name for the station (even if Google's AI (Absolute Idiocy) renders it that way).

The station opened in 2021: the extension from Kennington was funded in part by the owners of the power station site.

The map at <https://explore.osmaps.com/route/19008282/> has details of the route.

Route

Battersea Power Station to Nine Elms

1.8km

2 From the entrance to Battersea Power Station station, look to your left to see the shell of the former power station: the walls have original parts but the famous chimneys are modern replicas which have no industrial function.

The power station building actually housed two near-identical coal-fired power stations. The first (Battersea-A) was built between 1925 and 1931, while construction of the second (Battersea-B) began in 1937, but was paused in 1941: it was completed in 1955. The architects of the building were J Theo Halliday and (almost inevitably) Sir Giles Gilbert Scott, the architect of Liverpool's Anglican cathedral, Waterloo Bridge and the red telephone box.

Battersea-A occupied the western (upstream) half of the building, with Battersea-B a mirror image on the downstream side, leading to the iconic four-chimney design.

Coal (more than a million tonnes *per annum*) was transported from north-east England by sea: the ships had fold-down funnels and masts to allow them to pass beneath the bridges over the River Thames in London. Battersea-A closed in 1975, with Battersea-B following suit in 1983. The power station building was listed Grade II in 1980, upgraded to Grade II* in 2007.

Following the closure of Battersea-B, the building deteriorated into a near-ruinous state: there were several ideas floated regarding its re-use, including a biomass power station, a theme park, and even a stadium for Chelsea FC. It is now a mixed-use facility with shops, restaurants, events and residences.

The area around the site has been redeveloped extensively, particularly after the decision to relocate the Embassy of the United States of America from Grosvenor Square to a site nearby at Nine Elms, the new building opening in 2017.

Having taken in the view of the power station building, turn around and cross Battersea Park Road by the divided light-controlled

pedestrian crossing and take up the left-hand footway of Thessaly Road ahead. Pass beneath the railway, and follow Thessaly Road to its end on Wandsworth Road.

Behind the wall on your left is Nine Elms (New Covent Garden) fruit and vegetable market.

The row of shops at the junction with Condell Street contains a convenience shop at one end, and a Portuguese café at the other end.

3 Turn left to follow the left-hand footway of Wandsworth Road to the junction with Cowthorpe Road.

On the right, there is a row of shops and eating establishments catering to the Portuguese and Brazilian community. On the left, there is a small supermarket. In the vicinity, there are shops, cafés, and a convenience shop.

Continue ahead on the left-hand footway of Wandsworth Road to reach Nine Elms station on the left.

Nine Elms to Kennington

2.6km

4 Cross Wandsworth Road at Nine Elms station using the light-controlled pedestrian crossing, and turn left to follow the right-hand footway as far as the junction with Wyvil Road. Turn right to follow the left-hand footway of Wyvil Road to its end on South Lambeth Road, where turn left to follow the left-hand footway to the junction with Fentiman Road.

Cross South Lambeth Road by the light-controlled pedestrian crossing to take the left-hand footway of Fentiman Road (there is a refuge to help) as far as the junction with Meadow Road.

Do not be lured into Vauxhall Park on your left— there is no exit at the far end.

5 Turn left to follow the left-hand footway of Meadow Road to its end at Claylands Road. Cross the road ahead and turn left to follow the right-hand footway across an entryway and round to the right, with one of the floodlight arrays of the Oval cricket ground visible ahead. Continue out towards the cricket ground to reach Harleyford Street opposite one of the gates to the ground.

Cross Harleyford Street using the light-controlled pedestrian crossing and turn

Meadow Road on an autumn morning





The Hobbs Gate and the main pavilion entrance to the Oval cricket ground

Bowling Green Street: the pedestrianised area closer to the cricket ground



right to follow the left-hand footway to the main gates of the stadium.

The Oval has been the home of Surrey Cricket Club (though of course it has not been in Surrey for over a century) since 1845. It was the venue for the first international Test match in 1880. Traditionally the Test season in England ends with a match at the Oval.

The Oval also features in the history of football. The first representative match, between England and Scotland, was held in 1870, though it is not recognised by FIFA as a full international because of the

restrictive selection policy. The first recognised international match was played between England and Scotland in 1873. The first FA Cup Final was held at the Oval in 1872.

Other sports to have featured at the Oval include rugby (union), hockey and baseball. The ground has also hosted concerts and other events.

Take the blocked-off street ahead and continue round the Oval to the junction with Bowling Green Street, where turn right. Follow the right-hand footway of Bowling Green Street, at first through a car-free area, to its end at Kennington Road, where turn right to reach the junction with Kennington Park Road.

Turn left to cross Kennington Road by the divided light-controlled pedestrian crossing (this may take some time, and since you are unsighted of the traffic, you must be sure to wait for the lights to change), and follow the left-hand footway of Kennington Park Road to the junction, on the right, with Braganza Street. Kennington station is across the road on the right.

Kennington station is the junction station for the Charing Cross and Bank branches to the north, and for the branches to Morden station and Battersea Power Station station to the south. The station was built in 1890, and the hydraulic equipment for the lifts was housed under the dome.

Kennington to Waterloo 2.2km

6 Continue along the left hand footway of Kennington Park Road (turning right, crossing the road using the light-controlled pedestrian crossing, then turning right, if exiting the station) to the junction with Othello Close, where turn left.

Follow the left-hand footway of the street to its end at a traffic barrier, and continue ahead on a path which takes the left-hand side of a park. At the far end of the park, continue along the left-hand footway of Cottington Road to reach Kennington Lane, where turn left.

Use the refuge to cross to the right-hand footway (or make use of the light-controlled pedestrian crossing a few metres to the right from the end of Cottington Road), then turn right onto Chester Way. Follow the right-hand footway to its end, and turn right to follow the right-hand footway of Kennington Road to reach Brook Drive.

There is a pub and a convenience shop on Kennington Road at Brook Drive.

Cross Brook Drive and continue along the right-hand footway of Kennington Road to arrive at Lambeth Road, with the Imperial War Museum on the right in Geraldine Mary Harmsworth Park.

The Imperial War Museum began its tour of London in 1920. At first, it was housed in the Crystal Palace on Sydenham Hill, and in 1924 moved to Albertopolis in South Kensington.



