

WELCOME TO UNLOCK WALK 43 HOMES, HISTORY, HILLS AND HEATH

KILBURN AND HAMPSTEAD

This year's walk takes us to wonderful churches that reflect the character of the peoples and the places they serve. You will discover how these churches are working to address the issues and concerns facing their communities in this very diverse area.

The different levels of prosperity along the walk can be quite stark, but there are lots of subtle contrasts here, too. So, as you walk along the handsome road in Hampstead called New End Square look for Wells House and you will discover it's part of a council estate snugly built around the gardens of Burgh House, the grand mansion next door.

And, as you consider how this urban area still retains names harking back to a distant rural past, you might reflect on how narrow lanes like Shepherd's and Springs became the servants' access paths and the conduits for the rubbish of the grand houses beyond the high fences.

We pass at least three sites of significant wells or springs and the spring referenced in the narrow lane was a source of very

pure water (see the plaque on the corner of Lyndhurst Road) important to local people up to the mid-19th century. This spring is the source of a small tributary of the Thames called the Tyburn which gave its name to an infamous place of execution located near Hyde Park Corner that was used from the 12th to the late 18th Century. Highwaymen who operated in this area were executed there, as were other criminals and some Catholic martyrs, but the strangest hanging there was the posthumous "execution" of Oliver Cromwell! (Google it!)

We also traverse one of the great corridors of transport that has made London such a powerful and wealthy place. Some of the main roads we cross are ancient; for example, Kilburn High Road is part of Watling Street. We also cross over a number of major railway lines that connect the capital with much of Northern Britain.

The hills we climb on our way promised clean air, views of the city and access to the Heath to those who settled and developed there. However, while rich

people continue to live up in Hampstead, many of the large country estates in this area were established on the lower, flatter lands to the west and those ended up accommodating the transport links and the great explosion of population and industrial development that took place in the 19th and 20th centuries. Brondesbury and Salusbury are just two of the names from these wealthy landowners. In Kilburn we pass down roads that were once

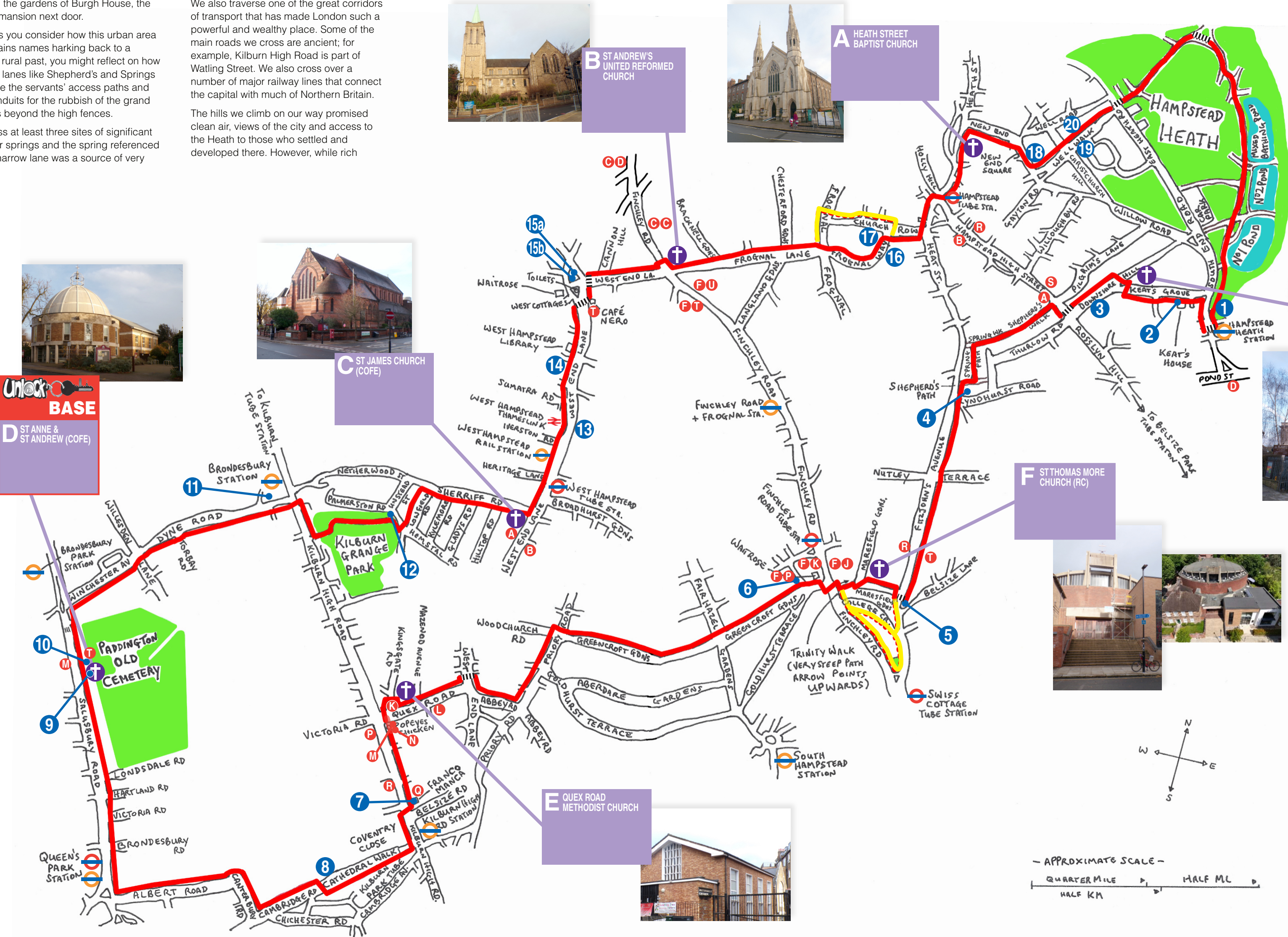
occupied by the families of the men (many Irish) who built the railway lines and roads we are using today. So, as the industrial past fades, new housing has gradually replaced the factories, and new economic migrants have replaced the old ones.

