

The Grand Surrey Canal

A history and self-guided walk along the route of the canal, 4¾ miles of water slicing through the heart of south London from the Thames at Rotherhithe to Camberwell and Peckham.



Surrey Canal entrance from Thames Water Colour by G. Yates 1825

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THE GRAND SURREY CANAL -

HISTORY AND A SELF GUIDED WALK

The Grand Surrey Canal (GSC) was constructed in South London during the early 19th century. Until 1889 the ancient county of Surrey extended as far east as Rotherhithe, hence the name of the canal. In 1889 the County of London was created and the borough of Southwark, along with Lambeth & Wandsworth, were removed from Surrey. The canal was initially planned to reach Mitcham but due to hilly terrain and a lack of budget for the necessary costly locks, it didn't make it. It opened a route from the Thames to the Old Kent Road in 1807, to Camberwell in 1810, and to Peckham in 1826, when the canal took its final form. The canal closed progressively from the 1940s, with all but the Greenland Dock closing by the 1970s. Much of the route is traceable, as it has been turned into roadways and parks.

There were several earlier schemes for a canal that covered the same route as the GSC, one of which might date back to 1016, when the Viking King Cnut reputedly dug a canal during an attempt to gain the English crown. Landing at Greenwich, with London impregnable, he channelled a route from Rotherhithe to Battersea, but was forced to retreat. "Cnut's Canal" fell into disuse until 1176, when the priest Peter de Colechurch used it to divert the Thames while building the new stone London Bridge. The 1660 Greenland Dock construction stands on the site of the entrance of this old canal. During work at the Lavender Yard area of the Surrey Commercial Docks in 1936, part of the reputed "Cnut's Canal" was excavated.

In 1799, engineer Ralph Dodd proposed a new canal, and The Grand Surrey Canal Act 1801 authorised the raising of funds. Two further Acts (1808, 1811) allowed raising of more funds for the project.