*Top — Kennington station
Above — architectural detail
on Chester Way*

Imperial War Museum



In 1936, the site of the Bethlem Royal Hospital (from the original East End pronunciation from the hospital's inception at Moorfields in the City, we derive the word *bedlam* for a state of utter confusion) was acquired from Lord Rothermere. The two extensive wings were demolished to create Geraldine Mary Harmsworth Park (named after Rothermere's mother) and the remaining section became the museum, which had previously been housed in the Crystal Palace. The transfer of the collection took place shortly before the destruction by fire of the Crystal Palace.

Cross Lambeth Road by the light-controlled pedestrian crossing and turn right. Follow the left-hand footway to King Edward Walk, where turn left. Follow the right-hand footway to reach Morley College on Westminster Bridge Road.

Morley College was founded in 1889 to provide adult education for men and women. The college came into being as a result of a bequest by Samuel Morley, a businessman, to Emma Cons, who had been giving "penny lectures" to local people in what is now the Old Vic theatre. Lilian Baylis succeeded Emma Cons (aunt to niece) and separated the college from the theatre. An extension to the college was built during the 1930s, and survives, facing onto Westminster Bridge Road. The original college building was lost during the Blitz: replacement buildings were opened in 1958 by Queen Elizabeth II. Gustav Holst and Michael Tippett were directors of music, and Ralph Vaughan Williams also taught at Morley College.

7 Cross Westminster Bridge Road by the light-controlled pedestrian crossings over to your right, and continue ahead

Waterloo station's mainline concourse during the morning rush-hour



onto Morley Street. Follow the left-hand footway to the junction with Waterloo Road at a headquarters building for the London Ambulance Service, where turn left.

Cross Pearman Street by the light-controlled pedestrian crossing, and continue ahead along the left-hand footway of Waterloo Road. Pass Waterloo Millennium Green on the left and the Old Vic Theatre on your right.

Cross Baylis Street by the light-controlled pedestrian crossing to reach the entrance to Waterloo station on your left. Enter the station and ascend to the main concourse. Turn right to cross the concourse to the entrance to the Underground at Platform 17.

London Waterloo station, which is the busiest mainline station 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.



*Waterloo station
Memorial Arch entrance*

The concourse at Waterloo station has all the facilities one expects of a major railway station. There are shops, cafés and restaurants throughout, and there is a pub opposite Platform 3. ATMs are located opposite Platform 13, and there are toilets opposite the overlook onto Platforms 20+ (the former Eurostar terminal). There are more shops, cafés, restaurants and pubs in the streets near the station.

*Golden Jubilee (Hungerford)
downstream bridge, looking
northbound*

Waterloo to Embankment **0.8km**

8 From the Underground access point at Platform 17, take the station exit through the Memorial Arch, noting the War Memorial plaque on the wall. Descend and cross Cab Road (it seems that the London and South Western Railway's genius for naming streets was rather stunted) using the pedestrian crossing and turn left to reach York Road. Cross York Road by the light-controlled pedestrian crossing.

Bear half-right onto Sutton Walk and, after passing beneath the railway, bear left along Concert Hall Approach. Cross Belvedere Road and ascend the steps to reach the riverside at the Royal Festival Hall.





Palace of Westminster and government buildings from the upstream Hungerford Bridge

9 Ascend the steps to reach the downstream Hungerford (Golden Jubilee) Bridge and cross to the north bank. Descend the steps on the right to reach the entrance to Embankment station.

The original Hungerford Bridge was a suspension footbridge which was built in 1845 by Isambard Kingdom Brunel. In 1859, the railway company bought the bridge so that the line of its crossing 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 for 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, on the upstream and downstream sides, opening in 2002: their official title is the Golden Jubilee Bridges, but everyone still calls them Hungerford Bridges.

It was beneath the Hungerford (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.

Embankment station from Villiers Street



The Underground station's name has fluctuated, being known at different times as *Charing Cross (Embankment)*, *Charing Cross Embankment*, *Charing Cross*, and finally (in 1976) *Embankment*, when the two stations known as *Trafalgar Square* (Bakerloo Line) and *Strand* (Northern Line) were merged to become *Charing Cross*. The current Embankment station building is said to have been one of the favourites of Sir John Betjeman.

Embankment to Charing Cross

0.3km

10 Turn left to pass through the entrance to Embankment station, and exit onto Villiers Street. The green swathe of Embankment Gardens opens out to the right.

In the gardens, there is a stone gateway. This was a watergate to allow the Duke of Buckingham to board his river vessels: the Thames may have retreated from the Strand, but in 1626, it was still wide enough to reach this point.

It was only with the creation of the Victorian sewerage system by Sir Joseph Bazalgette (it is said that Bazalgette was to sewers what Brunel was to railways, but Bazalgette was just as active in early railway development as Brunel) that the Embankments were formed to cover the vast sewer pipes, and the Thames ran in a narrower, more managed, channel.

Bazalgette's network included 132km of sewer pipes. The official opening was undertaken in 1865 by the Prince of Wales, although work continued on the project for another ten years. It is only 150 years later that the Tideway project will create a new sewer system on the scale of the work of Joseph Bazalgette.

The creation of the Embankment had the knock-on effect that the Thames ran more quickly: along with the rebuilding of bridges with fewer arches (or, indeed, as single spans), this meant that the river would not freeze over, and the celebrated Frost Fairs were history.

Do not enter the gardens (except on a slight detour to inspect the watergate and some fine statuary), but continue along the left-hand footway of Villiers Street past the end of John Adam Street.

11 Continue beneath the bridge which links the Charing Cross Hotel and its 1878 extension — the entrance to the hotel and the mainline station are on your left.

All facilities are available on the station concourse and in surrounding streets.

The Strand, as its name suggests, was at one time the north bank of the River Thames. It was a popular locality with the upper classes until the seventeenth century, when the drift into what we now call the West End began. Once the aristocracy had moved their residences, the Strand was still popular for its taverns, coffee-shops, and (latterly) theatres.

