



Overview Of the Walk:

A beautiful gentle flat walk along the Southbank of the Thames taking in many historical London landmarks but also with many places to stop and watch the world go by....

Waterloo Station Exit – If you are starting the walk in the order of this guide and doing this via Waterloo station, please follow the signs for the London Eye. This will bring you out at a separate entrance from the main station on York Road. Exit through the ticket barriers, walk out the station, turn left and then left again, walking down by the side of the station that you have just come out of.

Fact - Waterloo is the busiest railway station in the UK, with nearly a hundred million entries and exits from the station every year. It is also the country's largest station in terms of floor space and has the greatest number of platforms, and you've just added to that 😊

Keep walking in this direction for two minutes and then you'll come to....

Jubilee Park and Garden – Without doubt the view of the park is dominated by the view of the London Eye, but this park with its green space and large children's playground area (for under 11's and free of charge) was used as the Festival of Britain's main building, The Dome of Discovery and also the Skylon – both temporary buildings in 1951. The Dome of Discovery was a sort of 'Millennium Dome' for the time!

(Insert picture of London Eye from Gardens plus a still from video)

When these buildings were dismantled after the event, the site became a car park. It remained so until 1977 when a park was laid out for the Queen's Silver Jubilee. The Queen then opening the park officially on 9 June 1977.

The construction of the Jubilee Line extension and of the Golden Jubilee Bridges which you'll visit later led to the deterioration of the gardens. As a top tourist destination with 25 million visits a year it was decided something needed to be done.

The Gardens were then transformed into what you are standing in now, 35 years after the gardens were first created to celebrate the Queens Silver Jubilee. On the 25 October 2012, the Queen for the second time in her reign reopened the same gardens, this time in recognition of her Diamond Jubilee!

There is a great story board in the park detailing the events at this park plus also both the plaques that the Queen opened the gardens with, preserved for all visiting to see!
Look up and you can't miss....

The London Eye – the iconic London Eye also known as the Millennium Wheel, is Europe's tallest observation wheel, and is the most popular paid tourist attraction in the UK with over 3 million visitors each year.

It is 135 metres (443 ft) tall and the wheel has a diameter of 120 metres (394 ft). When it opened to the public in 2000 it was the world's tallest Ferris wheel. Its height has now been overtaken by three newer attractions across the world in China, Singapore and the US.

The London Eye provides a fantastic public viewing point across London.

In March 2020, the London Eye celebrated its 20th birthday by turning several of its pods into experiences themed around London, including a pub in a capsule, a west end theatre pod and a garden party with flower arrangements to represent the eight London Royal parks – most of them you can see from the London Eye.

The London Eye was formally opened by the Prime Minister Tony Blair on 31 December 1999, but did not open to the paying public until 9 March 2000 because of a capsule problem.

The London Eye was originally intended as a temporary attraction, with a five-year lease. In December 2001, but permanent status was awarded in July 2002.

The wheel's 32 sealed and air-conditioned ovoidal passenger capsules are attached to the external circumference of the wheel and rotated by electric motors. The capsules are numbered from 1 to 33, excluding number 13 for superstitious reasons. Each of the 10-tonne capsules represents one of the London Boroughs, and holds up to 25 people, who are free to walk around inside the capsule, though seating is provided. The wheel rotates at 26 cm (10 in) per second (about 0.9 km/h or 0.6 mph) so that one revolution takes about 30 minutes. It does not usually stop to take on passengers; the rotation rate is slow enough to allow passengers to walk on and off the moving capsules at ground level. It is stopped to allow disabled or elderly passengers time to get on and off safely.

To celebrate New Years Eve in London, The London Eye is often the centre of the event, seen globally, with fireworks exploding off the structure as part of the amazing display bringing in the New Year!



As you walk along the South Bank take a look at the street lighting on the rails overlooking the Thames. These **Dolphin lamp standards** provide electric light along much of the Thames Embankment.

Two stylised dolphins or sturgeons writhe around the base of a standard lamp post, supporting a fluted column bearing electric lights in an opaque white globe, topped by a metal crown. Many of the lamps are mounted on granite plinths.

The lamp posts were based on statues of dolphins or fish with intertwined tails at the Fontana del Nettuno in the Piazza del Popolo in Rome, which was constructed in 1822–23.



In the late 1860s it was decided to light the new Thames embankments with electric lights,

And this lamp design was the most popular. The lamps originally used electric Yablochkov candles, but the early electric lights were inefficient and were replaced by gas lights by 1884. They were converted back to electricity in 1900. Many now have a Grade II listing.

Next walk away from the London Eye with the River on your left and The House of Parliament behind you, and we come to.....

Golden Jubilee Bridge - The Hungerford Bridge crosses the River Thames in London, and lies between Waterloo Bridge and Westminster Bridge. It is a steel truss railway bridge flanked by two more recent, cable-stayed, pedestrian bridges that share the railway bridge's foundation piers, and which are named the Golden Jubilee Bridges.

The north end of the bridge is Charing Cross railway station, and is near Embankment Pier and the Victoria Embankment. The south end is near Waterloo station, County Hall, the Royal Festival Hall, and the London Eye. Each pedestrian bridge has steps and lift access.

The first Hungerford Bridge, designed by Isambard Kingdom Brunel, opened in 1845 as a suspension footbridge. It was named after the then Hungerford Market, because it went from the South Bank to Hungerford Market on the north side of the Thames.