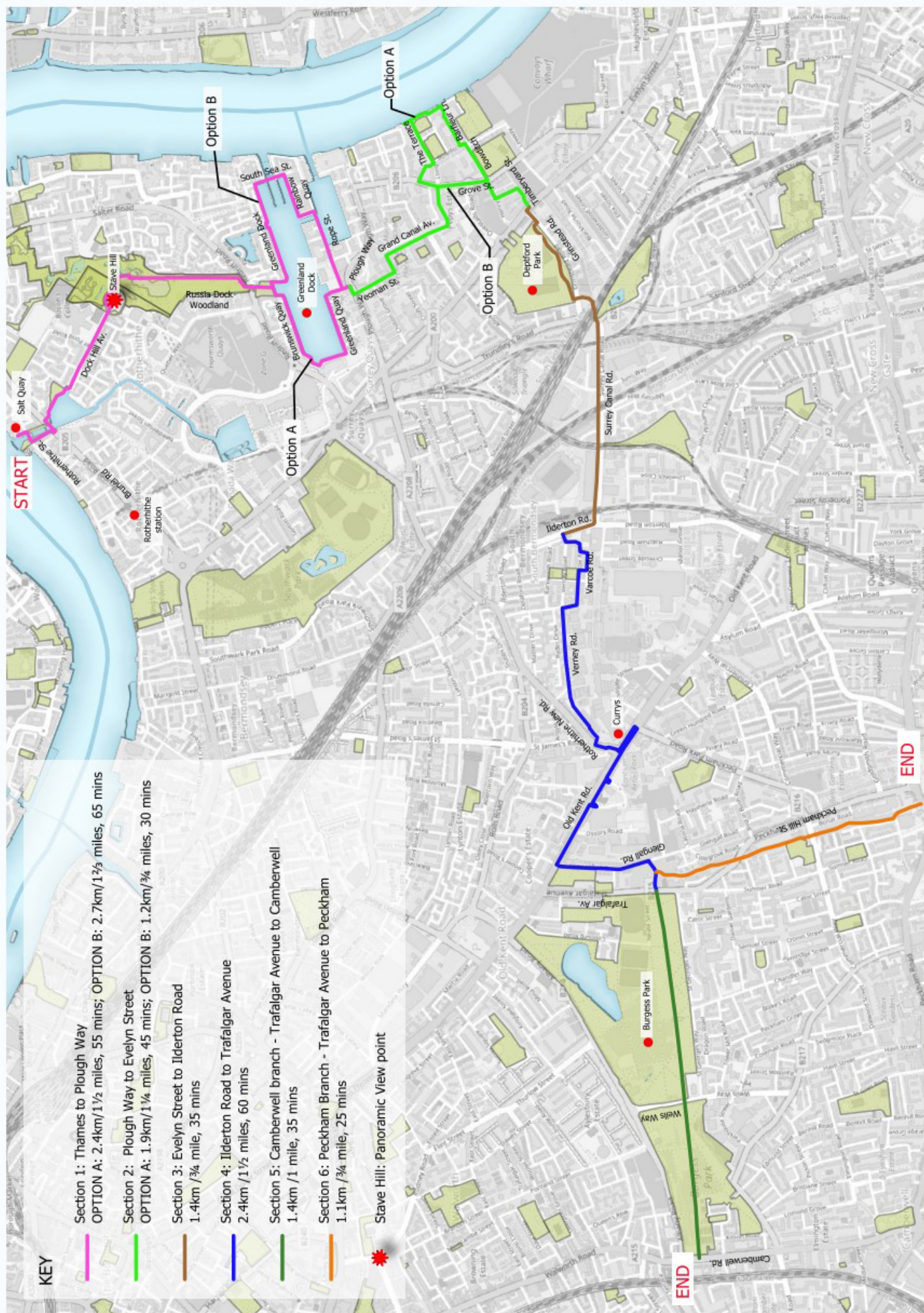
The Company of Proprietors of the Grand Surrey Canal began work in 1802. Plans were mooted to extend the canal to Portsmouth, but these never made it past the proposal stage. Instead, a connection to the Croydon canal was opened in 1809 (see section 3). The early 20th century was the canal's heyday with barges used for transporting raw materials to, and finished products from, the variety of factories that lined it. They included coal to the gas works sites on the Old Kent Road, and timber from Surrey Docks - London's main timber docks. The timber wharves had sawmills producing everything for the building trade. The leftover wood was bundled for firewood, the sawdust used for packing and bedding for horses. The need for merchants to store goods under cover and for wire to bind crates increased demand for adjacent iron works. In addition, Bibles, tea, tar, salt, ice, leather goods, mineral water, lemonade, glassware and gramophones amongst many other goods were manufactured, warehoused and transported.

The GSC was the first canal to have its own police (forerunners of the British Transport Police). "Bank rangers" were appointed in 1811 to keep law and order along the length of the canal and manage the bathing and fishing which had become popular pastimes.

Improvements in other forms of transport meant that the GSC's days were numbered. Rail transport was faster and could carry more cargo, while road improvements ate into the canal's advantage in last-mile transport. Use of the canal plummeted after 1945, and by the mid-1950s, it had become stagnant and dilapidated.

The Camberwell branch was drained and filled in by 1960. The Camberwell Basin site came to form part of Burgess Park. When the timber trade to Surrey Docks ended in 1970, the rest of the canal became obsolete and was filled in during the early 1970s.

MAP OF THE GRAND SURREY CANAL



PREAMBLE

This guide goes from Rotherhithe to Peckham/Camberwell, following the order in which the canal was built. Public transport links are included for each section. The area is mostly within Controlled Parking Zones (CPZ) with very limited parking except on weekends. Unless noted the route is accessible for wheelchairs. All images ©Southwark Libraries unless indicated.

SECTION 1 — Thames to Plough Way

OPTION A: 2.4km/ 1 ½ miles, 55 mins; OPTION B: 2.7km/1 ⅔ miles, 65 mins

NOTE: THIS SECTION HAS SOME STEEP SLOPES WHICH CANNOT BE AVOIDED

In 1696 the Howland Great Wet Dock was built—and was renamed Greenland Dock in 1763. At the same time as work to build the canal was taking place, the dock system was developing at the Rotherhithe end with docks absorbing the canal. By 1904 nearly one mile of the original canal route had been altered by dock construction. The original entrance from the Thames to Stave Dock was replaced in 1860 with one 30m to the west linking the Thames to Surrey Basin (now Surrey Water) which is where our walk begins.

