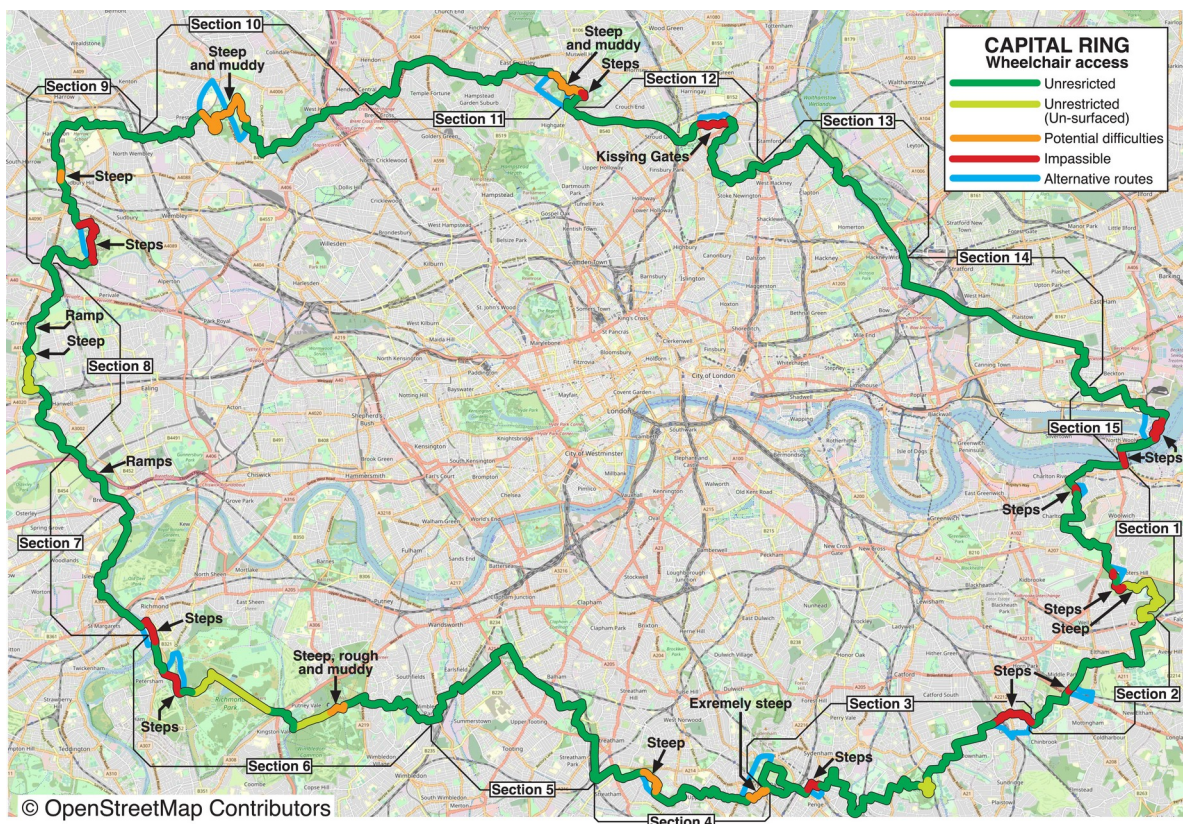




Introduction

In dry conditions, with assistance available, the user of a conventional/standard wheelchair could traverse the Capital Ring with the help of alternative routes.



All the difficulties that might be experienced are described on the following pages and assume use of a conventional/standard wheelchair.

This list attempts to be comprehensive and thus it may give the impression that the route is more challenging than it actually is.

There are convenient alternatives to all but one of the more difficult parts and if the path were undertaken in the drier months many of the sometimes-muddy parts would not be problematic. Note that downhill gradients, which can be very steep, are not considered.

The guidance that follows is described in a clockwise direction around the Capital Ring and should be used in conjunction with the Ramblers on-line directions to the route's 15 sections which include detailed maps which can be downloaded from this link:

<https://innerlondonramblers.org.uk/ideasforwalks/capital-ring-guides.html>

The page numbers in the following pages refer to these downloadable PDFs of guidance.