Charing Cross station opened in 1864 to house the services of the South Eastern Railway, whose principal route was from London to Dover via Ashford (the line to Dover via Chatham had been running out of Victoria since 1862), with branch lines to Tunbridge Wells, Hastings, Canterbury, and other locations. The connection with the London and South Western Railway's Waterloo station (now



Charing Cross station and replica Eleanor Cross

called Waterloo East) was built into the plans, with the LSWR contributing to construction costs.

Following a roof collapse in 1905, the station was rebuilt: the collapse was slow enough to evacuate trains and passengers safely. At the same time as the building of the station, the Charing Cross Hotel was built in French Renaissance style and opened in 1865. Public rooms with balconies overlooking the station concourse were very popular (as they still

are at Glasgow Central station's hotel, as is the upper level of the concourse at Waterloo). In fact, the hotel was so popular that an extension was built on the east side of Villiers Street, connected to the main building by an enclosed bridge, which survives to this day.

The station was, however, still just a new railway terminus, and the hotel management yearned for something with a bit more history. Between 1291 and 1647, an Eleanor Cross had stood at Charing Cross (where the statue of Charles I now stands). In 1290, Eleanor of Castile, queen consort of Edward I, died at Harby, near Lincoln: her body was removed to Lincoln for embalming before being taken in funeral procession to London. At Lincoln and at Charing Cross, and at the ten overnight resting-points on the way, the King had tall, graceful monuments built and surmounted by a cross: these have become known as Eleanor Crosses.

Three of these crosses survive to this day – at Geddington and Hardingstone in Northamptonshire, and at Waltham Cross, just north of the M25. Fragments of some others may be found. The idea of a replica Eleanor Cross seemed to provide the right cachet for the hotel, and the hotel's architect (EM Barry, son of Sir Charles Barry, who designed the rebuilt Palace of Westminster following the fire of 1834) designed one: it was constructed in 1864-65 and was placed on the station forecourt, where it stands to this day.

The concourse of Charing Cross railway station contains shops, cafés, ATMs and toilets. There are many other opportunities for refreshment and replenishment in the surrounding streets.

Cross Strand using the light-controlled pedestrian crossing and turn left along the right-hand footway to reach the corner of Duncannon Street, with pedestrianised Adelaide Street on your right.

On the right, you will pass *A Conversation with Oscar Wilde*, by Maggi Hambling, at the foot of Adelaide Street.



Charing Cross to Leicester Square 0.4km

12 Follow the right-hand footway of Duncannon Street to its end at Trafalgar Square.

Trafalgar Square was laid out from 1830, on land which used to be royal mews stabling for Whitehall Palace (which is down Whitehall on the left). Work began on the National Gallery in 1832, and Nelson's Column was erected in 1843 (the Landseer lions only arrived in 1867). The statue of King Charles I to the south of the square is the London zero-point for road distance measurement. Rather confusingly, the epicentre of road *numbering* for England and Wales (instituted in 1921) is located at St Paul's Cathedral, next to St Martin le Grand, which was then the headquarters of the General Post Office. The days of the post coaches may have long passed, but the atavistic streak maintained the GPO at the heart of the road system.

Turn right to cross the frontage of the church of St Martin in the Fields, with the National Portrait Gallery across the road on your left, to reach the memorial to Edith Cavell.

*Left – Nelson's Column
Right – Cavell memorial*

Edith Cavell was a British nurse who tended to the wounded on all sides of the conflict at the start of the Great War. After abetting an escape from a German prison in Belgium, she was convicted of treason by a German court-martial, and was executed at Schaerbeek firing range, on the outskirts of Brussels, at dawn on 12 October 1915. Floral tributes are left at the foot of the memorial on the anniversary of her execution.

13 Keep the Cavell memorial on your left and cross over the end of William IV Street using the pedestrian crossing. Turn left to reach Charing Cross Road, then turn right to follow the right-hand footway, passing Cecil Court and St Martin's Court on your right, to reach the entrance to Leicester Square station at the junction with Cranbourn Street.

Leicester Square to Tottenham Court Road

0.6km

14 Cross over Cranbourn Street and follow the right-hand footway of Charing Cross Road to reach the major junction with Shaftesbury Avenue at Cambridge Circus.

15 Cross Shaftesbury Avenue by the light-controlled pedestrian crossing and continue ahead on the right-hand footway of Charing Cross Road to reach Tottenham Court Road station.

On the way, you will pass the relocated Foyle's bookshop on the left-hand side — it moved down the street away from the Elizabeth Line works to occupy the building which had been St Martin's School of Art before it moved out (now part of the University of the Arts London, it is currently located beside the canal to the north of King's Cross station).

Tottenham Court Road is served by the Central and Northern Lines of the Underground, and by the Elizabeth Line.

The building of the Elizabeth Line resulted in a lot of redevelopment to the south of Oxford Street — more than just moving a bookshop. Old buildings which were, to be frank, well past their prime — those mourning their passing are essentially indulging in *nostalgie de la boue* — any viable specialist business will be able to serve its customers far better from brighter, cleaner premises elsewhere, in person and online..

Tottenham Court Road has no direct nominative link with the area of Tottenham, but takes its name from the former manor of Tottenham Court, whose grounds were to the west of the road and to the north of Oxford Street. The manor is listed in the Domesday Book of 1086 as *Totenhale* (again, no direct linguistic connection with Tottenham Hale area and its Underground station). Ownership changed hands several times — in particular, on the execution of King Charles I in 1649.

Tottenham Court Road to Goodge Street

0.6km

16 Cross New Oxford Street using the light-controlled pedestrian crossing and follow the right-hand footway of Tottenham Court Road as far as the junction, over on the left, with Percy Street.

17 Continue ahead on the right-hand footway of Tottenham Court Road. Pass on the left the end of Goodge Street, noting the apparent homage to Leslie Green (in the semi-circular windows and the dark red wall) on the building on the left, and continue ahead to reach Goodge Street station, across the road on the left.

Goodge Street to Warren Street

0.5km

18 Continue along the right-hand footway of Tottenham Court Road to pass Heal's shop on the right.

The business was founded in 1810 by John Harris Heal (; the current shop dates from 1854, with the Modernist southern extension being added in 1938 by Ambrose Heal Jr.