Turn left out of Rotherhithe Station (built 1869) and continue along Brunel Road/Salter Road, turning left towards the river before the bridge (or use bus stop Smith Close for C10 & 381 from Surrey Quays). Take the level path, Thames Link, above the canal lock (original lock gates and lock mechanism are still in place) and walk towards the river and the red lifting bridge.

For an accessible route to the river and lifting bridge continue forward from the bus stop, turn left into Rotherhithe Street, pass the YHA (with café) and left again to the lifting bridge.

The bridge is a rolling counterbalanced lift bridge for swifter opening – not hinged like a conventional bridge – invented by William D. Scherzer.

Adjacent to the Thames, 150m upstream, was the site of Kings Mills (1554), crown water mills for manufacture of gunpowder. Nearby is the Salt Quay pub.

Walk inland alongside the lock back towards Salter Road, noting the PLA marker stone incorporated between the blind arches of the Salter Road 'bridge' (the road is new). Use the pedestrian crossing and descend the steps or slope to an information board describing the wide range of birds seen here. Walk along the left-hand side of Surrey Water, passing mooring bollards. At the end of the basin by the finger posts, follow the path left past a gazebo and continue along Dock Hill Avenue, crossing Thames Road/Dock Close and Timber Pond Road.

Continue up an incline and (optional) climb the 60 steps of Stave Hill formed from spoil from the Albion Dock which was converted into the ornamental Albion Channel in the 1980s. It is topped with The Relief Docks Map (Michael Rizzello, 1989).



The river, docks and canal on the relief map are designed to be filled by rainwater. The hill also provides a panoramic view of London and is well worth the climb. The map shows the canal running west of the dock, correct for 1896. Source: Geoff Fairbairn

Walk clockwise around the hill, past (or also visit) the Ecology Park, home to a butterfly park, bee colony and rich variety of fungi, then take the next left path into Russia Dock Woodland, basin of the former dock, now 36½ acres of accredited nature reserve that runs through the spine of the Rotherhithe peninsula.

Take the path on the right (signposted “Canada Water Tube”) of which the granite wall of the original Russia Dock soon forms the outer right-hand edge. Follow this to the end of the dock, then – before the road – follow the path right and down the slope, under the road (the site of another canal lock) and up the slope towards Greenland Dock. At the top, across the dock, you will see the water sports centre, and to its right the slipway which was the canal entrance. The dock originally did not extend to this point from the left; it was greatly expanded (1895-1904) across the canal’s original course here. This explains the discrepancy with the 1896 relief map on Stave Hill.

At this point you have two options to get around the dock to reach the canal junction.

OPTION A: Follow the dock to the right along Brunswick Quay, pass sculptures (by Katy Hallett, 2016) of notable Southwark residents (Phyllis Pearsall creator of the A-Z, Michael Caine, Actor, and Barry Mason, Manager, Surrey Docks Farm & cycle enthusiast), the statue of James Walker 1781-1862, engineer to Surrey Commercial Docks Company from 1810 to 1862 (by Michael Rizzello, 1990). Note the rails in the pavement all around this dock that enabled the travelling cranes to unload and move stock. Pass the second red Scherzer lifting bridge then follow the dock around to the left to reach the Water Sports Centre. Continue straight on along Cunard Walk emerging at Plough Way, under which the canal crossed.

OPTION B: Follow the dock to the left, passing the Moby Dick pub – a reference to the whale oil that was landed here – and follow the dock side. Cross over the footbridge alongside South Sea Street, which is the Norway Cut Swing Bridge with black plaque information. An accessible route is via the adjacent pavement.

Continue along the dock side passing Greenland Dock pontoon with residential boats moored. Turn right along Rainbow Quay and follow it to Rope Street. Turn right over the lifting bridge and continue along Rope Street then turn left into Cunard Walk to emerge at Plough Way under which the canal crossed.

