

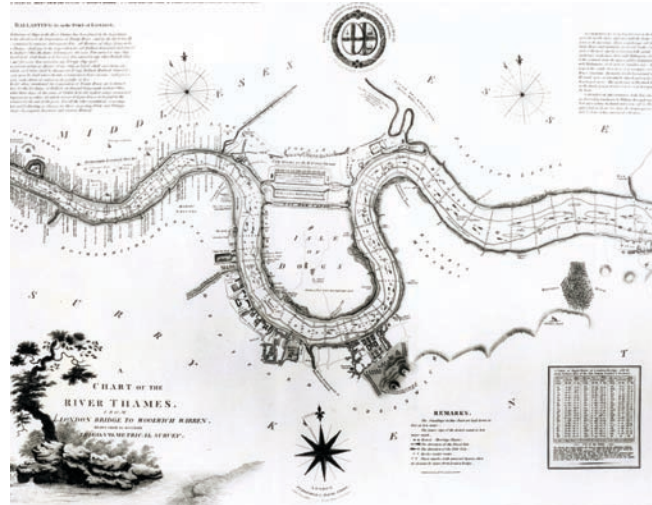
An aerial photograph of Canary Wharf, London, showing a dense urban landscape with numerous skyscrapers and buildings. A white line-art map is overlaid on the image, tracing the outlines of the buildings and streets. The map is composed of several interconnected, irregular shapes that represent the building footprints and the surrounding urban grid.

Arts & Events

CANARY WHARF

a different perspective
self-guided walking tours at canary wharf

transitions



products of the docks

Some of the famous products associated with the Isle of Dogs in its industrial heyday were chain cables by Brown & Lennox, suppliers to the Admiralty, McDougall's Self-Raising Flour, Duckham's Oil, Maconochie's Pan-Yan Pickles, Morton's Jams, Cutler's Gas Holders, Westwoods Bridges, and Hawkins & Tipson's "Hercules" Rope.

introduction

welcome to canary wharf and our series of self-guided walks
the isle of dogs

There are several theories as to how the Isle of Dogs got its name. By far the most popular is that it was named by sailors who could hear the barking of Henry VIII's hunting dogs which he kept here when he resided in the royal palace across the river in Greenwich.

Its original name was Stebunheath (Stepney) Marsh, so called because it was often flooded by the river at high tide. In the 1600s, an embankment was built and the land was drained and used as a pasture for fattening up herds of sheep and cattle before they were taken to the London markets.

Until 1800, the Isle of Dogs was pastureland; flat windswept grassland, divided by drainage ditches, with two roads, one from Limehouse and one from Poplar. Dramatic changes began to take hold in the late 1700s as London became the centre of much of the world's trade. By the end of the 18th century, the pressure of shipping and cargoes in the old port of London were such that new port facilities had to be provided. In 1799, after many years of planning and debate, Parliament passed an Act permitting the construction of docks on the Isle of Dogs, London's first enclosed wet docks.

The West India Docks were first opened in 1802 to handle imports of rum, sugar, coffee, spices, and hardwood from the West Indies. The foundation stone, laid by William Pitt the Younger, promised an "undertaking which shall contribute stability, increase, and ornament to British Commerce". The docks were an instant success due largely to

"privilege", a monopoly which ensured that all West Indies trade had to be handled at these docks for the first 21 years. Soon after opening, the western shore of the Isle of Dogs was developed with shipyards, barge builders, mast makers, and iron works. On the eastern side, William Cubitt, master engineer and twice Lord Mayor of London, developed Cubitt Town. He used the area for joineries, carpenter's shops, brickyards, and stores, and sub-let the rest to industries along the river's edge. Between 1800 and 1860, the population had risen from around 200 to 14,000. Shipbuilding declined as competition increased from northern shipyards, but engineering, chemical works, and food processing flourished. By the end of the 19th century, the population had risen to 21,000 and the entire foreshore was ringed with factories and workshops.