19 Continue ahead to reach Howland Street, with the BT Tower lording it over the view to the left. Cross over the ends of Maple Street and Grafton Way, each by a light-controlled pedestrian crossing, to reach Warren Street station, across the road on your left, with the busy Euston Road ahead of you.

Warren Street station

Warren Street is served by the Northern and Victoria Lines.

Euston 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). The route is now made up of Marylebone Road, Euston Road, Pentonville Road, City Road and Moorgate.

Warren Street to Euston

0.6km

20 From Warren Street station, cross Euston Road (which runs beneath you in a short tunnel) using the light-controlled pedestrian crossings at the slip roads and turn right. Follow the left-hand footway of Euston Road, passing University College Hospital on



the right. Cross North Gower Street, and pass the entrance to Euston Square station (Circle, Hammersmith and City, and Metropolitan lines) on your left.

21 Continue ahead on the left-hand footway of Euston Road, passing the Wellcome Collection across the road on the right. Cross Melton Street by the divided light-controlled pedestrian crossing, and follow a path ahead through a garden and round to the left to reach the entrance to the main station concourse.

This was in former days the location of a statue of Robert Stephenson (1803-59), who was one of the greatest railway engineers of the Victorian age. The statue was removed “for storage” in 2020 while the HS2 works are carried out.

Euston station contains all the facilities one expects to find at a major railway station, including shops, cafés, restaurants, and pubs, some of which are outside the main concourse on a “piazza” which is usually awash with toxic tobacco smoke. There are toilets near Platform 1; ATMs are at the ticket office. Seating on the concourse is limited to a few rows as far as possible from the platforms.

Euston Tube station is served by the Charing Cross and Bank branches of the Northern Line, and by the Victoria Line. As well as mainline trains, Euston station also has services on the Lioness Line of the Overground to Watford Junction.

In order to try to reduce overcrowding of the station concourse, the entrance to the Underground station was moved to the piazza. Do not enter the concourse (unless you intend to make use of the facilities inside — but see the warning in the next paragraph). Turn right to follow the north side of the piazza to reach the entrance to the Underground station.

*Euston station —
the Poisoners’ Piazza*



Note that the outdoor concourse, which is surrounded by restaurants and takeaways, is always full of smokers, and the toxic air has given rise to this concourse's being nicknamed the "Poisoners' Piazza". A search for cleaner air may suggest using the station concourse rather than the piazza, unless you are starting or finishing your day's walk at Euston Underground station.

Euston to Mornington Crescent

1.1km

22 Continue your gasing way across the piazza, passing the other entrance to the main station concourse, and descend a flight of steps to reach Eversholt Street. Turn left to follow the left-hand footway of Eversholt Street, with Euston station on your left, to reach the junction with Polygon Road on the right, as it passes through an archway.

23 Continue ahead to the junction with Lidlington Place. Turn left to follow its right-hand footway, and continue ahead with Harrington Square Gardens on your right, to reach the junction with Hampstead Road, where turn right to follow its right-hand footway.

Ahead on your left is one of the finest Art Deco buildings in London (and beyond). Following the discovery, in 1922, of Tutankhamun's tomb, there was a collision between Egyptian design and Art Deco and one of the results was the Carreras cigarette factory — another is now a supermarket in Baldock. It is now corporate offices, but it is still one of the wonders of NW1.

Continue ahead to reach the entrance to Mornington Crescent station on your right.

Mornington Crescent station was opened in 1907 with a limited service. Until 1998, the station was closed at weekends, but after a complete closure (1992-98) for lift renovation, it re-opened with service at all the usual hours of the Tube service. This change was intended to

Below — Polygon Road

Bottom — Black Cat (Carreras) building, Mornington Crescent



reduce pressure on Camden Town station to the north, but many of the visitors to Camden appear to believe that the 500m walk is just too far for their self-importance.

Mornington Crescent, the street that gave the station its name, curls around the back of the Black Cat building, which was built on the street's communal gardens.

Since 1978, Mornington Crescent has gained traction in the public consciousness as the name of a fictitious panel game, broadcast on the BBC Radio comedy programme *I'm Sorry, I Haven't a Clue*. The alleged object of the game is to reach this station by a series of moves around the Tube map, following arcane (and never divulged) rules. When the station re-opened in 1998, the opening ceremony was performed by the cast of the radio programme. The Lyttelton Arms pub on the left at the station junction was re-named so in honour of Humphrey Lyttelton, the jazz trumpeter and chairman of *I'm Sorry, I Haven't a Clue*, who lived locally.

Mornington Crescent to Camden Town 0.5km

24 From the junction at the station, cross Millbrook Place by the light-controlled pedestrian crossing to reach, and to pass to the right of, a statue.

*Mornington Crescent
station entrance*



The statue is of William Cobden, who was instrumental in the repeal of the Corn Laws (which, for the thirty years following the Battle of Waterloo, restricted the import of grain through high tariffs, thus enriching domestic agricultural barons) — on the inscription, Napoleon III is described as the principal contributor to the costs of the statue.

Continue ahead on the right-hand footway of Camden High Street to reach and cross Pratt Street, using the light-controlled pedestrian crossing.

25 Continue ahead to the junction with Parkway (on the left) and Greenland Road (on the right). Cross Greenland Road by the light-controlled pedestrian crossing, then cross Camden Road likewise to reach the right-hand footway of Kentish Town Road. The entrance to Camden Town station is across the road on the left.

Camden Town station is a four-way junction on the Northern Line, where the High Barnet, Edgware, Charing Cross and Bank branches

coincide. It was opened in 1907. When what is now the City branch reached Camden Town in 1924, the required interconnections doubled the number of tunnels to eight: this expansion was carried out without disruption to services. Some of the lines come disconcertingly close to each other in the tunnels.

All facilities may be found (with diversity in each category) in the area around Camden Town station.



*Camden Town station,
architectural detail*

Camden Town to Kentish Town 1.3km

26 Continue along the right-hand footway of Kentish Town Road, with the entrance to Camden Town station on your left. The station exit is on Chalk Farm Road: if you are starting a day's walk on this route at Camden Town, turn left out of the station and follow the left-hand footway round the corner onto Kentish Town Road to reach the station entrance, then cross to the right-hand footway by the light-controlled pedestrian crossing.