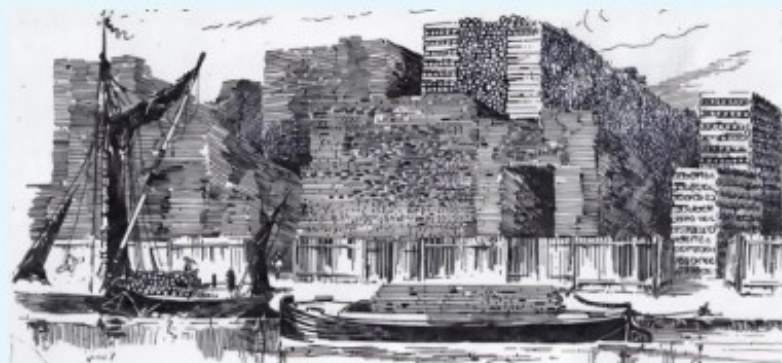
A and B now combine: 199 bus stop is here to return to Surrey Quays, or cross over Plough Way to Yeoman Street to continue our walk.

SECTION 2 — Plough Way to Evelyn Street

OPTION A: 1.9km/ 1 ¼ miles, 45 mins; OPTION B: 1.2km/ ¾ miles, 30 mins

From Greenland Quay (section 1) or 199 bus from Surrey Quays to Yeoman Street, cross Plough Way and go down Yeoman Street almost opposite. On the right is Earl Pumping Station, built in the 1940s and now connected to the Tideway “super sewer”. Continue along the partly cobbled street to Pell Street, turn left to come to Grand Canal Avenue, a long wide walkway along the route of the canal (turn next right into Naomi Street to reach Pear Tree café at the end). Wharves along this section included Stotesbury’s, Jewett’s, Chapman’s, Baltic, Doulton and Lilly’s.

Now it contains a central play area with wooden farm animals, a poem “Lock & Quay” by Lemn Sissay, metal artwork depicting a boat commemorating the history of the canal and the remains of the Deptford Wharf goods line railway bridge on the right. Turn left onto the path beyond the multi-coloured canal boat to bring you to Grove Street. Steam-hauled goods trains to the Foreign Cattle Market ran on a track along the middle of Grove Street until the 1961. From here there is a long option (A) or a short option (B).



Jewett's New Baltic Wharf, Lower Road, Deptford

OPTION A: Turn left on Grove Street, then on the right are the main gates to the Navy Victualling Yard established in Deptford in 1742 and by 1860 covering 35 acres to become the largest victualling yard in the UK. Ship's biscuits, mustard, pepper and chocolate were all manufactured on site. The Yard also contained a large slaughterhouse and meat salting complex, and a cooperage for the making of barrels. Large quantities of clothing, food, and medical supplies were stored here. 32,000 gallons of rum were held in one of the rum vaults.

Advances in naval engineering rendered the Thames too shallow for larger modern ships and by 1958 the site covered only 11 acres and was sold by the Admiralty to the then London County Council in 1961 for housing ---the Pepys Estate--- named after Samuel Pepys, most famous for his diaries, but also Secretary of the Royal Navy between 1673 and 1679.

By passing through the gates of the Yard you pass The Colonnade and The Terrace, both built as officers' quarters. For a step-free route, return along Grove Street and left into Longshore. Continue towards the river past Aragon Tower which hosts on its river side the "Wall of Ancestors", 16 sculptured faces with connections to Deptford by local artist, Martin Bond. These include Sir Francis Drake, Queen Elizabeth I, Tsar Peter the Great and Catherine of Aragon.

Walk along the foreshore of the Thames towards Greenwich, passing more victualling yard storage buildings. On the wall of the building to the right is a plaque commemorating the knighting of Sir Francis Drake by Elizabeth I on 4th April 1581 aboard the Golden Hind in a creek near here. Queen Elizabeth II entered Pepys Estate near these steps during her Silver Jubilee celebrations on 9th June 1977. She had knighted the solo circumnavigator Francis Chichester in 1967 with the same sword Elizabeth I used to knight Francis Drake.

Walking away from the river between the two warehouses follow the path that leads to Barfleur Lane which in turn leads to Bowditch. Ahead is The Victoria pub (1847).

OPTION B: Turn right along Grove Street to The Victoria pub (1847).