In 1859 the original bridge was bought by the railway company extending the South Eastern Railway into the newly opened Charing Cross railway station. The railway company replaced the suspension bridge with a structure which opened in 1864. The chains from the old bridge were re-used in Bristol's Clifton Suspension Bridge. The original brick pile buttresses of Brunel's footbridge are still in use, though the one on the Charing Cross side is now much closer to the river bank than it was originally, due to the building of the Victoria Embankment, completed in 1870. The buttress on the South Bank side still has the entrances and steps from the original steamer pier Brunel built on to the footbridge.

Their construction of the two walkways on each side of the railway bridge were complicated even though the Bakerloo line tunnels passing only a few feet under the river bed, and the potential danger of unexploded World War II bombs in the Thames mud.

The two new 4-metre (13 ft) wide footbridges were completed in 2002. They were named the Golden Jubilee Bridges, in honour of the 50th anniversary of The Queen's coronation, although in practice they are often still referred to as the "Hungerford Footbridges".

The footbridges are the busiest in London, with an estimated footfall of 8.5 million each year.

If you cross the river on the downstream side of the Bridge, the side with the view of the City and St Pauls – not the London Eye, you will pass the curious skateboard graveyard where broken boards are laid to rest—or rather, thrown to rest, as the graveyard sits on one of the bridge's freestanding support structures, closest to the South Bank/Royal Festival Hall, in the river.

It is in memory of 24-year-old skater Timothy Baxter who, along with his friend Gabriel Cornish, were attacked and thrown in the river from the previously narrow walkway in the summer of 1999. Only Cornish survived.

Sometime around 2008, the first broken skateboards appeared on one of the bridge's flat support structures, the one closest to the skatepark. The idea caught on, and more and more boards followed, reportedly thrown there in memory of the skater Timothy Baxter.

Every now and again, the council removes the skateboards, or somebody climbs down to rearrange them into letters or numbers, but the graveyard soon reverts to its natural state.

If you are visiting the bridge and want to get some amazing photos the best time is at dusk. The sun sets on the London Eye/Westminster side and on a clear evening the sky turns an amazing orange colour. On

the City of London/St Paul's Cathedral side the lights coming on in the City are beautifully reflected in the Thames.

Places well worth stopping for photo memories plus there are guides attached to the bridge to the view you can see, helping point out the different places in London you can see from here....

Leave bridge back on the same side as the London Eye and walk away from the Eye with it behind you and you then have on your right....

The Royal Festival Hall – is a 2,700-seat concert, dance and talks venue. It is a Grade I listed building and the first post-war building to become so protected - in 1981. The London Philharmonic Orchestra, the Philharmonia Orchestra and the Orchestra of the Age of Enlightenment are resident in the hall.

The hall was built as part of the Festival of Britain and was officially opened on 3 May 1951.

The Festival Hall was one of the first concert halls in the world to be built using the application of scientific principles, both theoretical and experimental. The acoustic behaviour of the seats was measured and tested in a laboratory to enable more exacting design.

A problem for performers was the difficulty of hearing each other on the platform. Both the angled 'blast' side walls and the plywood reflectors projected sound away from the stage.

It was agreed the sound was 'excellent' for chamber and modern music, but the hall was not as effective for music of the late Classical or Romantic period.

A ground source heat pump was used to heat the building in the winter and cool the building in the summer. Water was extracted from the River Thames below Hungerford Bridge using a pump. Heat was extracted from the river water using a heat pump. The compressors were driven by two Rolls-Royce Merlin engines, adapted to run on town gas. It was highly successful, providing both heating and cooling for the Hall, but over-sized, and was sold off after the Festival of Britain.

The original organ installed when the building was built been reconfigured to suit new architectural and acoustic requirements: its depth has been reduced by 110 cm, but the basic principles of the layout have stayed the same.

The organ remains the third largest organ in Great Britain by number of pipes, with 7,866 pipes and 103 knobs controlling the sound coming out.

When you reach the mid-point between the Golden Jubilee Bridge and Waterloo Bridge, come and stand at the railings overlooking the Thames. If you look straight across the river you'll see

Cleopatra's Needle!



It is one of three similarly named Egyptian obelisks and was presented to the UK in 1819 by the ruler of Egypt and Sudan Muhammad Ali, in commemoration of the victories of Lord Nelson at the Battle of the Nile and Sir Ralph Abercromby at the Battle of Alexandria in 1801. Although the British government welcomed the gesture, it declined to fund the expense of transporting it to London. The obelisk is inscribed with Egyptian hieroglyphs.

The obelisk was originally erected in the Egyptian city of Heliopolis on the orders of Thutmose III, around 1450 BC. The material of which it was cut is granite and Thutmose III had a single column of text carved on each face. Other inscriptions were added about 200 years later by Ramesses II to commemorate his military victories: these are in two columns on each face, flanking the original inscriptions.

The obelisks were moved to Alexandria and set up in a temple built by Cleopatra in honour of Mark Antony and Julius Caesar – by the Romans in 12 BC,

but were toppled some time later. This had the effect of burying their faces and so preserving most of the hieroglyphs from the effects of weathering.

The obelisk remained in Alexandria until 1877 when it was dug out of the sand in which it had been buried for nearly 2,000 years and was shipped to London. It was finally put into its current place on 12 September 1878.

A time capsule was concealed in the front part of the pedestal containing: a set of 12 photographs of the best-looking English women of the day, a box of hairpins, a box of cigars, several tobacco pipes, a set of imperial weights, a baby's bottle, some children's toys, a shilling razor, a hydraulic jack and some samples of the cable used in the erection, a 3-foot (90-centimetre) bronze model of the monument, a complete set of contemporary British coins, a rupee, a portrait of Queen Victoria, a written history of the transport of the monument plans, a translation of the inscriptions, copies of the Bible in several languages, a copy of John 3:16 in 215 languages, a copy of Whitaker's Almanack, a Bradshaw Railway Guide, a map of London and copies of 10 daily newspapers.