Note that some section start/end-points, such as at Highgate, may be inaccessible. It may not be desirable or possible to use the sections as a basis for the traverse of the Capital Ring. They are used here merely as a convenient method of presenting the difficulties and obstructions.

Disclaimer

Ramblers volunteers have researched the following guidance in response to a request for guidance from someone planning to explore the Capital Ring with wheel chair users. The information is as accurate as we can manage at the time of writing but we have found that the 'facts on the ground' can change at short notice.

We strongly advise anyone planning a similar series of walks to make their own checks shortly before the walk.

SECTION 1: WOOLWICH - FALCONWOOD

Page 3

There is wheelchair access (lifts) at Woolwich Arsenal station.

Page 4

In Maryon Park wheelchair users should take the step-free route but note that Thorntree Road rises 50 feet up to the point where the main route is re-joined.

Page 5

There is a fairly steep slope at the Southern end of Maryon Park.

Page 7

To avoid multiple steps be sure to use the alternative route to Severndroog Castle via Shooters Hill.

The step-free route east of Severndroog Castle can be very muddy after sustained heavy rainfall.

Pages 8 and 9

There is a steep gradient in the approach to the Oxleas Wood Café.

Between the Oxleas Wood café and the end of the section the path is un-surfaced but should not be muddy unless there has been heavy rainfall.

There is no wheelchair access to Falconwood station, use Eltham, to the west.

SECTION 2: FALCONWOOD - GROVE PARK

Page 3

Start from Eltham station where there is ramped access.

Pages 4 and 5

There is no wheelchair access to the 'Detour via view-point' to the south of Eltham Palace (see the map on page 5).

To avoid the stepped footbridge to the South of King John's Walk, wheelchair users should take the link to Mottingham station. Turn right over the railway along Court Road and right again along Sidcup Road's dual carriageway. Do not follow the 'Green Chain' route from St John's Walk to Mottingham station because of its very steep gradient on uneven terrain.

Page 6

There is ramped access at Grove Park station.

SECTION 3. GROVE PARK - CRYSTAL PALACE

Page 3

There is ramped access at Grove Park station.

To avoid a stepped footbridge wheelchair users should take the link-route from the section's beginning to Grove Park station and then take the step-free route to Reigate Road.

Pages 5 and 6

The step-free route in Beckenham Place Park can be muddy. If so, use the surfaced step free route around the lake.

Much of the route through the woods in Beckenham Place Park is un-surfaced but should not be muddy unless there has been heavy rainfall.

Page 9

After leaving the Alexandra Recreation Ground be sure to take the step-free route, it contains some pleasant buildings. This avoids a stepped footbridge at Penge East station.

Page 10

The Capital Ring splits into two routes through the Park. The Northerly route is useful if following the diversion described in Section 4.

There is lift access to Crystal Palace station.

SECTION 4: CRYSTAL PALACE - STREATHAM

Page 3

There is lift access at Crystal Palace station.

There is a short but extremely steep gradient at the end of Pleydell Avenue. Following this, Belvedere Road is also very steep.

The 1.7 mile alternative is to take the Northerly route through Crystal Palace Park as shown in the map on page nine of section three's directions. Join the 'Green Chain Walk' at the northernmost point and leave the park at the Westwood Hill gate. (There is a steep slope just before the gate.) Turn left into Westwood Hill and proceed to the Junction with Crystal Palace Parade. Continue along the length of Crystal Palace Parade to the roundabout and cross-over into Church Road. Rejoin the Capital Ring on reaching Westow Park on the right.

Pages 4 and 5

There is a steep gradient shortly after entering Norwood Grove, the alternative is to continue Northwards along Covington Way to Streatham Common.

Page 6

There is level access into Streatham Common station.

SECTION 5: STREATHAM - WIMBLEDON PARK

There is level access into Streatham Common station.

This section contains no difficulties for wheelchair users.

There is lift access to Wimbledon Park station.

SECTION 6: WIMBLEDON PARK - RICHMOND

Page 3

There is lift access to Wimbledon Park station.