A and B now combine: Walk down Henry Street beside The Victoria and take the path on left to rejoin the route of the GSC to Timberyard Street where the canal carried straight on. Turn right to emerge at and cross Evelyn Street.

To the left along Evelyn Street is Blackhorse Bridge which crossed over the canal and where a standard for a gas lamp survives on each of the four corner pillars. The canal had a large basin to the left of the bridge to enable barges to make the right-angle turn. You can see the towpath of the canal beside the Shurgard building. Buses 47 and 188 by Deptford Fire Station on Evelyn Street will take you back to Surrey Quays. Alternatively continue to section 3 of our walk.

SECTION 3 — Evelyn Street to Ilderton Road

1.4km / ¾ mile, 35 mins

From the Deptford Fire Station bus stop (47 or 188 from Surrey Quays) cross over Evelyn Street. Turn left into Grinstead Road, enter Deptford Park on the right and follow the path around to the left, parallel with Grinstead Road. Deptford Park was laid out on former market gardens acquired from descendants of the diarist John Evelyn and opened in 1897.

At the end of the park, cross Grinstead Road and proceed through the Neptune Wharf pedestrian area opposite the park gate. Neptune Wharf opened in 2024 on the site of, and named after, a canal-side tar and chemical works. Other wharves along this section included Glovers, Braby's, Neckinger, Verney, Acorn and Hatcham Saw Mill.

The railway arches – two large ones over the main route of the canal (one of which accommodates offices) and a smaller one for the tow path – have been inserted under a 19th century steel girder bridge as part of the Neptune Wharf redevelopment, winning the New Civil Engineer Rail Project of the Year in 2025 for their innovative and sustainable design. They are aligned with the older brick arches further in. This is the first of five railway bridges in less than a kilometre of the onwards walk, all originally built during Queen Victoria's reign except for the middle part of this one which was opened in 1836. Beyond the viaduct is a pole bearing an information plaque about the canal and another about the series of artworks along the walking and cycling route that crosses here. One of those works, depicting Thames barges and timber wharves, is at the top of the pole.

Emerge at Trundleys Road, which was carried over the canal and towpath on the humped Necker Bridge. Beyond this Surrey Canal Road is on the alignment of the canal.

Cross the main road to follow Surrey Canal Road on the shared path/cycleway on the right-hand side, on the alignment and level of the towpath (the pavement on the left side poses challenges for wheelchair users). The former canal bed was excavated to a much lower depth for the laying out of the new road so that commercial vehicles could pass under the railway bridges. Other than a small tar works there was open land on both sides of this stretch of the canal until the end of the 19th century.

Beyond the next railway bridge, the industrial area on the left was occupied from 1900 by the huge works of the Mazawattee Tea Company, where cocoa and coffee were also processed. The company was already in decline when the works were heavily bombed during the Second World War. The name "Elizabeth Industrial Estate" can be seen on the water tank atop the sole surviving original building.

The mini roundabout is on the site of another railway bridge, a single track goods line which led to the Deptford Wharf goods yard on the Thames, to Greenland Dock and South Dock, and to the Foreign Cattle Market in Deptford (see sections 1 and 2).

The Avalon Café on the corner of Juno Way offers a range of food and has an art gallery and small performance venue.

Continuing along Surrey Canal Road, the 15km-long Croydon Canal branched off the GSC where Mercury Way now makes a junction. Opened in 1809, the Croydon Canal was acquired, closed, and filled in by the London & Croydon Railway Company in 1836 to facilitate the laying of the latter's tracks along much of its route. A 500m stretch was retained at this end as a dock for a timber wharf.



Glover's Timber Wharf adjacent to Croydon Canal

On the right just before the next railway bridge stands 'Angel', constructed by Barnaby Lewis for the South Bermondsey Festival in 2023 from sheet steel and car components. Beyond the last railway bridge, the community garden on the right was opened in 2021 as a memorial to Pat Hickson MBE for her work in running fund-raising and community support events in the area.

At the end of Surrey Canal Road is Ilderton Road which was previously carried over the canal on Canterbury Bridge, a large road bridge built in 1890 when the road was laid out as part of housing dev-

elopments across previously open land. This replaced a small swing toll bridge called White Post Lane Bridge that had connected the lane from the south (now part of Ilderton Road) to the towpath.