Queen Elizabeth Hall (inc Hayward Gallery) – is the next stop on our walk up

the South Bank that hosts daily classical, jazz, and other music and dance performances. It was opened in 1967. Built as part of Southbank Centre arts complex, it is next to the Royal Festival Hall, and the Hayward Gallery.

The hall stands on the site of a former shot tower, built as part of a lead works in 1826.

Seating over 900 and the Purcell Room within the building has an additional 360 seats.

The hall uses minimal decoration and was designed to allow circulation at multiple levels around the building.

The architecture and materials used are an example of brutalist architecture, as the design highlights the plasticity of concrete! Yes, concrete as art!

The building has its best appearance at night, especially when walking from the eastern one of Golden Jubilee Footbridges (City of London side.)

After being closed for many years, the roof terrace and bridge to the Hayward Gallery were reopened in 2011, with the creation of a new external gallery and a roof garden and café, in partnership with the Eden Project in Cornwall. For a view across the Thames you can get to the roof terrace by the external concrete staircase at the west corner on Queen's Walk near Festival Pier, which also leads to the lower level and the route to Festival Square.

Below the building on the level with the South Bank is the undercroft which still remains popular with skateboarders since the early 1970s and it is acknowledged to be London's most distinctive and popular skateboarding area. First used by skateboarders in 1973 as the features were found to be perfect for skateboard tricks. Unlike skateparks which are designed specifically with skateboarding and BMX in mind, the undercroft is not a skatepark but a found space, and still considered by the users as a street spot. This is a great place to stop and watch the tricks at any time of the day.

Waterloo Bridge – Is the next bridge on our travels down the South Bank towards London Bridge.

As you look across the bridge to the north end of the bridge, it passes above the Victoria Embankment where the road joins the Strand and Aldwych alongside Somerset House on the right side of the bridge. The northern end housed the southern part of the Kingsway Tramway Subway until the late 1950s.



Its name commemorates the victory of the British, Dutch and Prussians at the Battle of Waterloo in 1815. Thanks to its location at a strategic bend in the river, the bridge offers good views of Westminster, the South Bank and the London Eye to the west, and of the City of London and Canary Wharf to the east

The first bridge on the site was designed in 1807–10 by John Rennie for the Strand Bridge of Life and opened in 1817 as a toll bridge. The original granite bridge^[3] had nine arches and before opening it was known as the *Strand Bridge*.

The bridge was depicted by the French Impressionist Claude Monet in his series of 41 works from 1900 to 1904, and by the English Romantic John Constable.

The bridge was nationalised in 1878 and the toll was removed from it.

Serious problems were found in the bridges piers from 1884 onward after the foundations were found to be damaged. By the 1920s the problems had increased, and the bridge had to be closed while temporary reinforcements were put in place.

In the 1930s London County Council decided to demolish the bridge and replace it with a new structure but this was placed on hold due to the Second World War.

The new bridge was partially opened on Tuesday 11 March 1942 and "officially opened" in September 1942. However, it was not fully completed until 1945. It is the only Thames bridge to have been damaged by German bombers during the Second World War.

Georgi Markov, a Bulgarian dissident, was assassinated on Waterloo Bridge on 7 September 1978 by agents of the Bulgarian secret police, the Committee for State Security, possibly assisted by the Soviet security agency, the KGB. This is reported to have been done with a poison tipped umbrella – very James Bond in the centre of London!

Granite stones from the original bridge were subsequently "presented to various parts of the British world to further historic links in the British Commonwealth of Nations". Two of these stones are in Canberra, the capital city of Australia, sited between the parallel spans of the Commonwealth Avenue Bridge. Stones from the bridge were also used to build a monument in Wellington, New Zealand, to Paddy the Wanderer, a dog that roamed the wharves from 1928 to 1939.

As you walk under Waterloo Bridge the next building on your right is the **BFI Southbank** and is the leading repertory (shows many different films for short times) cinema in the UK, specialising in seasons of classic, independent and non-English language films. It is operated by the British Film Institute.

Opened as the National Film Theatre in 1951 it moved to its present location in 1957, replacing the Thameside restaurant on the site. It opened for the first BFI London Film Festival on 16 October 1957.

It houses three cinemas and also has a small cinema (the studio), a médiathèque, a contemporary art gallery dedicated to the moving image (the BFI Gallery), a shop, and a bar and restaurant.

As you come out from under the bridge you are met by the **National Theatre** with its official name of the Royal National Theatre. It is one of the UK's three most publicly funded performing arts venues, alongside the Royal Shakespeare Company and the Royal Opera House.

Founded by Laurence Olivier in 1963, many well-known actors have performed at the National Theatre. In addition to performances at the National Theatre building, the National Theatre tours productions at theatres across the United Kingdom. The theatre also took productions to European cities. The theatre presents a varied programme, including Shakespeare, other international classic drama, and new plays by contemporary playwrights.

The National Theatre building houses three separate theatres.

The National Theatre's foyers are open to the public, with a large theatrical bookshop, restaurants, bars and exhibition spaces so always worth dropping in to see what is going on as you pass by. The terraces and foyers of the theatre complex have also been used for ad hoc, short seasonal and experimental performances and screenings. The riverside forecourt of the theatre is used for regular season of open-air performances in the summer months.

River Stage is the National Theatre's free outdoor summer festival takes place over five weekends outside the National Theatre in its North East Corner Square. It is accompanied by a number of additional street food stalls and bars so check out their website if coming up then to see if you can catch something.