Pages 4 and 5

Much of the route across Wimbledon Common, particularly in the woods is un-surfaced but should not be problematic unless there has been heavy rainfall.

West of the Café and WCs on Wimbledon Common, for half a mile, the terrain can be badly rutted. It can also be very muddy after sustained rainfall. Probably a May to November route for most wheelchair users with assistance necessary all-year. There is no nearby alternative route.

Pages 6 and 7

Most of the path across Richmond Park is un-surfaced but mud is rare.

After reaching Queens Road, to the far west on the map on page 6, a combination of steep steps and gradients render the Capital Ring unusable by wheelchair users for half a mile. The alternative is to follow Queens Road northwards to the Richmond Gate of Richmond Park and turn sharp left to descend the steep Star and Garter Hill to rejoin the path at the Dysart Restaurant.

Page 8

There is lift access to Richmond station.

SECTION 7: RICHMOND - OSTERLEY LOCK

Page 3

There is lift access at Richmond station.

From the beginning it is necessary to use the step-free route as shown on the map due to steps at Richmond Lock. Go up the slope to the north of the Riverside Gardens, turn right into Richmond High Street, and right again over Richmond Bridge. Turn right into Willoughby Road and continue into Ducks Walk. Continue by the Thames to Richmond Lock.

Page 6

There is a steep ramp up to the bridge over the canalised River Brent.

Page 7

The nearest station to Osterley Lock, Boston Manor Underground, does not have wheelchair access. The nearest station with access is Brentford, via lifts.

SECTION 8: OSTERLEY LOCK - GREENFORD

Page 3

The nearest station to Osterley Lock, Boston Manor Underground, does not have wheelchair access. The nearest station with access, via lifts, is Brentford.

The route through Brent River Park is un-surfaced in the mile north of Wharncliff Viaduct. It is rarely muddy except after sustained heavy rainfall.

Pages 4 and 5

The route through Brent River Park is un-surfaced in the mile north of Wharncliff Viaduct. It is rarely muddy except after sustained heavy rainfall.

The alternative route shown on the map on page 4 through Brent River Park is steep in places. The principal route at this point is flat except for a short, steep, descent immediately prior to crossing the river.

Pages 5 and 6

The principal route approaching Bittern's Field around the 'Original route liable to flooding' is steep and contains perhaps six shallow steps of about two or three inches rise. It may be possible to navigate around them on the adjacent grass.

Pages 5 to 7

Immediately prior to crossing Ruislip Road East there are about half a dozen shallow steps of about 6 inches rise (see map on page 7). There is a steep slope besides them which should be surmountable with assistance.

Page 8

Greenford station has wheelchair access via a lift.

SECTION 9: GREENFORD - SOUTH KENTON

Pages 3 and 4

Greenford station has wheelchair access via a lift.

The first 1.25 miles from Greenford besides the Grand Union Canal ends immediately after Ballot Box Bridge with a fairly steep ramp up to Horsenden Lane North. The remainder of the path over Horsenden Hill is steeply stepped and not passable.

The alternative is to proceed north along Horsenden Lane north from Ballot Box bridge. Rejoin the route just after the 'Ballot Box' Public House.

Pages 6 to 8

There are no barriers to wheelchair use but the path between South Vale (to the north of Sudbury Hill station) and Sudbury Hill is steep and assistance may be required.

Pages 7 and 8

There is a wide kissing gate at the crossing of Watford Road which is designed to accommodate wheelchairs.

Page 9

South Kenton station does not have wheelchair access. The nearest station that does is Wembley Park, which has lifts.

SECTION 10: SOUTH KENTON - HENDON PARK

Pages 3 and 4

South Kenton station does not have wheelchair access. The nearest station that does is Wembley Park, which has lifts.

For 200 yards after leaving Uxendon Hill [road] the route can be muddy. The ascent to the pond at the highest point of Barn Hill Open Space is steep enough for assistance to be required and can be muddy. The descent is also steep and can also be muddy. Wheelchairs would have to divert around the occasional step.