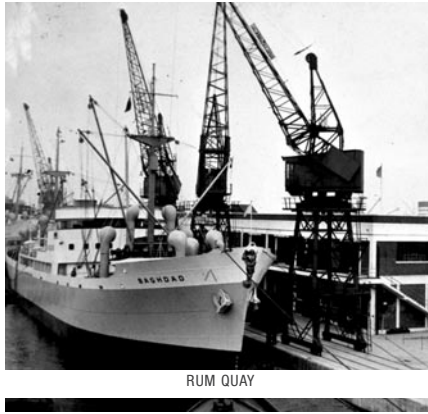
By the 1930s, the Port of London carried 35 million tons of cargo, worth approximately £700 million carried by 55,000 ship movements and served by more than 10,000 lighters. 100,000 dockers and ancillary workers were dependent on the Port of London Authority (PLA), an amalgamation of all of the dock companies, for employment, while 30,000 of them were employed by the PLA itself.

the rum quay fire

Most of the country's supply of rum, estimated at some 3 million gallons, was stored in the Rum Quay sheds and vaults. The area was isolated from its surroundings by large iron doors and no ships were allowed to moor along the quay for fear of fire. The rum arrived mostly in puncheons, each containing 105 gallons. It was discharged from the West India ships moored in the middle of the dock into lighters and then lifted onto the quay. On the upper floors of the sheds, the rum was blended, coloured, bottled, and cased. Despite all the precautions, a fire broke out on the night of April 21st, 1933, destroying No.2 Shed and Vault, and 6,500 puncheons of rum. The fire took nearly four days to extinguish and was attended by 60 motor pumps, three fireboats, four tugs, and 378 men.



WEST INDIA DOCKS



RUM QUAY



MARGARET THATCHER 11 MAY 1988

In response to the increased trade in fruit, especially from the Canary Islands, special facilities were constructed on the former Rum Quay, renamed Canary Wharf in 1937.

On September 7th, 1940, as an important symbol of the strength and power of the British economy, the Isle of Dogs became a casualty of war. The first night of the Blitzkrieg saw 430 civilians killed and 1,600 seriously injured. The raids continued on and off for nine months, reducing the island to a wasteland of fire, smoke, and debris. By the end of the war, the population had shrunk from 21,000 to 9,000 mainly due to evacuation. A third of the warehouses were destroyed and up to three-quarters of the housing was uninhabitable. The community, however, was resolute, and rebuilding commenced.

1961 saw over 60 million tonnes of cargo handled in the docks. Changing technology and containerisation, however, meant that by the 1970s, the Docklands couldn't keep up with its competitors. As a result, the five London Docklands boroughs lost 150,000 jobs between 1966 and 1976. The 1970s saw massive disinvestment in the area as businesses closed or moved away with the progressive closure of the dock system. West India Dock closed in 1980.

In 1981, the government appointed the London Docklands Development Corporation (LDDC) to restore the failing economy and infrastructures of the Docklands boroughs. The LDDC was given funds and planning powers with a brief to attract investment capital into the area. They began a program of site clearance, provision of new roads and other services, and the creation, around the Island docks, of an Enterprise Zone which offered tax allowances to both investors and developers for a 10-year period.

In 1986, G Ware Travelstead, a North American developer, proposed building a 1 million sq m office complex on Canary Wharf. Unable to fund his scheme, it was taken over by North American developers, Olympia & York.

In 1987, the master building agreement was signed between Olympia & York and the LDDC for a 1.1 million sq m development at Canary Wharf. 1987 also saw the opening of both London City Airport and the Docklands Light Railway, giving the Isle of Dogs community rapid transport into the City for the first time.