Now continue your walk along the South Bank and down and across the river you'll see St Pauls Cathedral. If walking here at night you'll find fairy lights in the trees, plus an assortment of street entertainers (depending on the season and time of day!)

The walk way will guide you to the right and you'll come into an area called **Gabriels Wharf**. As you are guided to the right, depending on the tide, you see by the river shore a perfect patch of sandy beach, with stairs leading down to it. This is a fantastic place to walk along, but keep close by and also know what the tide is doing (you can get tide times on google!) A little further along the beach almost under the Oxo tower (marked with the word Oxo down the side,) you'll find an old jetty dating back many years in a haphazard state. If you walk down here be careful as it is uneven and it can be slippery, but if helps

you to imagine the boats and goods being loaded for their global trips many years ago from the wharves that would have occupied this area!

The views of the City and across the Thames here are fantastic and if this walk is during summer you'll find sand sculpture artists here in creativity mode! You'll also see dog owners out with their pets giving them a run on the shoreline.

If that exercise has made you feel hungry, you're in luck, as at the top of the stairs you'll be greeted by the restaurants and cafes of Gabriels Wharf, plus snack vans. This is one those places you can sit and watch the world go past, have refreshments and rest up for the next part of your walk!

As we are fully refreshed let's continue the walk and next to Gabriels Wharf is the **Bernie Spain Gardens** after Bernadette Spain, one of the original Coin Street Action Group campaigners.

The park stretches between the riverside and Stamford Street bordered by Oxo Tower Wharf and Gabriel's Wharf and straddles Upper Ground.

A regular venue for public events, notably the summer Coin Street Festival series of free cultural events.

Coin Street Community Builders (CSCB) is a social enterprise and has redeveloped London's South Bank. CSCB has reconstructed the surrounding 13 acres into co-operative homes, shops, galleries, restaurants, cafes and bars; a park and riverside walkway; sports facilities; by organising festivals and events; and by providing childcare, family support, learning, and enterprise support programmes.

The building next to the park is the **Oxo Tower Wharf** which is a building that dominates the river at this point. The building has mixed use containing a set of design, arts and crafts shops on the ground and first floors with two galleries, Bargehouse and gallery@oxo. The OXO Tower Restaurant, Bar and Brasserie is on the eighth floor, which is the roof-top level with fine and casual dining. In addition to this, situated on the eighth floor is a viewing gallery open to the public. The third to seventh floors contain 78 flats.



The building was originally constructed as a power station to supply electricity to the post office, built towards the end of the 19th century. It was then purchased by the company that made Oxo beef stock cubes, yes the very same gravy cubes, for conversion into a cold store.

The building was largely rebuilt between 1928 and 1929 but Oxo wanted to be able to include a tower featuring illuminated signs advertising the name of their product. When permission for the adverts was refused, the tower was built with four sets of three vertically-aligned windows, each of which "*coincidentally*" happened to be in the shapes of a circle, a cross and a circle. This was important as skyline advertising at the time was banned along Southbank. These windows became the building's focal point!

The gallery located at the bottom of the Oxo Tower Wharf is known for its photography, design, architecture exhibitions. The large windows of the gallery give you a great view of the work inside!

The Oxo Tower is also famous for Harvey Nichols' very first restaurant. The tower's popular Restaurant, Bar and Brasserie opened in September 1996.

We continue our walk past the front of the Oxo Tower, with its range of shops and cafes below and head towards the City. The next building, we pass is the Sea Containers Hotel. This is a hotel with an amazing view over the Thames, and the City and West End – just make sure you have a river side room!

As walk past the hotel we come to **Blackfriars Bridge** which was opened in 1769. It was the third bridge across the Thames in the then built-up area of London (after London and then Westminster Bridges.) It was originally named "William Pitt Bridge" (after the Prime Minister William Pitt the Elder) as a dedication, but its informal name relating to the precinct within the City named after the Blackfriars Monastery, a Dominican priory which once stood nearby, was generally adopted.

The River Fleet from under the north side of the bridge can be seen entering the Thames. This is a River that was largely built over in 1737 and starts over in Hampstead Heath.

The structure was built of Portland stone the workmanship was poor. Between 1833 and 1840 extensive repairs were necessary, until at last it was decided to build a new bridge on the same site. The present bridge which you are looking at today opened on 6 November 1869 by Queen Victoria.



The bridge attracted some international attention in June 1982, when the body of Roberto Calvi, a former chairman of Italy's largest private bank, was found hanging from one of its arches with five bricks and around \$14,000 in three different currencies in his pockets. Initially treated as suicide, he was found to be on the run from Italy accused of embezzlement and in 2002 forensic experts concluded that he had been murdered by the Mafia, to whom he owed money.

On the piers of the bridge are stone carvings of water birds. On the City of London side the carvings show marine life and seabirds; those on the other side, towards Westminster show freshwater birds, reflecting the role of Blackfriars as the tidal turning point.

The ends of the bridge are shaped like a pulpit in a reference to Black Friars.

Now walk through the tunnel under the bridge as you come out the other side you'll see the entrance to Blackfriars station.

We have now left the South Bank and have joined Bankside. Before you get to the entrance keep to your left and have a look across the river and you'll see something strange by the side of the Blackfriars Railway Bridge.

Running across the river are sets of **red pillars**, which used to support the original railway bridge before it was dismantled in the 1980s. There were two Blackfriars railway bridges and various name changes between the current Blackfriars station and another station south of the Thames which no longer exists.

The red pillars you can see today are what remains of Old Blackfriars Railway Bridge, which was built in 1864. The original bridge was four tracks wide and supported ornate abutments featuring the old railways insignia.