Pass over the Regent's Canal and beneath the railway (the Mildmay Line of the Overground between Willesden Junction and Stratford) to reach the junction with Royal College Street.

27 Turn right to cross Royal College Street by the light-controlled pedestrian crossing, then turn left to return to the right-hand footway of Kentish Town Road. Pass the former South Kentish Town Underground station on your left.

South Kentish Town (another Leslie Green station, as you will notice) opened in 1907 but closed in 1924 due to low passenger footfall. The station building, at least at street level, is now occupied by a pawnbroker.

Continue ahead to reach Kentish Town station on your right.

Kentish Town station is an interchange point with Thameslink services between St Albans City station and St Pancras station.

There is a range of shops and eating establishments in the vicinity of Kentish Town station.

Kentish Town to Tufnell Park

0.8km

Tufnell Park

Below — the Boston Arms

Bottom — the station

28 From the entrance to Kentish Town station (turning right if exiting the station), pass the canopied structure on your right, then cross Leighton Road by the light-controlled pedestrian crossing. Continue ahead along the right-hand footway and turn right onto Fortress Road. Follow the right-hand footway to reach the junction with Lady Somerset Road, with a pub on the left and the high brick wall of a school on the right.

Beyond this junction, the right-hand side of the road is lined with shops and cafés, all the way to Tufnell Park station.

29 Continue ahead on Fortress Road to reach the five-way junction at Tufnell Park station, seen across Brecknock Road on your right.

The Northern Line has many examples of the stations designed by Leslie Green, with his trademark ox-blood tilework and semicircular windows, but Tufnell Park station is one of the finest. Perhaps its corner location and its isolation from other buildings helps make the case.

Across the junction on the left, taking the corner of Dartmouth Park Hill and Junction Road, you will see the Boston Arms pub. The building was constructed in 1884 as a community centre, and it has also been a dance-hall and a swimming pool.



Tufnell Park to Archway

1.0km

30 If you are exiting Tufnell Park station, cross Brecknock Road by the light-controlled pedestrian crossing. Cross Fortress Road, then turn right to cross Dartmouth Park Hill, each by a similar crossing to reach the left-hand footway of Junction Road at the Boston Arms pub. Follow Junction Road uphill,

crossing the Suffragette Line of the Overground, between Gospel Oak and Barking Riverside.

Yes, there is a junction on the railway, not far to the west of Junction Road. I checked with old maps and its name is given as ... *Junction Road Junction*. Which came first, the junction or the road?

Continue along the left-hand footway of Junction Road to reach the junction with Cathcart Hill.

Here, the shops in Archway's gravity field begin to appear, the first outlet of potential interest on the right being a traditional breakfast café.

31 Continue along the left-hand footway of Junction Road to reach Bickerton Road, where glance across Junction Road to view a fine (and finely restored) Victorian pub. Continue up the hill to reach Navigator Square, where turn left and pass through the traffic barrier to reach the main entrance to Archway station.

There is a selection of shops, cafés, restaurants and pubs in the vicinity of Archway station, in addition to those you have passed on Junction Road.

Archway to Highgate

1.8km

32 At the end of Navigation Square (having turned left if exiting Archway station), pass a fast-food outlet at the corner of the nominally almost accurate Macdonald Road. Use the light-controlled pedestrian crossing and continue ahead up the left-hand footway of Highgate Hill. Cross Magdala Road by a light-controlled pedestrian crossing and continue uphill, passing Whittington Hospital on your left.

On the right, part-way up the hill, there is a row of shops which contains a café at each end — the one at the top is the only one open on a Sunday. There is also a convenience shop next to the lower café and a restaurant (which opens at noon) next to the upper café.

Continue uphill, past a school and church property, to reach the junction with Hornsey Lane on the right, at St Joseph's Roman Catholic church.

St Joseph's is not exactly one of the pinnacles of the capital's ecclesiastical built heritage. Decades of soot have begrimed the yellow-brown brickwork, the different periods of building have produced a bit of a mix, and the whole building looks a bit bulky for its site. That, though, is in the nature of its history.



St John's Tavern, Junction Road, early on a gloomy and misty morning



St Joseph's Roman Catholic church, Highgate

The railway boom during the nineteenth century was bringing hordes of people to London, and other cities and towns around Britain, among them a large population of Roman Catholics. Following the passage of the Roman Catholic Relief Act of 1829, Roman Catholic churches began to be built, and one was needed in the vicinity of Highgate Hill.

To seek out a possible purchase from an owner who was likely to be reluctant to sell to a Roman

Catholic, the church devised a subterfuge. Priests clad in 'civilian' disguises scouted out the Old Black Dog Inn, no doubt employing what we would call method acting in their intake of beer. It must have been a sight for those in the know, and could make the basis of a sitcom!

Finally, with the help of donations from the fifth Earl Spencer (the great-great-uncle of the late Diana, Princess of Wales), the pub was bought out and the church was established in 1858. Thirty years later, a bigger church was needed for the community which had continued to expand: the current building was blessed in 1889. However, it was not until 1932 that the church came to be consecrated, after the building debt was cleared — such was the nature of the rules handed down from Rome.

There is a pub on the corner of Hornsey Lane — it is not called the Old Black Dog, though. The building certainly post-dates the church: old maps have no building there in the 1860s, so it seems that the Old Black Dog inn was where the church stands today.

The steep climb of Highgate Hill and the narrow roads of Highgate village formed a considerable barrier to northbound traffic, and several attempts were made to build a tunnel. All, however, collapsed. In the early nineteenth century, the engineer John Rennie recommended a cutting, with a bridge to carry Hornsey Lane.

If your legs have sufficient power after the climb, a detour to the Archway Bridge and back is worth the few minutes' extra. Look out southwards from the right-hand parapet of the bridge — there before you is the City skyline, backed and dominated by the Shard. Archway Road runs deep below you: this is your first real vista from the north. Behind the Shard, the North Downs run a smudge across the horizon.

The current bridge is the second such: it dates from 1897. The bridge gave rise to the name of the district, which was in turn cemented

during the Edwardian era by the naming of the Tube station at the foot of the hill as *Archway* (the original choice, but only settled after a few false starts using the word *Highgate* alongside *Archway*). Europe's first cable-car ran up Highgate Hill from the station.

