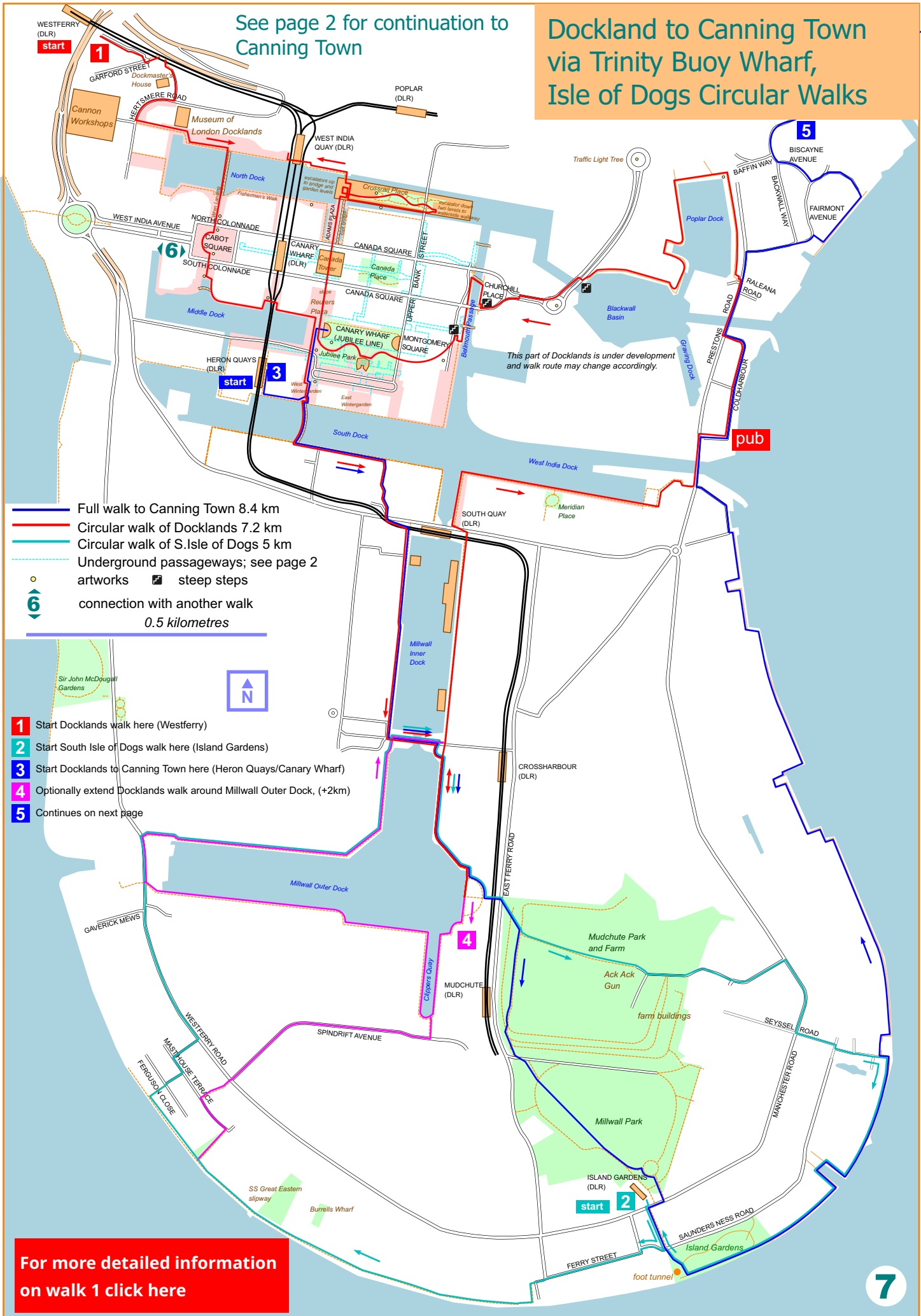


See page 2 for continuation to Canning Town

# Dockland to Canning Town via Trinity Buoy Wharf, Isle of Dogs Circular Walks



- Full walk to Canning Town 8.4 km
- Circular walk of Docklands 7.2 km
- Circular walk of S. Isle of Dogs 5 km
- - - Underground passageways; see page 2
- artworks ■ steep steps
- 6 connection with another walk 0.5 kilometres