In 1985, it was decided the old Blackfriars Railway Bridge was too weak to support modern trains and it was dismantled. However, the red pillars and the southern abutment remained in place.

Originally the pillars were in rows of three, but the right side columns were absorbed into the rebuilding of Blackfriars station on the new bridge in 2011.

As you walk under the railway bridge do be careful, as the structure of the iron is visible and very low in places! As you emerge from the other side a beautiful view of St Paul's Cathedral, The Millennium Bridge and the City of London all come into sight.

If you are doing this walk at dusk or at night the pictures you can get from here of the City with reflections in the River Thames are incredible!

Also, as you walk this section up to the Millennium Bridge there is more beach available for you to get down onto if the tide is low. Again you can check this by Googling the tide times.

We next come to the **Millennium Bridge**, also nicknamed the "Wobbly Bridge" after people crossing it experienced an alarming swaying motion on its opening day, 10 June 2000. The bridge was closed later that day and, after two days of limited access, it was closed again for almost two years so that modifications and repairs could be made to keep the bridge stable and stop the swaying motion. It reopened in February 2002.

The bridge's alignment is such that a clear view of St Paul's south façade is presented from across the river, framed by the bridge supports – this also makes for a fantastic photo so make sure you come onto the bridge.

On the other side of the bridge, St Paul's Cathedral side there is a short inclined lift, known as the Millennium Inclinor. It was opened in December 2003 to allow pedestrians to get up the steep slope of Peter's Hill from the riverside to the entrance to the Millennium Bridge without using the flight of steps. It was primarily installed for use by those who cannot easily manage the steep steps, such as people with disabilities and parents with push chairs.

It is currently the only type of lift like this in London!

The large building overlooking the bridge on Bankside is the **Tate Modern** which is an art gallery. It houses the UK's national collection of international modern and contemporary art and is one of the largest museums to hold this art, in the world. As with the UK's other national galleries and museums, there is no admission charge for access to the collection displays, which take up most of the gallery space, whereas tickets must be purchased for the major temporary exhibitions.

Tate Modern is housed in the former Bankside Power Station and this was built in two stages between 1947 and 1963. The power station closed in 1981.

In April 1994 the Tate Gallery announced that Bankside would be the home for the new Tate Modern. The £134 million conversion to the Tate Modern started in June 1995 and completed in January 2000.

The most obvious external change was the two-story glass extension on one half of the roof. Much of the original internal structure remained, including the massive main turbine hall, which retained the overhead travelling crane.

The Tanks, located on level 0, are three large underground oil tanks, connecting spaces and side rooms originally used by the power station and refurbished for use by the gallery. One tank is used to display installation and video art specially commissioned for the space. The Tanks have also been used as a venue for live music.

Now leaving the Tate Modern we continue our walk with still more history to see as we head towards London Bridge. As we walk past the trees and bushes on the right you'll then see a small

courtyard open up and many people will not notice this small area of three houses and an alley called **Cardinal's Wharf**.

Many people will pass it as it is next to the Globe Theatre. These are a row of 18th century terraced houses. Standing out amongst the three buildings is the tallest – No. 49 Bankside – a three-storey cream building with red door. If you get close enough, you'll find a cream, ceramic plaque linking it to a very important Englishman – Sir Christopher Wren (1632-1723). He was famous for being the architect of St Paul's Cathedral, the Royal Naval College in Greenwich and many of the City of London's churches, Wren is an important name in the history of the capital. The plaque claims: 'Here lived Sir Christopher Wren during the building of St Paul's Cathedral. Here also, in 1502, Catherine Infanta of Castile and Aragon, afterwards first queen of Henry VIII, took shelter on her first landing in London.'

If you stand with your back to the building, you have a lovely view of St Paul's over the Thames.

Bankside was heavily bombed during World War II, before there was mass demolition and redevelopment in the 1960s and 1970s, so the continued existence of these three houses in Cardinal's Wharf is a remarkable thing. Cardinal's Wharf is a striking contrast to everything modern around it.

It is believed the name Cardinal's Wharf comes from the Cardinal Wolsey (1473-1530), who was the Bishop of Winchester in 1529 and would have stayed at the nearby Winchester Palace when in London. One previous resident was the late Hollywood actress Anna Lee (1913-2004) and her film director husband Robert Stevenson (1905-1986) – director of classic Disney films Mary Poppins and Bedknobs And Broomsticks, who lived there in the 1930s before being drawn to the bright lights of Hollywood. Seeing the house and area it's now not a surprise that the two films were created that way!

Prior to being built in the early 18th century, the site was home to the Cardinal's Hat pub and it's highly likely William Shakespeare may have popped in to the Cardinal's Hat for an ale in between performances at The Rose or the original Globe. He referenced the pub in Henry VI Part II.

Cardinal Cap Alley is an alley by the side of number 49 and it is named this because it had been owned by Henry Cardinal Beaufort, the Bishop of Winchester, who had paraded here wearing his red hat, after being appointed a cardinal by the Pope.

Isn't amazing to have this history so close, yet it is missed by so many people walking by not knowing! Next door to here we have **Shakespeares Globe Theatre**.

The Globe Theatre was built in 1599 by Shakespeare's playing company and was destroyed by fire on 29 June 1613. A second Globe Theatre was built on the same site by June 1614 and closed on 6 September 1642.

Where we stand now and what we are looking at is a modern reconstruction of the Globe, named "Shakespeare's Globe", opened in 1997 approximately 750 feet (230 m) from the site of the original theatre.

The precise location of the building remained unknown until a small part of the foundations, including one original pier base, was discovered in 1989 by the Museum of London Archaeology beneath the car park on Park Street. This showed that the Globe's foundation was a polygon of 20 sides.