33 Cross Highgate Hill by the light-controlled pedestrian crossing and then turn left onto the right-hand footway. Follow the right-hand footway (or take The Bank on the right, unless it is the time for school to go in or to come out) to reach Cholmeley Park.



View across the City (now obscured by metal fencing) from Archway Bridge on Hornsey Lane

Turn right to follow the left-hand footway of Cholmeley Park to a roundabout, where turn left to ascend the right-hand footway of Cholmeley Crescent. After 50m, turn right along Peacock Path which ascends to Southwood Lawn Road, Turn right, then turn left onto Highgate Avenue. Descend by the left-hand footway to reach Archway Road.

Cross Archway Road by a light-controlled pedestrian crossing, to reach the access road to Highgate station.

There are shops, cafés and a pub on Archway Road.

Highgate to East Finchley

2.3km

34 Turn left to follow the right-hand footway of Archway Road to the next junction: use the light-controlled pedestrian crossing to cross Muswell Hill Road, then turn right to follow its left-hand footway. Pass a bus stop and a wooden park bench, then turn left to enter Highgate Wood by its Gypsy Gate.

Highgate Wood is managed by the Corporation of the City of London to provide recreation for Londoners.

Walk ahead (do not take the path branching to the right which parallels Muswell Hill Road). Cross over another path (which leads out on the left to Archway Road), and trend gradually to the right.

There are toilets off to the left on the path towards Archway Road.

An open sports field is ahead: do not go onto the open land, but turn right to follow a path just inside the woodland, turning left at the far end of the open area to reach an information hut and then arrive at the park café.



The park café is a most welcome sight: in the springtime, the wisteria adds a further layer of rurality.

As you approach the café building, you will notice the entrance to the ladies' toilet (on the right-hand side when facing into the café garden): the gentlemen's equivalent is located on the far side of the café.



35 Take the path which leads away from the back of the café, and continues in a generally north-north-easterly direction, crossing over path junctions until you reach a major junction by a drinking fountain, where a broad arrow-straight path crosses, set on a north-west/south-east axis.

The drinking fountain (alas, no longer in working order) is a red granite obelisk with a plaque which states modestly that it was a gift from a few friends of the woodland.

Highgate Wood

From top, wood, café and fountain

Choose the north-west option, off half-left, which leads you over a bridge at (no surprises here) Bridge Gate.



The bridge spans the trackbed of the former line from Finsbury Park to Alexandra Palace, much of which is now the Parkland Walk. Just before you reach the bridge, you will see a footpath going off to the right: this path links with the detached northern end of the Parkland Walk, from Cranley Gardens to Alexandra Palace.

Across the bridge, the path leads down between houses, bending left to reach Lanchester Road. Turn right here, and advance to the little roundabout. Take the second exit (running clockwise) from the roundabout, and bend left onto Fordington Road, crossing to its right-hand footway at a suitable place.

Walk to the point where Fordington Road bends sharply to the left. Here, between 45 and 47 Fordington Road, two paths branch off to the right. The first (and broader) one is Indigo Walk, but it is the second, smaller path which

you need to take. This path turns left immediately to pass down the side of 45 Fordington Road, and out onto Cherry Tree Wood Recreation Ground.

There are toilets down to the left as you enter the recreation ground, though these have been found to be closed on some occasions.

Follow the path along the right-hand edge of the recreation ground to emerge onto High Road on the north side of the railway bridge. Turn to your right, then use the light-controlled pedestrian crossing to cross High Road and reach the entrance to East Finchley station.

East Finchley station was completely rebuilt in the 1930s with the expectation of incorporating the Northern Heights line (from Finsbury Park to Edgware) alongside the existing tracks. The Northern Heights project was never completed, but the new station was. It is a masterpiece of Art Deco modernism, and was designed by Charles Holden (1875-1960) in the long list of his commissions from London Underground. Most of his buildings may be seen in the 1930s extensions of the Piccadilly Line and the Northern Line. Details about Charles Holden may be found on page 5.

The statue of the kneeling archer on the exterior is by Eric Aumonier (1899-1974). Aumonier was born in Northwood of a family of Huguenot immigrants who fled the reversal of the Edict of Nantes, which had tolerated Protestants in France.

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



Cherry Tree Wood recreation ground

East Finchley to Finchley Central 2.2km

36 The easiest route from East Finchley station is by the passageway beneath the platforms, turning right if exiting the station. At the southern end of the passageway, and beyond the car park, turn right to pick up a path, The Causeway.



East Finchley station



Left — East Finchley station

Right — The Causeway



An alternative route (signed as the Capital Ring) passes beneath the railway bridge and passes the Old White Lion Inn. The Causeway (signposted) starts as an enclosed path immediately beyond the inn on the right, and zigzags back to the west entrance to the station. From here, the path carries on ahead.

Follow The Causeway to the end of the path, ignoring the turn-off to the left made by the Capital Ring. Where the path leads into a road ahead, follow the left-hand footway across the end of Cedar Drive on the left, and out to the junction with East End Road.

Turn left onto East End Road, and where the road bends through 90° to the right, cross over Deansway. Continue along the left-hand footway of East End Road to arrive, after crossing over the end of Park Farm Close, at a small shopping area.

There is a bakery on the right, and then a convenience shop and a traditional breakfast café on the left.

Pass the gates of East Finchley cemetery and then pass a tennis club, both on the left. Just beyond a left-hand bend in the road, use a refuge to cross to the right-hand footway. A few metres ahead, pass through the traffic barrier on your right, with a brick electricity substation on your left, into a small park which has been laid out on the bridge over the North Circular Road.

37 In the park, keep to the left-hand path to exit onto Tangle Tree Close. Cross the road and turn right to take the left-hand footway, with the retaining wall of the North Circular Road on your right. At the junction with Briarfield Avenue (the first road on your left), turn left to follow its left-hand footway. Pass a cricket ground on your left, and cross to the right-hand footway at a suitable location.



Tangle Tree Close, with the North Circular Road behind the wall

Cross Manor View ahead by the refuge, and turn right to cross over the end of Lichfield Grove. Continue on the left-hand footway of Manor View to its end at a mini-roundabout, where turn left onto Station Road.