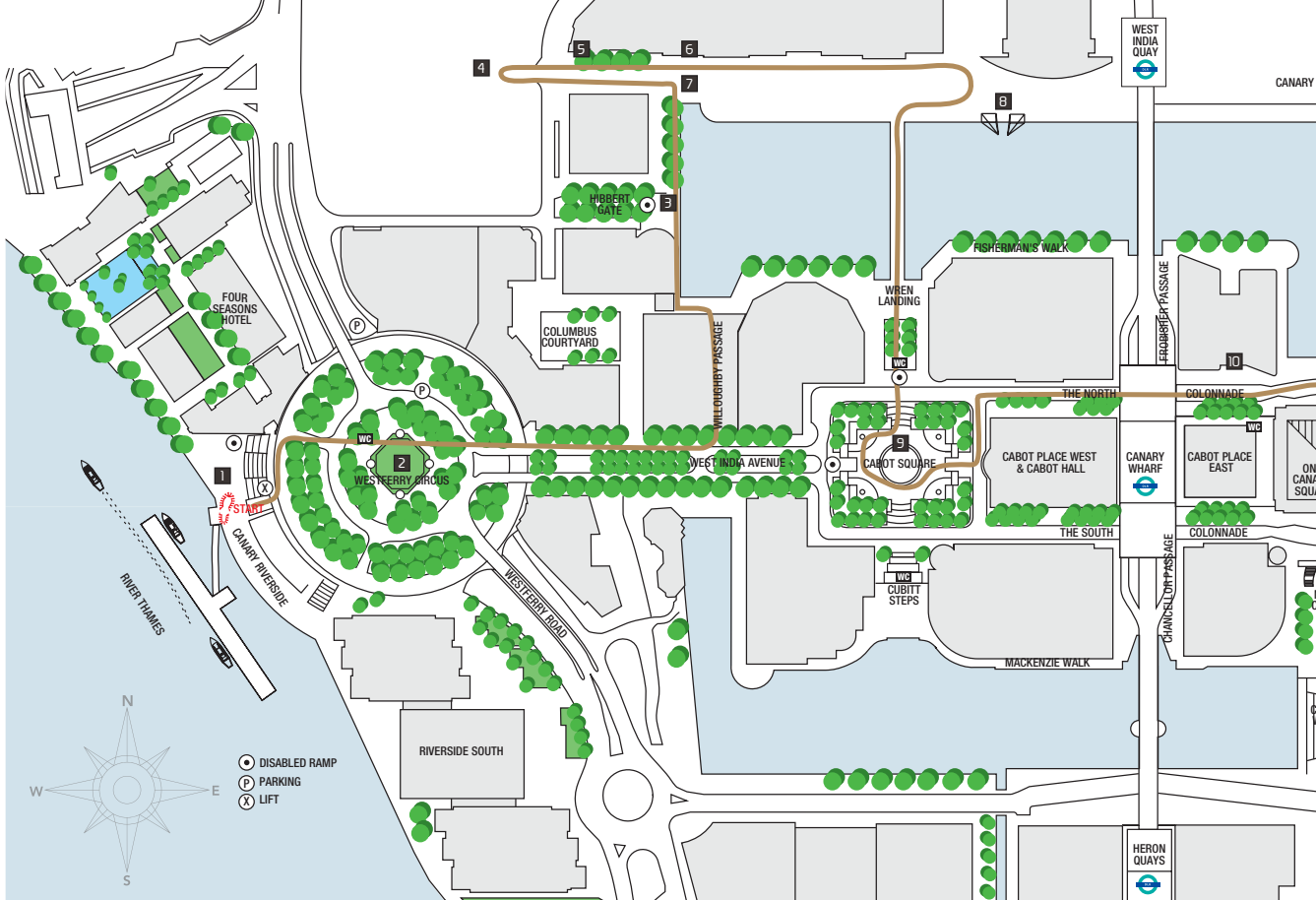
"The Canary Wharf Master Plan was conceived as a rudimentary analogue to the site's former life: buildings will be arrayed at dockside where great ships once berthed; cars will be housed in the centre of the wharf where export goods were once warehoused; and access will be provided on loop roads which follow routes similar to those that once served the ships and warehouses. The ordering discipline indigenous to the site should prove as serviceable to the present enterprise as to its predecessor." Canary Wharf Master Plan, Skidmore Owings & Merrill

On May 11th, 1988, Prime Minister Margaret Thatcher drove the first pile into the ground at the Canary Wharf site and construction started on the Limehouse Link, a tunnel to provide a direct connection between Docklands and the City of London. Construction of the first Canary Wharf tower, at One Canada Square, was completed in 1990 and the first tenants moved into the Estate in 1991. In 1992, Royal Assent was granted for the extension of the Jubilee Line, with Olympia & York contributing £400 million towards costs. Olympia & York went into administration in 1992 and was renamed Canary Wharf Ltd in 1993. In 1995, Paul Reichmann led a consortium of international property investors in the purchase of Canary Wharf.

Today, Canary Wharf comprises 3.9 hectares of landscaped open spaces and 1 million sq m of grade A office and retail space with more than 200 shops and restaurants. There is an additional 291,000 sq m under construction and 539,700 sq m of future development planned. The Isle of Dogs has changed as radically as it had changed 200 years ago with the building of the first docks.