The Globe built in 1599 used timber from an earlier theatre, The Theatre, which had been built in Shoreditch in 1576. While it was only a hundred yards from the congested shore of the Thames, the piece of land was situated close by an area of farmland and open fields. It was poorly drained and was

liable to flooding at times of particularly high tide; a bank of raised earth with timber supports had to be created to carry the building above the flood level.

On 29 June 1613, the Globe Theatre went up in flames during a performance of *Henry VIII*. A theatrical cannon, set off during the performance, misfired, igniting the wooden beams and thatching. According to one of the few surviving documents of the event, no one was hurt except a man whose burning breeches were put out with a bottle of ale. It was rebuilt in the following year.

Like all the other theatres in London, the Globe was closed down by the Puritans in 1642.

As we leave the Globe theatre and continue our walk we come across two pieces of history. The first is the **Ferryman's Seat** which is a chunk of flint stone built into the side of a Greek restaurant on Bear Gardens (the second road on the right after leaving the theatre.)

No-one knows quite how old the seat is, but what we do know is that it was used as a resting place for the Ferryman who once operated a water taxi service across to the north side of the Thames and back. This was once a thriving trade, especially up until 1750 when London Bridge was the only other means of carrying passengers and goods across the river.

Back then, the south side of the Thames was seen as a relatively lawless place with bear-baiting rings and theatres. The seat is on Bear Gardens named after a venue where the last bear baiting pit in London was!

As this area in the day was an unpleasant place with bad smells coming from open sewers these seats were also pretty uncomfortable, but their history of nearly 300 years is something to see and take pictures of.

The second item that so many people pass is a little bit further on along the walk. Go back to the Bankside path by the wall (not along the road.) As the path ends just before Southward Bridge, it forces you to turn right. It is here that our next object is and it is a **cannon** – yes a cannon!

Since at least the 17th century, bollards originated primarily as posts on a ship or dock for mooring boats. As mariners and shipyard workers would have easy access to old cannons, they would use them as bollards half-buried in the ground. The shaft would be blocked with either dirt or a large cannonball.

Today, most of the cannon bollards around London have been replaced, although a few still remain. This part of the Thames would have been very busy with boats and there would be a constant demand for mooring bollards.

This cannon has been linked to the Battle of Trafalgar. The story goes that after Nelson's fleet defeated the French in 1805, the victors stripped the French boats. Although the British were able to reuse a lot of the French ships' contents, the cannons were apparently too large to be used on British Ships. It was claimed the British decided to reuse the French cannons as street bollards in London as a way to flaunt their victory.

However, it turns out the story may be just a story. There's no doubt the bollard was a cannon, as you can see the opening (no blocked up) at the top and also the markings up and down it but whilst cannons were used in 1815 as bollards it is uncertain of where this one came from. Even so you are standing by a piece of +200 year old history! It's amazing how many people just walk past this and don't know it is here – including the locals!

Before we Look at the Bridge now dominating the skyline take a look back from where you have walked with the history of:

- Cardinals Wharf and Cardinals Cap Alley (+300 years,)
- Ferryman's Seat (+250 years old) &
- Cannon Bollard (+200 years old)

As we return to our journey it is time to look at the current bridge looking over us, which is **Southwark Bridge**. This Thames crossing has the least traffic of the Thames bridges in London.

The original bridge opened here in 1819 was called Queen Street Bridge. Then from 1820 the name was changed to Southwark Bridge.

A new bridge on the site was opened on 6 June 1921.

As you go beneath the bridge through the pedestrian tunnel on the walls there is a frieze depicting the Thames frost fairs.

We continue our walk and as the route turns right by the next bridge, which is the Cannon Street Railway bridge, you'll find the Anchor Pub.

The site of **The Anchor** has had a pub located here for over 800 years. The Anchor itself started life as the "brewery tap room" for the Anchor Brewery, first established in 1616. This pub is the sole survivor of the riverside inns that existed here in Shakespeare's time when this district was at the heart of theatreland and the Thames was London's principal highway. It was frequented by many actors from the neighbouring playhouses, including the Globe, the Swan and the Rose. It is where diarist Samuel Pepys observed the Great Fire of London in 1666. He wrote that he took refuge in "a little alehouse on bankside ... and there watched the fire grow". The Anchor tavern became a favourite place for river pirates and smugglers; during the course of repairs carried out in the early 19th century the removal of a massive oak beam revealed ingeniously contrived hiding places, which were probably used for the storage of stolen goods and contraband. The food here is highly recommended and in more recent times the colourful pub has been featured in many TV programmes and films. The most notable was a scene at the end of the first Mission Impossible, where Tom Cruise was filmed sitting in the area outside the pub having a drink!

The route takes you past the front of the Anchor and then turns left under the Railway bridge. On the left you'll see a ceiling to floor wall art painting of William Shakespeare. As you follow the narrow road (Clink Street) on the right you'll come to...

The **Clink Street prison** which operated from the 12th century until 1780. The prison served the Liberty of the Clink, a local manor area owned by the Bishop of Winchester rather than by the reigning monarch. As the Liberty owner, the Bishop kept all revenues from the Clink Liberty, and could put people in prison for failing to make their payments. As the Bishop, he could also imprison misbelievers. The Clink prison was situated next to the Bishop's London-area residence of Winchester Palace and is thought to be oldest men's and women's prison in England.

The origins of the name "The Clink" are thought to have come from the sound of striking metal as the prison's doors were bolted, or the rattling of the chains the prisoners wore and the name has since become slang as a generic term for prison or a jail cell.

