

The area of our walk saw some transport firsts in the 1800s. The first London omnibus went from Paddington Green to Bank and used stables at inns in Lisson Grove. In 1863 the world's first underground railway was opened. Constructed by 'cut-and-cover' method it ran from Bishop's Bridge Road Paddington to Farringdon, emerging from tunnels into daylight at Edgware Road station. In its first year it carried 9,500,000 passengers.

The Great Western Railway was built in 1837 between these two events with its terminus at the new Paddington Station. The canal system, many parts of which are featured on this walk, preceded all these. Look out for two of the few canal tunnels in London.

HOUSING & HEALTH

The link between housing and health was made in this part of London in Victorian times, where disease was still poorly understood. Dr Southwood Smith moved to Lisson Grove in 1859 and worked at the London Fever Hospital. As poor people got better in hospital but then ill again after returning home, he realised that sanitary measures could prevent this. He set up an experiment by building houses with water closets instead of cess pits, and light and fresh air coming into each room. The child mortality rate was compared to the Potteries and Piggeries; with 80 fewer children, the slums had 41 more deaths than the Association's buildings.

Smith's grand-daughter whom he brought up was Octavia Hill the great Christian social reformer. Much of her work in the improvement and management of housing for the poor was carried out in Marylebone. She was a founder of the Peabody Trust, whose social housing includes the Dalgarno Way estate on our route.

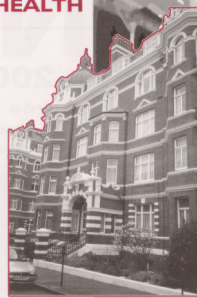
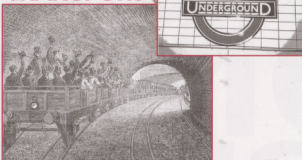
Health and wealth are still strongly linked. A 15 year 'gap' in life expectancy exists between the worst and best wards in Westminster. Church Street, the poorest, has the worst life expectancy in London for males at 67.4 years (UK average is 75 yrs) and for women at 72.2 years (UK average is 79.9 yrs).

ISLAM

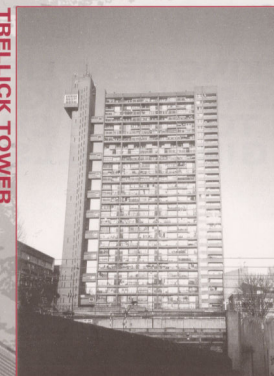
Muslims have lived, worked and raised families in North Kensington for over forty years and form a multi-cultural, multi-lingual community of over 20 nationalities. For a community and area that faces many disadvantages in health, housing, education and employment, the Muslim Cultural Heritage Centre seeks to be a place that would inspire, attract and act as a positive force for change within the local community and the wider society. Unlock walkers are encouraged to visit to see what goes on and learn. Please be culturally sensitive and cover up arms and upper legs in the building.

Until the opening of Paddington Station in 1837 Bishop's Bridge Road was a footpath between villages. It continued through what is now called Westbourne Grove, then a real 'grove' a lane flanked by tall trees and banks of wildflowers.

TRANSPORT



TRELICK TOWER



Loved or loathed, Trellick Tower at 451ft looms large over great swathes of West London. It was designed by the controversial modernist architect Erno Goldfinger, whose work was so disliked by Bond writer Ian Fleming that he named a badgale after him. It has featured in novels and the lyrics of songs by the Clash and Blur. It has listed building status, and is also untypical as tenants successfully pressed for CCTV and even a lift concierge resulting in no crime and the few privately owned flats now selling for over \$200,000.

BARRIERS & BRIDGES

FAMOUS PEOPLE

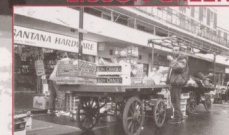
Henry Sylvester Williams (1869-1911) was elected councillor for Church Street Ward, St Marylebone in 1906. According to the Mirror 'Mr Williams enjoys the distinction of being the only coloured citizen on any council in England'. He organised the first Pan African Conference at Westminster Central Hall in 1900.



Mary Seacole (1805-1881) was a nurse in the Crimean War. She lived in Paddington and was buried at St Mary's RC Cemetery, Harrow Road. In 1857 she published a book about her adventures. Her obituary in the Times said 'she was present at many battles, and at the risk of her life often carried the wounded off the field'.

Portobello Road is home to the famous street market, with Saturdays its busiest day. At first just a track across farmland, it was named after Puerto Bello in the Gulf of Mexico. The road, together with Golbourne Road and other streets, is taken over each August bank holiday by Carnival - the biggest in Europe.

LISSON GREEN



The Potteries and Piggeries were slums in the area of Notting Dale and Notting Hill. People moved into the area in the early 19th century to make bricks and tiles for London, which was developing very fast. Pig-keepers also settled there, as did gypsies and families of workers building the railways. There was poverty on a large scale, and with kilns and pigs amongst overcrowded housing, its easy to see now how the area was notorious.

The area is now 'up and coming', although as with much of London, rich and poor are very close together. A glance in any estate agent's window will reveal just how far flat and house prices are beyond the means of ordinary local people. Social housing at affordable rents is as important as ever - an issue not always high on the agendas of the local authorities, whose housing stock in both boroughs is now run by housing associations or tenant management organisations.

A short walk from Madam Tassauds is a lively, densely populated historic part of London with a close-knit long-standing community. It is mentioned in Samuel Pepys' diary in 1666 and in the Domesday Book. Lilestone Road recalls the place name then. In the mid 18th century, Lisson Green was still a small village at a road junction. Great changes were coming as London spread outwards and traffic from the west increased, especially to Smithfield Market.

Lisson Green retained a country atmosphere which attracted artists, writers and composers including Joseph Haydn as residents in the late 18th and 19th centuries. The painter Benjamin Haydon described a dinner party there with Wordsworth, Keats and Lamb.

Streetscapes have been altered dramatically by the coming of the canal and railway and the blitz of world war two. The Lisson Green Estate was built in the 1960s on the site of a goods yard and coal depot. Home for 5,000 people, it was dogged by problems from the beginning but repairs, more policing and demolition of walkways have improved things. At the heart of the area is still the thriving local market in Church Street.

Paddington Green is a remnant of ancient common land and has many interesting associations other than the famous police station. Take time to read the information board as you walk through.

In the days when goods were best transported by canal, Paddington Basin was a central distribution point for building materials, coal, manure and a thousand other things and surrounded by warehouses. Previously derelict, the area is being transformed into a work and leisure space, open to the public for the first time.

THE UNLOCK
Sponsored
23.52.70 (Ladbroke Grove)
18.27.205 (Harrow Road and
(Edgware Road)
6.7.15.23.36.98.14.1.4.36
BY BUS
See stations on map.
BY TUBE
mainline stations
tube connections to other
to the route. There are easy
stations are on or very close
Marylebone mainline train
Paddington and
BY RAIL
The area is served well by
trains and buses (as well as
canals)

DON'T FORGET >>>

ALWAYS use pedestrian crossings
Take time to learn about the churches you visit and about Unlock
Do the quiz - sheets available on the day
Look for things to play about as you walk
Don't drop litter - be a positive witness
Get your map stamped at each checkpoint
Deposits are open from 9am until 5pm
You can begin anywhere on the route
The route can be walked in either direction

>>> THIS YEAR'S ROUTE IS APPROXIMATELY 9 MILES LONG >>>

& NB. We suggest that wheelchair users follow the route ANTI-CLOCKWISE

& = disabled access, toilet