Pages 4 and 5

East of Fryent Way in the Fryent Country Park there are points, particularly when passing through hedgerows, which can be very muddy in late Winter and in Spring. The exit from the park into Salmon Street can also be very muddy.

The alternative to the above two difficult sections is to continue northwards along Preston Road from Preston Road station past the first roundabout. Continue to the next roundabout and turn right into Preston Hill. Preston Hill becomes 'The Mall'. Follow it to a large roundabout, turn right at the roundabout into Fryent Way. Proceed along Fryent Way and turn left at the first roundabout into Salmon Street. Continue to the junction with Lavender Avenue to regain the Capital Ring. Both this diversion and the path are 2.5 miles long.

Page 7

The section ends with a stepped footbridge over a railway. The alternative is to follow Cheyne Walk South eastwards to a roundabout and turn left into Shirehall Lane to regain the route in Hendon Park.

Hendon Central station, near Hendon park has access via lifts.

SECTION 11: HENDON PARK - HIGHGATE

Page 3

Hendon Central station, near Hendon park has access via lifts.

Pages 7 and 8

Immediately after leaving Lanchester Road there is a steep gradient up to Highgate Wood where assistance may be required. Alternatively, prior to Lanchester Road turn right into Woodside Avenue. At the end, turn left into Archway Road and continue to Highgate station to rejoin the path.

Highgate Woods can be muddy in late Winter/Spring.

Across Muswell Hill Road is Queen's Wood and the path, which is un-surfaced and can be muddy, is very steep to extremely steep and could only be negotiated with assistance. It is possible to pass besides the steps. An alternative is to turn right into Muswell Hill Road and continue to Archway Road. Turn left to Reach Highgate station.

There is no wheelchair access at Highgate station. The nearest station with access is Upper Holloway which has level access.

SECTION 12: HIGHGATE - STOKE NEWINGTON

Page 3

There is no wheelchair access at Highgate station. The nearest station with access is Upper Holloway which has level access.

Almost immediately after Highgate station is an extremely steep gradient upwards from Priory Gardens which has occasional shallow steps. Instead, leave the station through the car park on the south side, turn right at the exit and immediately left into Archway Road to join the path.

Page 5

Immediately after leaving Finsbury Park the path is by the New River which is blocked by a small kissing gate that will not accommodate wheelchairs. There is another such gate at the end of this stretch at Seven Sisters Road. Instead, turn left into Green Lanes, first right into Hermitage Road and, first right again into Eade Road. At the end of the Eade Road turn right to regain the route.

Page 8

Stoke Newington station has no wheelchair access. The nearest station which does is Finsbury Park which has access to the London-bound platforms only.

SECTION 13: STOKE NEWINGTON - HACKNEY WICK

Pages 3 and 4

Stoke Newington station has no wheelchair access. The nearest station which does is Finsbury Park which has access to the London-bound platforms only.

In Springfield Park there is a stepped section of path. It can be avoided by a steep descent on the adjacent grass or by following the step-free route around the park.

Page 7

Hackney Wick station has level access.

SECTION 14: HACKNEY WICK - BECKTON DISTRICT PARK

Page 3

Hackney Wick station has level access.

The first 0.6 miles contains three very short stretches that are partly surfaced with uneven granite blocks. Assistance may be required and the ride is likely to be bumpy for some seconds.

Page 6

Royal Albert station has lift access.

SECTION 15: BECKTON DISTRICT PARK - WOOLWICH

Page 3

Royal Albert station has lift access.

Pages 4 and 6

Due to steps there is no access to the part of the path between the two Locks into the Royal Docks. Use alternative routes via Woolwich Manor Way as described on page 6 but shown on the map on page 4.

Page 7

To complete the route, cross the river via the Woolwich Foot Tunnel which has lift access at either end. If the lifts aren't working use the nearby Woolwich Ferry.

If the ferry is not working go back along its approach road, Pier Road, and cross Albert Road into Pier Parade. At the end of Pier Parade is King George V station on the Docklands Light Railway which has lift access to its platforms. Take a train to Woolwich Arsenal to return to the beginning of the Capital Ring.