Approximately two-thirds of the Canary Wharf Estate is built on or in the original dock water. The original quay of Canary Wharf was excavated and elevated to become the central roadway system, new utilities routes, and public car parks. The majority of buildings to the west of Canada Square were built on "water platforms" which rest on marine piles and are suspended above the water. Buildings to the east of Canada Square are, for the most part, built with cofferdams which are effectively "holes in the water" which surround the building site and allow for the construction of basement levels for parking and mechanical equipment.





walk



Begin on the Esplanade at Canary Riverside.

1 canary riverside

Just in front of Constance De Jong's *Speaking of the River* audio bench is an historic patch of the waterfront that once bustled with ship builders and rope makers. Known as "Limehouse Hole", the area was just outside the dock walls. The situation was very different inside the walls, as security was a major problem. In fact, the prevention of theft was one of the reasons for the building of London's early wet docks. The West India Dock Company operated a security program known as the "closed system" which meant that only dock company or Customs employees were allowed unaccompanied access to the docks. They were a virtual fortress with the authorities doing everything they could to keep people away from the river. The assumption was that, if you wanted to go near the water, you were trying to steal goods off the boats. The dock company even had its own police force to watch labourers entering and leaving. Today, the "ribbon" of riverside walkway that connects Canary Wharf to the rest of the Isle of Dogs and Docklands is there to encourage people to spend time along the river rather than keep them out.

Constance De Jong's *Speaking of the River* audio bench is part of a wider project commissioned by the Public Art Development Trust, linking the Thames with the Hudson River in New York. Using recorded interviews and stories with people in the local area who have worked on the River barges or in the docks, De Jong has created an evocative sound-scape relating the human experience of both these locations.

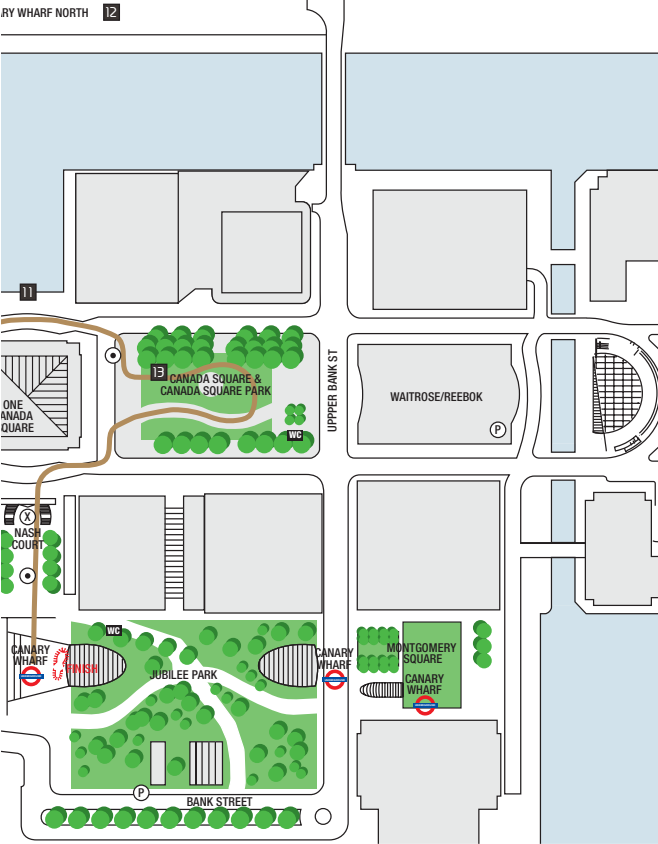
Continue along the Esplanade and turn left up the stairs when you reach the Canary Wharf pier. Enter Westferry Circus Garden.

2 westferry circus

Westferry Circus was one of the first parts of the Canary Wharf Estate to be completed. Built high above the original quay and disguising the swirling traffic beneath it, Westferry Circus was conceived in the manner of a traditional London crescent with a double ring of shaded promenades. The inner garden is enclosed by bespoke, hand-crafted ornamental railings and entrance gates by artist, Giuseppe Lund.

Walk through the garden and use the exit facing the Canary Wharf development. Stay on the left-hand side of West India Avenue and turn left into Willoughby Passage.