To your right, at the corner of Rosemary Avenue, there is a Victorian stench-pipe. These allowed sewer gas to escape into the upper air without (allegedly) being noticeable to people on the ground.

Follow the left-hand footway of Station Road to reach a row of shops on the left, with the southern entrance to Finchley Central station on your right.

There is a traditional breakfast/lunch café on Station Road opposite the entrance to the station. This may be especially welcome, since there is no café and very few shops between Finchley and Barnet.

Finchley Central station was opened (simply as *Finchley*) in 1867 on the line to Edgware (of which the Mill Hill East stub is the only remaining part). The branch to High Barnet was opened in 1872. The Tube arrived in 1940. As part of the Northern Heights programme, the station building was to have been demolished and replaced by one designed by Charles Holden, but after the Northern Heights scheme was abandoned, the re-modelling of the station was dropped, and Finchley Central is one of the stations with almost completely original Victorian buildings.

If you are entering Finchley Central station, you should use the card readers at the station entrance to validate your journey. Note that you cannot



Rosemary Avenue

use the bridge over the tracks to reach the station entrance and car park on Chaville Way.

Finchley Central to Mill Hill East 1.9km

38 If you are joining the route at Finchley Central station, take the exit signposted *Regent's Park Road*: beyond the card readers, you will come out onto Station Road, crossing the road to turn right onto the left-hand footway. At the top of Station Road, turn left onto Regent's Park Road to reach a light-controlled pedestrian crossing. Use the crossing to cross Regent's Park Road and turn right to cross the railway on the left-hand footway. Cross over the end of Nether Street using the three light-controlled pedestrian crossings.

This is the commercial hub of central Finchley. There are shops, cafés, restaurants, pubs and all other sorts of facilities all around you.

Bus stops lie to the north on Ballard's Lane, with services to local areas and to central London. The SL10 express bus between Harrow and North Finchley serves these stops.

Turn left to follow the right-hand footway of Nether Street downhill to a mini-roundabout, and continue ahead, now on the right-hand footway of Dollis Road.

At the bottom of the hill, follow the road round to the left to pass beneath the Dollis Brook viaduct, a 13-arched bridge which carries

Dollis Brook Viaduct



the railway over the Dollis Brook at a height of 18m, the greatest height of all the bridges on the Underground network.

The bridge was constructed between 1863 and 1867 for double tracks, but only a single track was laid until the preparation for the Northern Heights work in 1931. The second track was never used, and was lifted in 1941, by which time the Northern Heights route to Bushey Heath was only the memory of an idea.

39 After passing beneath the viaduct, turn right onto Abercorn Road and follow its left-hand footway to its end at the junction with Frith Lane. Cross Frith Lane, then turn left to reach the junction with Bittacy Hill.

Follow the right-hand footway of Bittacy Hill, passing a supermarket on the left. Pass beneath the railway to reach Mill Hill East station, across the road to your left.

The line between Finchley Central and Edgware formed part of the New Works project of 1932, and was to be electrified. Much preparatory work was completed, but in 1939, war intervened. After the war, the short section to Mill Hill East (then primarily serving the large army barracks) was electrified as a single track, but nothing else was done. The tracks to Edgware were used by steam freight trains until the M1 unceremoniously severed the line near Bunns Lane. The tracks were lifted soon after, though some lineside furniture may still be seen on the trail along the trackbed.

This has left Mill Hill East station looking more substantial than its stub-end railway: it is likely, however, that passenger numbers will increase as the site of Inglis Barracks is engulfed in housing (mainly chunky, sharp-edged blocks of flats).

There is a small supermarket which takes up the ground floor of a corner of one of the blocks of flats, just to the north of the station entrance.

Mill Hill East station



Mill Hill East to West Finchley

2.1km

40 If you are exiting Mill Hill East station to start the day's walk, cross Bittacy Hill using the divided pedestrian crossing over to your left, and turn left along the right-hand footway. Continue ahead to the small supermarket and turn right to follow Royal Engineers Way up and through a traffic barrier. Follow the road round to the right to reach a bus turning circle, then turn right onto Inglis Way to reach the junction with Frith Lane. Cross the road ahead using the refuge just to your right, and turn left to follow the right-hand footway of Frith Lane as far as the access road for Finchley Golf Club on the right.

41 Turn right onto the golf club's access road, and continue ahead on a track where the road turns right onto a car park.

The track, which is known locally as Lovers' Walk (my apostrophe, diplomatically judged to be plural and genitive) descends into the valley of Dollis Brook, reaching it at a bridge. Do not cross the bridge, but turn left to follow a rustic riverside path, with the water on your right. The Dollis Valley Greenwalk (a more substantial path) joins the route from the right, having just crossed a footbridge.

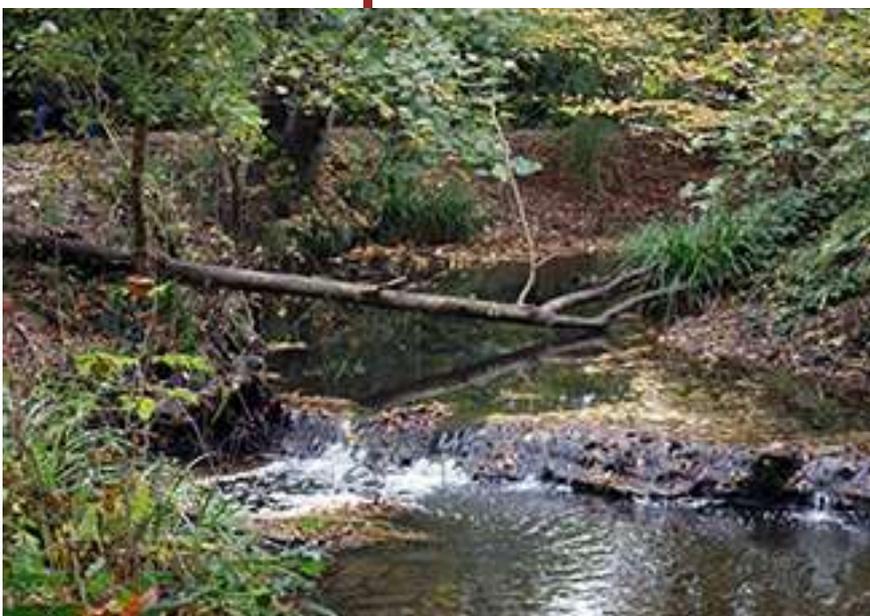
The Dollis Valley Greenwalk is a local walking route which is managed by the London Borough of Barnet. The route starts at Moat Mount on the A1, then climbs to pick up the source of Dollis Brook, following its course to its confluence with Mutton Brook (where the two streams become the River Brent), then follows the Mutton Brook upstream to Hampstead Heath.