SECTION 4 — Ilderton Road to Trafalgar Avenue

2.4km / 1 ½ miles, 60 mins

Much of the canal route between Ilderton Road and Old Kent Road has been built over with modern buildings including major electricity substations with no public access. However some signs of the route remain.

Wharves along this section included Stephenson's, Hathaway's and Stanley's as well as May's and Langdale's Saw Mills.

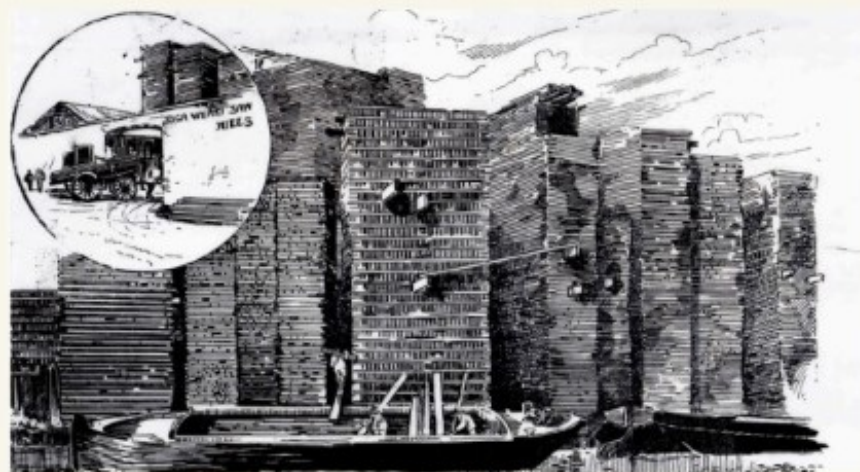
Continuing from Section 3 or from the P12 bus stop (Millwall Football Ground) from Surrey Quays, cross over into Verney Road, immediately left into Varcoe Road, then left again into Gerards Close. The houses on the left were built along the line of the canal. At the end turn left back into Varcoe Road, then left again into Verney Road. Note William Say tin can factory (20 Verney Road) – a family run business that started in 1910 and moved to this site in 1970. In the business park on the left opposite Verney Way is The Warehouse Café.

Behind the café, across the former route of the canal, on the south bank, a huge site was used by the South Metropolitan Gas Company works, manufacturing gas for south London from coal brought in by barge on the canal. One gasholder remains of the eight which occupied the site over the years. Large parts of the site are now occupied by electricity substations, with cable tunnels running under the former canal, continuing the energy tradition.

At the end of Verney Road turn left into Rotherhithe New Road then left into Old Kent Road, passing Curry's which was built on top of the canal. The Old Kent Road bridge over the canal was removed in the 1980's. Immediately beyond Curry's is a small wooden gate on the left; go through it along the pathway to see Canal Grove, a 19th century row of houses that originally faced gasholders that lined the canal.

Retrace your steps, cross and then walk back along the Old Kent Road passing on your left the Everlasting Arms Ministries UK, a building that was originally the North Peckham Civic Centre and library. There is a 1965 mural along the base of the building depicting the history of the Old Kent Road from the Romans, through the Canterbury Tales, Jack Cade's rebellion, Charles II restoration parade into London, to the Sixties. Topps Tiles and B&Q were built over the canal and from here to Glengall and Trafalgar Roads the canal route is largely invisible.

Continue along the Old Kent Road and as an optional extra take the third left, Ossory Road. At number 12 is The Bottle Factory, a former warehouse for mineral water, lemonade and ginger beer that operated for a century as J. Mills & Sons Ltd. It has now been restored for use as office space. The Asda car park is on the site of grain warehouses, with the canal passing the end of Ossory Road and Stephenson's wharf which stood on the opposite bank.



Stephenson's Riga Wharf, Bianca Road, Glengall Road

Either retrace your steps to Rotherhithe New Road to get bus 381 back to Surrey Quays, or continue along the Old Kent Road, left into Glengall Road, then right through Burgess Park on the shared path/cycleway marked "C35", and cross Trafalgar Avenue for sections 5 and 6.