BY PASSAGE GATE

Willoughby Passage Gate was created by jewellery designer Kate Hackney for Canary Wharf with a brief that demanded an “open invitation to enter rather than barriers to keep out”. Hackney drew her inspiration from the water that flows around the site, as well as the mysteries of the sky, to create an image which looks like the planets have collided.

Walk through Willoughby Passage until you reach the waterside. This area was the original West India Quay. Across the water are the famous West India Quay Warehouses, two Grade 1 listed buildings, which survive from an original group of nine warehouses. The other seven were destroyed during the Second World War.

Turn left under the building and follow the path around until you reach *Hibbert Gate*.



3 hibbert gate

Commissioned by Canary Wharf Group plc, this is a replica of the original gate that stood at the entrance where visitors to the West India Docks were once admitted. Built in 1803, the original gate was called the “Main Gate”, but eventually came to be known as the “Hibbert Gate” after the model of the ship that stood on top of it. Artist Leo Stevenson designed the replica ship on top of the new gate. The *Hibbert* was a West Indiaman that originally went to sea between 1785 and 1813 and travelled extensively to the West Indies bringing back a mixture of sugar, rum, cotton, coffee, and tropical hardwoods. The ship belonged to George Hibbert, Chairman of the West India merchants until 1831. Hibbert, however, had a vested interest in the triangular trade between Africa, the Caribbean, and London. The archway of the original gate, which had a pair of tall wrought-iron gates, was large enough to admit carts and wagons onto the quays. It became an emblem of the West India Docks and formed part of the arms of the Borough of Poplar. *Hibbert Gate* and its flanking walls were dismantled in 1932 as its narrow archway impeded traffic. Continue on the path and turn left on Hertsmere Road. Follow it to Cannon Drive where you will see Cannon Workshops.



4 cannon workshops

Also known as “Rennie’s Quadrangle”, this was an area of workshops, at the centre of which was a cooperage, a vital part of dock operations. Designed by John Rennie in 1824, the quadrangle eventually came to include a carpenter’s shop, a smithery, printers’ and bookbinders’ shops, and various other stores. These workshops became the Port of London Authority’s Central Stores Depot in 1923. The cooperage was destroyed by bombing in 1941 and was partly rebuilt in 1957. It continued to be used until about 1970. The eventual closure of the up-river docks made the Central Stores and works yards redundant. In 1980, the PLA set up a project for the refurbishment of the Stores, with clearance and redevelopment of the works yard, making it an estate of lettable workshops for small businesses. It was designated “Cannon Workshops” after a cannon which had been inside the entrance arch since at least 1914. Cross back onto Hertsmere Road. If you look to your left, there is an inscription celebrating the laying of the first stone of the West India Docks. The first building on your left is the Ledger Building.



THE LEDGER BUILDING



THE MUSEUM IN DOCKLANDS



MILLIGAN STATUE



STOHTERT & PITT CRANES

5 the ledger building

Now Wetherspoon's restaurant, the Ledger Building is a Grade 1 listed building that was erected in 1803-1804 by John Fentiman & Company. It was designed as an office for the docks and was remodelled by architect John Rennie in 1827. The remodelling brought the books of all the departments of the docks to the Ledger Building, which then included the General Office, the Dock Superintendent's office, a Board or Committee Room, and a Stationery Office. As the building became overcrowded and unsuitable for changed office needs, extensive alterations were carried out in 1872-1873. A strongroom was built on the east side of the General Office in 1889, to secure the ledgers and other books that had been stored in the basement. John Mowlem & Company remodelled the building again in 1927, with the Superintendent's removal to the Dockmaster's House. The Ledger Building remained in use by the PLA until the 1970s, and served as offices for the LDDC and Port East Developments throughout the 1980s.

Just next door is the Museum in Docklands.

6 the museum in docklands

No.1 Warehouse is a Grade 1 listed building and home to the Museum in Docklands. Built in 1803, this building was one of the first warehouses of the enclosed docks and was used for storing sugar, coffee and rum. Originally a single-storey building, No. 1 was heightened in 1827 to increase capacity to that of its neighbour Warehouse No.2 (1802). The Museum's May opening was made possible following a recent merger between the Museum of Docklands and the Museum of London. Housed within the museum are historic photographs and printed materials from the PLA Archive as well as interactives, videos, models and recreations that explore the lives of those who built and shaped the port's long riverfront, from yesterday's gentleman pirates to today's city workers. The Museum in Docklands is funded by the Heritage Lottery Fund, the Corporation of London and the Department for Culture, Media and Sport, with support from Canary Wharf Group plc and the Port of London Authority.