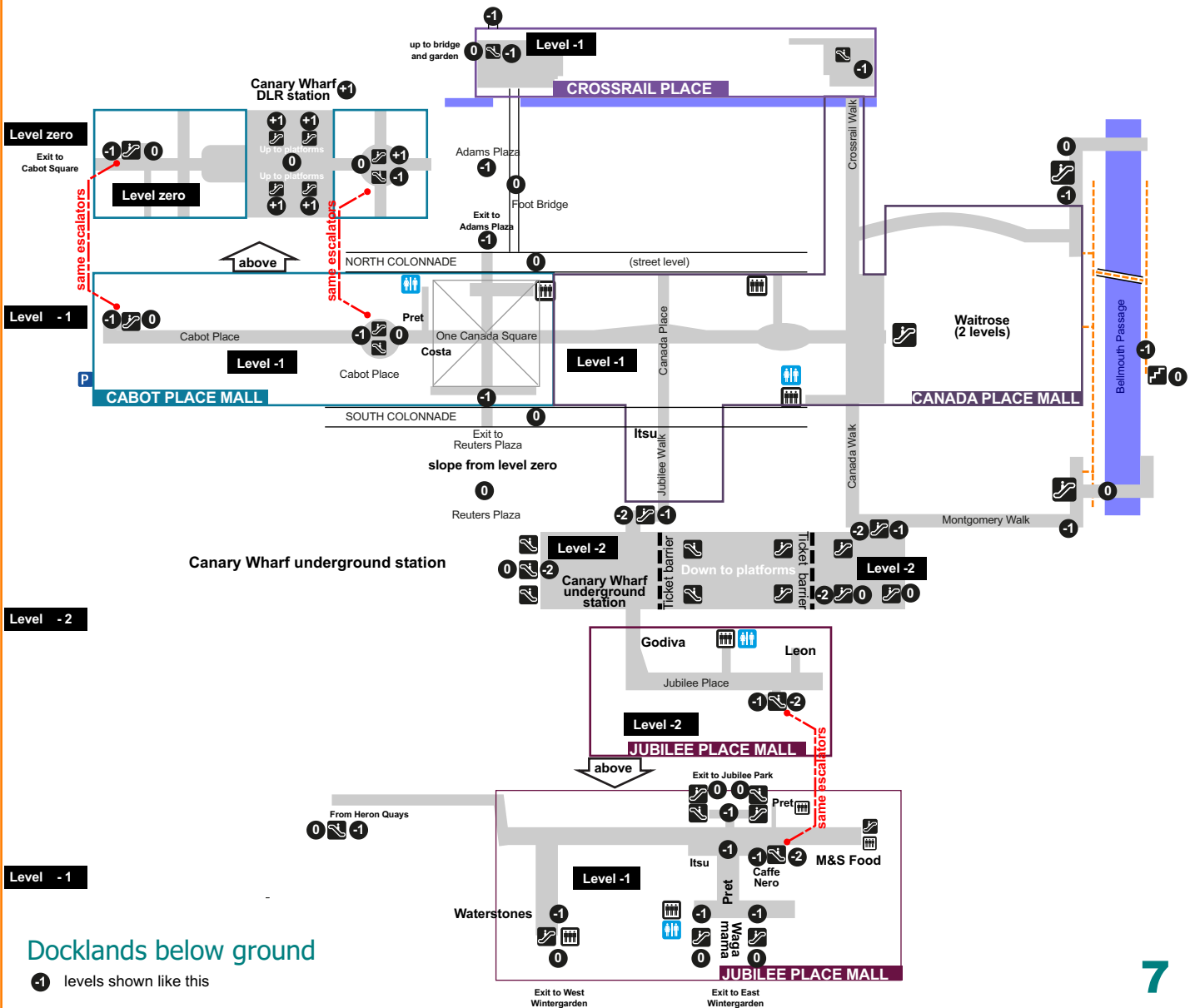
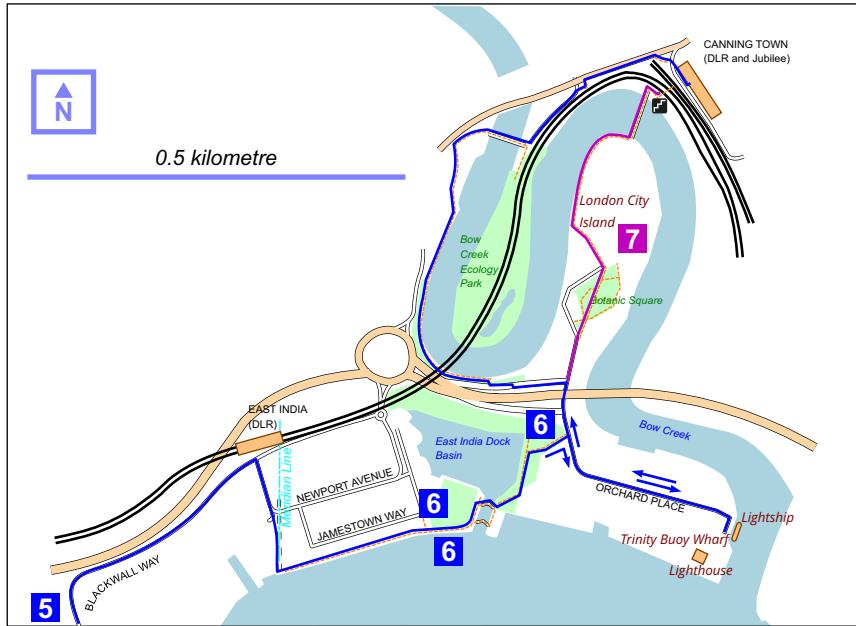
- 1 Start Docklands walk here (Westferry)
- 2 Start South Isle of Dogs walk here (Island Gardens)
- 3 Start Docklands to Canning Town here (Heron Quays/Canary Wharf)
- 4 Optionally extend Docklands walk around Millwall Outer Dock, (+2km)
- 5 Continues on next page

**For more detailed information on walk 1 click here**

Continued from page 1

Dockland to Canning Town via Trinity Buoy Wharf, Isle of Dogs Circular Walks

- 5 Continued from page 1.
- 6 There is a gate on this path. In daylight hours it is usually open
- 7 London City Island is under construction but already offers an alternative route to the station, saving 0.5km. The choice is yours.