The final two sections are branches of the canal; doing both requires backtracking on one to do the other.

SECTION 5 — Camberwell branch: Trafalgar Avenue to Camberwell

1.4km /1 mile, 35 mins

Either continue from section 4, or from Surrey Quays take the 381 bus to Bird In Bush Road, walk along Bird In Bush Road, right into Glengall Road, then left through Burgess Park on the shared path/cycleway marked "C35", and cross Trafalgar Avenue. Alternatively, bus 63 or 363 from Elephant & Castle to Waite Street, walk down to where the road rises over a former bridge and turn right into Burgess Park.

Wharves along this section included Peter's, Hill's with Groom's and Addington's at the basin.

Burgess Park is a large open space where once was a noisy, smelly, bomb-damaged conglomeration of housing, wharves, small factories and businesses which lined the canal. The park is named after Jessie Burgess, the first woman mayor of Camberwell who was instrumental in the park's creation after the Second World War.

Here is a broad, straight, asphalted avenue, much used by bicycles, scooters and runners, and lined with cherry trees. This was the route of the canal, along which stood leather factories, timber wharves, stables, a sawmill, an oil refinery, a paint factory, an ice store, several skin and fur factories, R Whites and Rawlings mineral water factories, an engineering works, scrap-yards and a mortuary! Now the park on either side of the avenue alternates between largely uncultivated and free-growing sections, managed wildflower gardens, and open grassy areas. Follow the path straight ahead, passing under the "Bridge to Nowhere", an early 20th century footbridge from the working days of the canal.

After the bridge there is an optional detour (500m/450yd) to the alms houses at Chumleigh Gardens via the asphalted path on the right. At the next intersection with other paths, take the right-hand path straight to the early 19th century alms houses, and their attractive "world gardens". Adjoining them is the Stomping Grounds café and public toilets. Retrace your steps to the main route.

Continue along the avenue to where it crosses Wells Way, noting, on the left, St George's church (1824), now converted to flats, and, on the right, the Passmore Edwards Library, Baths and Wash-House (1903), with its tiled mural of the Camberwell Beauty butterfly. The mural was relocated here in 1982 from a nearby factory prior to the latter's demolition. This rather ornate public building, funded by the Victorian journalist and philanthropist John Passmore Edwards, is now home to England's oldest amateur boxing club.



Surrey Canal and St George's Church Camberwell with Wells Way bridge 1934.

Cross Wells Way via the underpass decorated with children's models of barges carrying typical local goods and enter the western section of the park (if too steep for a wheelchair use the pedestrian crossing to the left). Continue in the same direction, passing the brick lime kiln off to the right, which dates from 1816. Follow the path straight ahead, passing tennis courts and the Clubhouse café. If you turn left at the café, you can make a detour (300m/350yd) into Addington Square, an attractive 19th century square once home to Nathaniel Simmonds, the canal engineer, and frequented in the 1960s by the notorious Richardson gang.

The Clubhouse café is on the site of Clarence Wharf (building supplies) which was, in turn, built on the site of a swimming bath from the 1820's. There was a small canal basin on the site of the tennis courts, and on the north side a larger basin – Memel Wharf – opening onto Albany Road, with underground oil tanks. Straight ahead the canal ended at Addington Wharf, coal merchants, fronting Camberwell Road. This end of the canal was the first to become disused and was filled in becoming the backbone of Burgess Park.



Addington Wharf on Camberwell Road.

Source: PLA Records, Museum of London (Docklands)

From here you can take many buses towards the Elephant and Castle, then 188 back to Surrey Quays or retrace your steps to the other end of Burgess Park and cross Trafalgar Avenue to follow section 6.

SECTION 6 — Peckham Branch: Trafalgar Avenue to Peckham

1.1km / ¾ mile, 25 mins

Either continue from section 4, or from Surrey Quays take bus 381 to Bird In Bush Road, walk along Bird In Bush Road, right into Glengall Road, then left at the shared path/cycleway marked "C35" into Burgess Park, where there is an information board. Alternatively, bus 63 or 363 from Elephant & Castle to Waite Street, walk down to where the road rises over a former bridge and turn left into Burgess Park.