Directly in front of the museum entrance is a statue of Robert Milligan (c.1746-1809), the person who deserves most of the credit for the realisation of the West India Docks.

7 milligan statue and "blood alley"

Milligan was a wealthy West India merchant and ship owner, having previously managed his family's Jamaica sugar plantations. Outraged at losses due to theft and delay at London's riverside wharves, Milligan headed a group of powerful businessmen who planned and built the West India Docks. Opened on the 27th August, 1802, these docks were the largest structure of their kind anywhere in the world. Milligan served as both Deputy Chairman and Chairman of the West India Dock Company. Following his death in May 1809, the Dock Company commissioned a commemorative statue from sculptor Richard Westmacott. The statue initially stood on this site (1813-1875) and was later moved to the nearby *Hilbert Gate* (1875-1943). Following spells in storage and at the London Dock, it was re-erected here in February 1997 by the LDDC. The caduceus at Milligan's feet signifies Mercury, patron saint of commerce, and the relief on the granite pedestal depicts Britannia receiving commerce. The Milligan statue originally stood in "The Square", an open area once used for cargo sorting. Beyond "The Square" a half -mile long range of monumental sugar warehouses stretched down the quay. By the 1930's this area was known as "Blood Alley" because dockers handling heavy sacks of stick raw sugar had the skin on their hands, necks and backs rubbed raw until they bled.

If you continue to walk along West India Quay, you will see two cranes.

8 stothert & pitt cranes

These two cranes date back to 1952 and were originally used for loading and unloading cargo from ships' holds onto the quayside where the workforce would have quickly conveyed it into nearby transit sheds which stood in front of the warehouses until 1989.

Moored just to the left of the floating footbridge is the Portwey, the last active example of a coal fired, twin screw, steam powered coastal and river tug built on the Clyde in 1927.

Cross the footbridge and continue up Wren Landing and into Cabot Square.

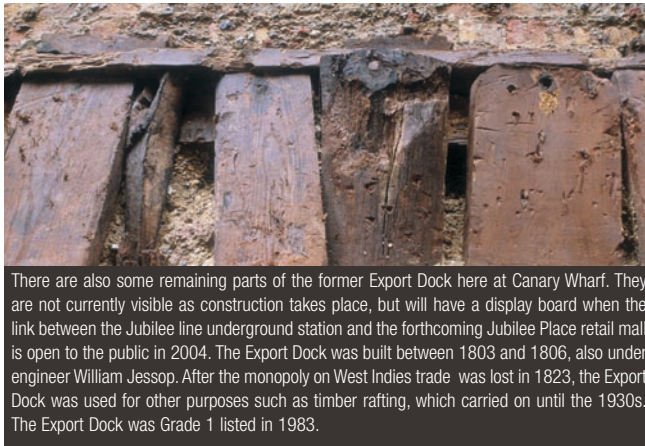
9 cabot square

Completed in 1990, Cabot Square is one of the oldest parts of the Estate. The four signature buildings in the square, each with its distinct identity, were all inspired by the mercantile warehouses that once lined the wharves, and help to create a natural progression from the waterfront to the glass and steel towers which surround them.

If you walk around to the western side of the square, you will come upon a bronze bas-relief memorial dedicated to Michael von Clemm (1935 – 1997), designed by Gerald Laing.



BANANA WALL



There are also some remaining parts of the former Export Dock here at Canary Wharf. They are not currently visible as construction takes place, but will have a display board when the link between the Jubilee line underground station and the forthcoming Jubilee Place retail mall is open to the public in 2004. The Export Dock was built between 1803 and 1806, also under engineer William Jessop. After the monopoly on West Indies trade was lost in 1823, the Export Dock was used for other purposes such as timber rafting, which carried on until the 1930s. The Export Dock was Grade 1 listed in 1983.