As the jailers were very poorly paid, they found other ways to supplement their income. This meant that prisoners with money and friends on the outside were able to pay the jailers to make their time better. The jailers hired out rooms, beds, bedding, candles and fuel to those who could afford it. Food and drink were charged at twice the outside price. They accepted payments for fitting lighter irons and for removing them completely. For a fee, prisoners would be allowed outside to beg or even to work. Poorer prisoners had to beg at the grates that led up to street level and sell anything they had with them, including their clothes, to pay for food.

In 1649 Winchester House was sold to a property developer and was divided into shops, tenements and dye houses. The Cage was removed temporarily, but the whipping post was still busy. By 1707 both of these and the stocks were all unused because of the cost of upkeep. The prison was burnt down in 1780 by rioters, and was never rebuilt.

The Clink Prison Museum tries to recreate the conditions of the original prison and for a London tourist attraction is very reasonably priced. Also unusual in London (at time of writing) when you get to the end there are free photos available! Now that is unusual!

We continue the walk down Clink Street and as you continue down the road you'll see an ornate stone sculpture up high and this is part of the remains of....

Winchester Palace which was a 12th-century palace which served as the London townhouse of the Bishops of Winchester. It was located here on Clink Street these are the remains of the demolished palace.

Southwark was in the county of Surrey and was formerly the largest manor in the Diocese of Winchester and the Bishop of Winchester was a major landowner in the area. He was a great power in the land, and traditionally served as the king's royal treasurer, performing the function of the modern Chancellor of the Exchequer. He thus frequently needed to attend the king both at his court in Westminster, at the Tower of London and also was required to attend Parliament with other bishops and major abbots. The city of Winchester had been the capital of the Saxon kings of England. For that purpose, Henry of Blois built the palace as his comfortable and high-status London residence. Most of the other English bishops similarly had palaces in London, most notably Lambeth Palace, residence of the Archbishop of Canterbury.

The palace remained in use until around 1700, when it was converted and divided into tenements and warehouses. These were mostly destroyed by fire in 1814. Part of the great hall, and the west gable end with its rose window became more visible after a 19th-century fire and 20th-century redevelopment. It is believed that the great hall was built in about 1136.

The hall was enlarged and the rose window built in the 14th century.

Below the hall was a richly decorated vaulted cellar with direct access to a wharf on the River Thames for bringing in supplies.

At the end of the street you'll now see the **Golden Hinde** which was a galleon captained by Francis Drake in his circumnavigation of the world between 1577 and 1580. She was originally known as *Pelican*, but Drake renamed her mid-voyage in 1578, in honour of his main sponsor, Sir Christopher Hatton, whose crest was a golden hind (a female red deer). This is a full-sized, seaworthy replica. Queen Elizabeth I partly sponsored Sir Francis Drake as the leader of an expedition intended to pass around South America. The queen's support was advantageous; Drake had official approval to benefit himself and the queen, as well as to cause the maximum damage to the Spaniards. This eventually culminated in the Anglo-Spanish War.

Drake set sail in December 1577 with five small ships with a complement of 164 and reached the Brazilian coast in early 1578.

On 1 March 1579, now in the Pacific Ocean, off the coast of Ecuador, *Golden Hind* challenged and captured a Spanish galleon. This galleon had the largest treasure captured to that date: over 360,000 pesos (equivalent to around £500m today). The treasure took six days to move between ships and included 26 tons of silver, half a ton of gold, porcelain, jewellery, coins, and jewels.

On 26 September 1580, Francis Drake sailed his ship into Plymouth Harbour. The ship was unloaded where the final treasure also included six tons of cloves from the Spice Islands, at the time worth their weight in gold. Over half of the proceeds went to the crown - her share of the treasure came to at least £160,000: "enough to pay off her entire government debt and still have £40,000 left over. Her return, and that of other investors, was more than £47 for every £1 invested, or 4,700%."

The Golden Hinde you are looking at was built by traditional methods in Devon, and launched in 1973. Since then, she has travelled more than 140,000 miles (225,000 km). She sailed from Plymouth on her maiden voyage in late 1974, arriving on 8 May 1975 in San Francisco. In 1979, she sailed to Japan after which she returned to the UK having completed a circumnavigation. Since then before being docked

here she has been used as an educational museum, she has sailed around the British Isles and again to various places across the globe.

As you leave the Golden Hinde you'll pass Caffé Nero on the right and you'll come to the road by Southwark Cathedral, keep following the road up and you'll come to **Borough Market** on both sides of the road, with the main market being on the right.

The market is one of the largest and oldest food markets in London, with a market on the site dating back to at least the 12th century. The present buildings were built in the 1850s, and today the market mainly sells speciality foods to the general public. If you hit here at the right time the choice of food for lunch or dinner is vast! Also take the time to try some of the amazing coffees on offer from stalls and see the food on offer. This is a great place to just come, look and take some fantastic photos!

A market that originally adjoined the end of London Bridge was first mentioned in 1276, although the market itself claims to have existed since 1014 "and probably much earlier."

The retail market operates Monday to Thursday from 10 a.m. to 5 p.m., Fridays from 10 a.m. to 6 p.m., and Saturdays from 8 a.m. to 5 p.m. The wholesale market operates on all weekday mornings from 2 a.m. to 8 a.m.

The present buildings were designed in 1851 by Henry Rose, with additions in the 1860s and an entrance designed in the Art Deco style added on Southwark Street in 1932. Significant changes to the buildings have been made over the years as a result of successive expansions to the nearby railway.

In the 20th century, it was essentially a wholesale market, selling produce in quantity to greengrocers. It was the main supplier, along with Covent Garden, of fruits and vegetables to retail greengrocers' shops.