Docklands below ground

① levels shown like this

## walk notes

### Isle of Dogs

The Island used to be an isolated place, inhabited by only a few hundred residents – millers, graziers, ferrymen, fishermen, cowherds and their families. The pastureland was divided into fields by drainage ditches; a road or track ran round the top of the bank and another road led from Poplar High Street to the Greenwich Ferry. Windmills for grinding corn were built on the western side of the bank between 1680 and 1720, giving the area its name: Millwall.

### The Docks

The West India merchants, led by sugar plantation and ship owner Robert Milligan, petitioned Parliament for permission to build enclosed docks across the northern end of the peninsula and the West India Docks opened in 1802. "Millwall" became associated with the most advanced engineering of the day, leading to the construction of Brunel's famous and ill-fated Great Eastern steamship in the 1850s. By the 1860s, the Island population had risen to over 14,000. Shipbuilding declined in the 1860s, but engineering, chemical works and food processing flourished. The Millwall Docks were opened in the centre of the Island in 1868 to handle imports of grain and timber.

### Rise and fall

By the end of the 19th century, the Island population had risen to over 21,000 and the entire foreshore was ringed with factories and workshops. Prosperity was not to last and the 1970s saw a general economic downturn. Island factories were absorbed into larger companies, or they moved away from their Victorian buildings on the Island to modern premises outside London. The West India and Millwall docks had also closed by the early 1980s, in response to changing technology and new patterns of international trade. For more on the history visit the Island History Trust <http://www.islandhistory.org.uk/> from whom this information is extracted.

### Development

The London Docklands Development Corporation was established by the then Secretary of State for the Environment, Michael Heseltine, to stimulate regeneration. It was financed by a grant from central government and from the proceeds from the disposal of land for development. LDDC had very little money, but it did have land ownership which enabled it to enter into commercial deals with developers. Controversially it also had planning powers enabling the development to move quickly and it had the power to broker and enter into contracts. Additionally, the Government set up an Enterprise Zone covering the Docklands with certain tax breaks. When faced with a large amount of redundant railway infrastructure, the LDDC created a cheap light rail scheme, the Docklands Light Railway to make use of it. This in turn made the whole area more accessible to the public and helped create the conditions for further development.

Development continues apace, with Crossrail interconnection almost completed, the spotlight moves to Wood Wharf and Westferry Printworks. Much of the land belongs to them, and when walking there you are subject to the regulations.

### Mudchute

At the centre of the island is a 32 acre open space. Originally a piece of derelict land resulting from construction spoil and continual dredging of Millwall Dock (hence the name), for decades, this hidden natural wilderness of flora and fauna remained untouched. However, in 1974 the site was earmarked by the Greater London Council for the construction of a high rise estate. As a result of a public campaign against these plans in 1977 the Mudchute Association was formed to preserve and develop the area. The Mudchute Park & Farm was established by the local Island community. The farm is one of the largest inner City Farms anywhere in Europe with a collection of British rare breeds and over 100 animals and fowl.

### Trinity Buoy Wharf

The other 8.8km walk continues along the Thames to Trinity Buoy Wharf, thence up the River Lee to Canning Town. In 1573 The Corporation of Trinity House received its authority to erect and maintain beacons, marks and signs of the sea, "for the better navigation of the coasts of England". Since then it has been the company responsible for buoys, lighthouses and lightships and pioneering the techniques involved. It established Trinity Buoy Wharf as its Thames-side workshop in 1803. At first wooden buoys and sea marks were made and stored here, and a mooring was provided for the Trinity House yacht, which was used to lay the buoys and collect them for maintenance and repair. The river wall along the Lea was rebuilt in brick in 1822, making this the oldest surviving structure on the site.

Many new buildings were constructed during the Victorian period, and a number still survive of which the earliest, the Electrician's Building, was built in 1836. In 1862 James Douglass became chief engineer and designed the experimental lighthouse that still stands today as London's only remaining Lighthouse. This and its neighbour the Chain and Buoy Store were built in 1864 and were in constant use to test maritime lighting equipment and train lighthouse keepers. The roof space adjoining housed the workshop for the scientist Michael Faraday.

In 1869, Trinity House set up an engineering establishment at Trinity Buoy Wharf to repair and test the new iron buoys then coming into use. By 1910 Trinity Buoy Wharf was a major local employer, with some 150 engineers, platers, riveters, pattern makers, blacksmith, tinsmiths, carpenters, painters, chain testers and labourers working here. The Wharf finally closed in 1988 when it was purchased by the London Docklands Development Corporation. In 1996 Urban Space Management took the site on a long lease.