Up in Hampstead, those wealthier, more "cultivated" residents took it upon themselves to ensure that the Heath

survived, undeveloped, and we can thank them for the beautiful open spaces we now enjoy. We can also be grateful that this wonderful Heath now acts as one of the "lungs of London" helping to alleviate some of the effects of our human-made climate crisis.

We pray that this year's walk will help us connect people with places, faith with the past and future, nature with

frenetic urban activities and lively, worshipping communities with the beauties and dangers that face those living in this part of the city. It is not just the high viewpoints that can give us a new perspective. The love and commitment of all we meet today, and the heritage and history they are placed in, should give us all hope for this challenging year.



GETTING THERE

As usual you are encouraged to start anywhere and go either way, to avoid a bulge at checkpoints. It is anticipated that many walkers will wish to start at West Hampstead, so if a different starting point would suit you equally it could be a good idea to use it. The area is well covered by public transport, with the **Northern**, **Jubilee**, **Metropolitan** and **Bakerloo** underground lines, the **Mildmay** and **Lioness** Overground lines, and **Thameslink** all serving the area. In addition, there are **17 bus routes** crossing or touching the walk route. **WARNING:** the north-eastern half of the walk involves some steep hills. Note the final paragraph below.

Northern

(On) Hampstead (Note also Golders Green**)

Jubilee

(On) West Hampstead:

(Very Close) Finchley Road, Kilburn**

Metropolitan

(Very Close) Finchley Road

Bakerloo

(On) Queen's Park

(Very Close) Kilburn Park

Mildmay

(On) Hampstead Heath**, West Hampstead**

(Very Close) Brondesbury, Brondesbury Park

Lioness

(On) Kilburn High Road, Queen's Park

National Rail (On) West Hampstead Thameslink**



** = Lifts

** Kilburn Station is served by buses **16, 32, 189**

** Golders Green by **13, 139, 268, 328**

BUS SERVICES

The walk route is touched or crossed by all the following services: **1, 13, 16, 24, 31, 32, 46, 98, 113, 139, 187, 189, 206, 268, 316, 328, C11**

Many of these give access to the walk from other parts of London, eg. Canada Water **1**, Paddington **16**, Victoria **13**, Waterloo **139**. Go to **tfl** Bus Routes for fuller information. See also the final paragraph below about bus links between Checkpoints.

FARES

London buses are cashless. You will need a **bus pass**, a **contactless card** or **mobile phone**, or else an **Oyster** or **Travel Card**. A single bus journey is still frozen at **£1.75** with unlimited change of buses allowed if within 1 hour of start of journey. Otherwise, multiple bus journeys are capped at **£2.55** for the day. For a mixture of bus and train journeys paid with an Oyster or contactless payment card or mobile phone, daily capping works out cheaper than buying a Day Travel Card. The capping or cost of an off-peak travel card will depend on which zones you need to cover; **the walk route lies entirely within Zone 2**. Children under eleven travel free.

WALKERS WITH WHEELS

The five stations above marked with ** have step-free access to/from the platforms; in the case of Thameslink this is only from the Iverson Road entrance. The gaps to the trains vary and ramp assistance may be required and is available (book on 0343 222 1234). All other stations have steps to/from platforms. Every London bus route is wheelchair accessible with automatic ramps and designated wheelchair spaces that legally have precedence over push chairs, and which drivers are supposed to enforce.

The northeastern half of the walk has some very steep hills and is not wheelchair friendly. The south-western half is manageable in the anticlockwise direction from West End Green (Quiz questions 15) round to **Checkpoint E** with moderate downhill gradients. A sheet giving detailed guidance on bus links between different Checkpoints, and from stations marked ** to Checkpoints, is available in advance of the walk day from the Unlock Office, or on the Walk Website, or for consultation at every Checkpoint on the day. This might also be useful to other walkers who are weary near the end of the day.

Further information is available on the Transport for London website at: **tfl.gov.uk**

LENGTH OF ROUTE

Approx 7.2 miles. Map not to scale

Date of next year's walk is
17 APRIL 2027

ACKNOWLEDGEMENTS

Thanks to the walk team of Alison Gelder, Geoff Coggins, Ian Smith, Sarah Watkins-Idle and Tim Watkins-Idle.
Ashley Emery – design **able-design.co.uk**

Whilst every care has been taken in the design and compilation of this map & notes, Unlock cannot accept any liability arising from any inaccuracy within any part of this document or for any injury sustained whilst doing the walk.