Keep to the side of the brook: you will pass some tennis courts on your right, and then an area of allotment gardens on your left, to come out onto Fursby Avenue.

Turn right to follow the right-hand footway of Fursby Avenue to its end at Courthouse Gardens. Cross the road ahead and turn right to reach Nether Street. Turn left to follow the

Below — Lovers' Walk

Bottom — Dollis Brook



left-hand footway: the entrance to West Finchley station is across the road at the end of a small parade of shops.

West Finchley to Woodside Park

1.1km

42 Follow the left-hand footway of Nether Street, to the junction with Argyle Road (on your left) and Alexandra Grove (on your right).

43 Cross Argyle Road by the refuge, and continue along the left-hand footway of Nether Street to the point at which, having taken a bend to the right with the road, you reach a five-way junction.

Here, Nether Street continues ahead to reach the centre of North Finchley in 650m, with its shops, restaurants and other facilities.

The terminus for the SL1 and SL10 express buses is also to be found at North Finchley, offering fast links to Walthamstow via Arnos Grove, and to Harrow via Hendon and Kingsbury.

Turn left to follow the left-hand footway of Gainsborough Road, crossing over the end of Holden Road, until you come to Woodside Park Road, where turn left to descend along its left-hand footway. Woodside Park station is at the bottom of Woodside Park Road.

Woodside Park station was opened in 1872 by the Great Northern Railway Company. The Northern line arrived in 1940. The station had an extensive goods yard on the east side of the tracks: this is now the station car park. A former car park on the west side of the tracks was closed, and a block of flats was built on the site. Look out for the words "and car park" painted over (not very adeptly) on the signpost for the station on Holden Road ahead. The station has retained much of its original architecture.

Woodside Park station

Woodside Park to Totteridge and Whetstone

1.8km

44 If you are exiting Woodside Park station from a Barnet-bound train, simply leave the station directly from the platform. If you are exiting the station from a London-bound train, or if you are continuing the walk past Woodside Park station,





Whetstone Stray

take the footbridge across the tracks at the north side of the station (that is to say, on the far right of the station building when viewed from Woodside Park Road. Follow Station Approach out to Holden Road, where cross the road ahead and turn right along the left-hand footway off Holden Road. Turn left onto Tillingham Way and follow its right-hand footway across Dollis Brook.

Turn right onto the Dollis Valley Greenwalk, with the brook on your right. Cross a bridge before coming up to Laurel Way, where cross the road and continue with the brook on your right.

45 Soon, cross the brook again and continue onto an area known as Whetstone Stray.

In Yorkshire, a *stray* is an area of open common land: the term has extended in a few cases to other parts of the country (for instance, the Brookstray in the west of Coventry), and Whetstone Stray does not deviate from the definition. Barnet Council manages the grassland for nature, with only a strip alongside the path mown, and most of the rest left as wildflower meadows.

The path runs out onto Totteridge Lane: rise to the road at a row of shops, cross the road, and turn right along the left-hand footway to reach the top of the grassy area on the left.

Totteridge and Whetstone station (with its massively understated entrance) is ahead: there are bus services to and from Edgware, High Barnet, Arnos Grove, and Brent Cross.

The shops on Totteridge Lane include a convenience shop.

Totteridge and Whetstone to High Barnet 2.7km

46 Once on the north side of Totteridge Lane, turn to the north (that is, to the left if you are continuing your walk, or to the



right if you are arriving from Totteridge and Whetstone station) to follow the Dollis Valley Greenwalk across Brook Farm Open Space.

*Brook Farm Open Space,
north of Totteridge Lane*

There are two parallel paths: the higher (and rougher) one is supposed to be for pedestrians, while the cyclists are encouraged to take the low road.

Keep to the upper path for about 1.5km until, with the houses of Western Way ahead and on your right, there is an opportunity to merge left onto the other path. Pass the end of the street on your right, and go through a gap in a steel fence.

Here, the Dollis Valley Greenwalk turns left to continue upstream to Moat Mount.

Grasvenor Avenue school





Ascent to Barnet Hill

47 Carry on straight ahead along the right-hand side of the field. Behind some hedges on your right, some houses and Grasvenor Avenue Infant School (dating from the early years of the twentieth century) make up the right-hand boundary of the field.

At a crossing of paths, a right turn will take you out onto Grasvenor Avenue, where you may choose to turn left (with the London Loop) along the road, continuing ahead onto Fairfield Way to Barnet Hill at a London Loop signboard, and following the left-hand footway to Station Approach. This may be preferable in muddy conditions.

Bear slightly to the left to cross the long field diagonally ahead, making for a new school (which is white on its upper floors). Continue ahead, now with a road on your right, with the school on your left and a St John Ambulance vehicle yard on your right. At the top, turn right onto Westcombe Drive, then left onto Fairfield

Way just before it reaches Barnet Hill.

Climb Barnet Hill, crossing the road by a light-controlled pedestrian crossing just beyond Station Approach. Turn right, then turn left to descend Station Approach to High Barnet station.

Northern Line services run to and from central London: there are bus services on Barnet Hill, and more from stops in the centre of Chipping Barnet ahead.

High Barnet station



High Barnet station opened in 1872 as part of the Great Northern Railway, which was later subsumed into the London and North Eastern Railway. It was always a terminal station, with lots of work for a resident station-master — note the house integrated into the station buildings. The line was transferred to London Underground as part of the (later aborted) Northern Heights project during the 1930s, and the first Tube trains arrived in 1940. The last passenger service of LNER ran the following year, and goods services run by LNER and later by British Railways ceased in 1960.