The final section of the canal is the branch to Peckham, built around 1826. Between Glengall Road and Trafalgar Avenue you can still make out the triangular basin, where barges could turn off the main route to Camberwell south towards Peckham. The route from the docks led under Glengall Bridge, now replaced by the ramp down from Glengall Road.



1930 Glengall Bridge from the west with Peckham branch on the right.

Wharves along this section included Eagle, Sunderland, Taylor's, Willowbrook with Whitten's at the basin.

The Glengall Wharf community garden and food-growing project on the canal bank to the left used to be the main Camberwell Vestry (council) depot for refuse disposal. It was equipped with 12 rubbish chutes to load refuse onto barges for offloading downstream on the Thames – on the Kent coast. Barges would have moored up against the concrete wall, rebuilt in 2017 to the original design.

Behind you on the left, stood the Edison Bell factory, where many early gramophones and radios were manufactured, as well as records produced in its

studio. It closed, to become a furniture factory, around 1932. Continue passing the community garden on the left down the now landscaped walk to Peckham.

As with much of the canal, many of the wharves along the banks were occupied by timber yards and saw-mills. The canal closed in 1974 and was landscaped by Southwark Council in 1995. Friends of Burgess Park initiated a Wild and Edible tree trail walk, and the route is also part of TfL's Green Link Walk from Epping to Peckham, a 15-mile walk linking 40 areas of green space.

The first of two road bridges crossing the canal is soon reached – Taylor's Bridge takes Willowbrook Road over the canal at an angle and was built by the Vestry in 1870, restored and strengthened to take double-decker buses in 2013. Spot the 3½ mile cast iron canal marker on the right side before the bridge, the stump of a very stout telegraph pole on the left beside the bridge and the wear marks on the walls caused by barge tow ropes. Just beyond on the left is the oldest building still on the canal side – a grade II listed house of 1840 with graceful wrought iron work.

After the Jowett Street Park open space on the right, Globe Bridge carrying Commercial Way is reached. Continue, passing stone benches made from canal edging blocks to the Canal Head now Peckham Square.

The façade of the University of Arts London student accommodation building references the piles of wood that were a common feature of the canal side in the days when the boats brought materials from Surrey Docks. The Mountview Academy Theatre of Arts replaced in 2020 the final Surrey Canal timber merchant, Whitten Timber, which had traded since 1919. At Peckham Square is the Peckham Pulse leisure centre, and the Peckham Library which won Will Alsop the 2000 Stirling Architectural Prize.



Canal Head Peckham 1930.

To return to Surrey Quays take the 381 bus from Peckham Hill Street.

Useful links :

- Travel guidance –
<https://tfl.gov.uk> and <https://citymapper.com/london>
- Our Rotherhithe –
<https://ourrotherhithe.co.uk>
- Rotherhithe & Bermondsey Local History Society –
<https://www.rbhistory.org.uk>
- Side-by-side maps –
<https://maps.nls.uk/geo/explore/side-by-side>
1888 OS and modern maps can be used (via the National Library of Scotland website) to trace the route of the canal.
- Friends of Burgess Park –
<https://www.friendsofburgesspark.org.uk>
- Glengall Wharf Garden –
<https://glengallwharfgarden.org.uk>
- Green Link Walk –
<https://tfl.gov.uk/modes/walking/green-link-walk>
- Stave Hill Ecology Park –
<https://www.tcv.org.uk/london/urbanecology/%20urban-ecology-sites/stave-hill-ecological-park>
- Friends of Russia Dock Woodland –
<https://atlas7.github.io/fordworg>
- Lewisham Local History Society –
<https://www.lewishamlocalhistorysociety.org.uk>



Special thanks to :

Special thanks to Brian Wates for undertaking a test of the whole walk at the early editing stage



Southwark Council for funding the development of the project.

thelandscapepartnership

The Landscape Partnership for graphics and cartography
(<https://thelandscapepartnership.com>)

The text is accurate at the time of going to press although some new buildings on the route of the old canal may have changed with new names.

We hope you enjoyed our leaflet. Please give us some feedback so we can pass on to our funders at:
amandajsquires@btinternet.com