Stallholders come to trade at the market from different parts of the UK, and traditional European products are also imported and sold. Amongst the produce on sale are fresh fruit and vegetables, cheese, meat, game, baked bread and pastries.

As you leave Borough market at the front on the main road turn left and follow the road to our last destination for this tour, which is **London Bridge**.

It is said that London was not formed as a proper settlement until London Bridge was first built by the Romans in 55AD. This was the first of many models of London Bridge and the earlier bridges were about 30 meters towards Tower Bridge, than where this one is today. If on the other side you can see the church, [St Magnus-the-Martyr, this was the northern side entrance to the bridge](#).

Until [Putney Bridge](#) opened in 1729, London Bridge was the only road crossing of the Thames downstream of [Kingston upon Thames](#).

From the late [Neolithic](#) era the southern embankment formed a natural [causeway](#) above the surrounding swamp and marsh of the river's [estuary](#); the northern ascended to higher ground at the present site of [Cornhill](#). Between the embankments, the River Thames could have been crossed by ford when the tide was low, or ferry when it was high. Both embankments, particularly the northern, would have offered stable beachheads for boat traffic up and downstream – the Thames and its estuary were a major inland and [Continental](#) trade route from at least the 9th century BC.^[3]

There is archaeological evidence for scattered Neolithic, [Bronze Age](#) and [Iron Age](#) settlement nearby, but until a bridge was built there, London did not exist.

The first bridge was probably a [Roman](#) military [pontoon type](#), linking and giving access to important Roman towns, that otherwise the Thames would have cut off. Around AD 50, the temporary bridge over the Thames was replaced by a permanent timber [bridge](#), maintained and guarded by a small garrison. On the higher, dry ground at the northern end of the bridge, a small, trading and shipping settlement took root and grew into the town of [Londinium](#).^[6] A smaller settlement developed at the southern end of the bridge. Destroyed along with the town in AD 60, but both were rebuilt and Londinium became the

administrative and trade capital of Roman Britain. Just downstream of the bridge were substantial quays and depots, convenient to seagoing trade between Britain and the rest of the [Roman Empire](#).

With the [end of Roman rule in Britain](#) in the early 5th century, Londinium was gradually abandoned and the bridge fell into disrepair. By the late 9th century, [Danish invasions](#) prompted at least a partial reoccupation of the site by the Saxons. The bridge was rebuilt by [Alfred the Great](#) and it was destroyed and rebuilt during different wars.

Following the [Norman conquest](#) in 1066, [King William I](#) rebuilt the bridge. The [London tornado of 1091](#) destroyed it! It was repaired or replaced by [King William II](#), destroyed by fire in 1136, and rebuilt in the reign of [Stephen](#). In 1163, Peter of [Colechurch](#), chaplain and warden of the bridge and its brethren, supervised the bridge's last rebuilding in timber.^[12]

King [Henry II](#) commissioned a new stone bridge in place of the old with many arches and supports. Building work began in 1176. The costs were enormous and construction was not finished until 1209. The bridge had houses that occupied only a few feet on each side of the bridge. They received their main support from the piers which made it possible to build quite large houses.

The numerous arches restricted the river's tidal flow and the difference in water levels on the two sides of the bridge could be as much as 6 feet (1.8 m), producing ferocious rapids between the [piers](#) resembling a [weir](#). The restricted flow also meant that in hard winters the river upstream was more susceptible to freezing.

The number of houses on the bridge reached its maximum in the late fourteenth century, when there were 140. Subsequently many of the houses, originally only 10 to 11 feet wide, were merged, so that by 1605 there were 91.

All the houses were shops, and the bridge was one of the City of London's four or five main shopping streets.

From 1670 attempts were made to keep traffic in each direction to one side, at first through a keep-right policy and from 1722 through a keep-left policy. This has been suggested as one possible origin for the practice of traffic in Britain [driving on the left](#).

With many fires on the bridges in the shops and houses and these quickly spreading as so close to each other it resulted in public pressure for a modern replacement.

In 1799, a competition was opened to design a replacement for the medieval bridge. After a winner was found work began in 1824. The old bridge continued in use while the new bridge was being built, and was demolished after the latter opened in 1831.

In 1896 the bridge was the busiest point in London, and one of its most congested; 8,000 pedestrians and 900 vehicles crossed every hour. Surveys showed that the bridge was sinking an inch (about 2.5 cm) every eight years, and by 1924 the east side had sunk some three to four inches (about 9 cm) lower than the west side. The bridge would have to be removed and replaced.

In 1968, the bridge was purchased by a US for \$2,460,000.

The bridge was shipped stone by stone and reconstructed in Arizona.

The current London Bridge you now looking at replaced the previous bridge and was opened by the [Queen](#) in 1973.

As you can see the bridge was not on the centre of London for many years but also the reason that London is where it is today. If you'd like to see the exact point of where the original bridges were there is a plaque showing this. Stick to the same side of the river as you have walked but cross over the bridge and go down the steps towards Tower Bridge. On the wall overlooking the river you'll see the plaque about 30 meters from the current London Bridge showing the exact place!

You are now close to London Bridge Station which is right underneath the Shard. The station not only has Network Rail routes to the South of the UK but also the Jubilee and Northern lines on the underground. Alternatively, if you cross London Bridge to the north side of the river you'll not only get amazing pictures

of Tower Bridge, HMS Belfast and the river – but you'll come to Monument station that also links directly to Bank station. This will give you access to the DLR (Docklands Light Railway,) Central, Northern, District & Circle Lines on the underground.

A personal thank you for purchasing this guide and really hope you enjoyed the walk and everything you saw.

All the best from us all at London Visited