ONE CANADA SQUARE

Michael von Clemm was chairman and chief executive of Credit Suisse First Boston from 1978 to 1986. Said to have been the pioneer of the Euromarkets, von Clemm was also a leading figure in Roux Restaurants. While scouting the virtually derelict Canary Wharf for premises for a Roux catering venture, he was reminded of Boston's waterside area's redevelopment for office premises. Thus was born the idea for the Canary Wharf development.

Exit the square on the eastern side and continue to 25 The North Colonnade.

10 limehouse studios

Currently home to the Financial Services Authority, this building sits on the site that was previously No.10 Warehouse. This was one of several warehouses opened in 1954 that facilitated the use of new mechanical appliances for the green fruit trade. Taller ground floors, fewer internal columns, and larger doorways allowed easy movement of fork-lift trucks and mobile cranes, thus increasing load capacity by as much as 1,800 kg per sq m. In 1982, No. 10 Warehouse was bought by the LDDC as part of the regeneration of Docklands in the early days of the Enterprise Zone. It was converted into the country's largest independent television production studios, for Limehouse Productions, a firm set up to coincide with the launch of Channel 4, and in anticipation of the growth of video, cable, and satellite television. The famous British satirical puppet show, *Spitting Image*, was broadcast from here. The studios were demolished in 1989.

Walk through the glass door on your left, just past number 25, and look down onto Adam's Court. This is the site of the original 1800-1802 Import Dock walls.

11 banana wall

Just below the glass covered walkway is a small part of the upper part of the east-end of the south wall. William Jessop and Ralph Walker planned the original import dock in 1800. It was the hub of the original dock system and was used primarily for the unloading of West India shipping. It originally measured 787m by 155m and impounded 30 acres of water to a depth of 7m. At the time of its construction it was by far the biggest dock ever built. The walls here are of a type first used by Jessop in Dublin and Bristol in 1792-1796, and widely adopted in later dock works. They are of brick, 28-29ft high, with a curved, or "banana" section, both for structural stability and to suit the shape of ships' hulls. Over time, a "false" quay was built in order to accommodate ships of wider berth and deeper draught. The dock walls were Grade 1 listed in 1983 and stabilising fill was deposited against them in 1986 prior to the construction of large decks over the dock for the Canary Wharf development.

From here you can look across the water and see the bright red and yellow Billingsgate Market

12 billingsgate market

Billingsgate is the UK's largest inland fish market. An average of 25,000 tonnes of fish and fish products are sold through its merchants each year. Billingsgate was known as "Bylynesgate" and "Bylyngsate" before the name settled into its present form. The origin of the name is unclear and could refer to a watergate at the south side of the City where goods were landed, perhaps owned by a man named 'Biling', or it may have originated with Belin (400 BC) an ancient King of the period. The market stood on the north bank of the Thames, just east of London Bridge, for over 1,000 years. Originally a general market for corn, coal, iron, wine, salt, pottery, fish and miscellaneous goods, Billingsgate does not seem to have become associated exclusively with the fish trade until the sixteenth century. Until the mid-nineteenth century, fish and seafood were sold from stalls and sheds around the 'hythe' or dock at Billingsgate. As the amount of fish handled increased, a purpose-built market became essential. In 1850, the first Billingsgate Market building was constructed on Lower Thames Street, but it proved inadequate and was demolished in 1873 to make way for the building which still stands in Lower Thames Street today. In January 1982, the market moved from the City to this new site in London's Docklands.

Continue down The North Colonnade and enter Canada Square Park. Here you can truly see the commercial hub that is Canary Wharf in the 21st century.

13 canada square

On the western side of the square is the Cesar Pelli designed One Canada Square. Soaring to 243 metres in height, the tower is England's first skyscraper and, until recently, was the tallest building in Europe. It is also the first skyscraper to be clad in stainless steel. The tower was planned to be five storeys higher than its current 50, but its height had to be reduced so as not to obstruct the flight path of City Airport. Cesar Pelli specifically chose British steel to reflect Britain's heritage as an industrial nation, while the actual shape of the tower was inspired by the simple geometric forms of London's most dominant and admired buildings: St. Paul's and the two towers of the Houses of Parliament. In 2002, the tower was joined by the 42-storey HSBC building and the 43-storey Citigroup building, designed by Foster & Partners and Cesar Pelli & Associates, respectively.

To get to the Canary Wharf underground station, exit the park and turn onto The South Colonnade. Turn left down the stairs to Nash Court.



what's in a name?

In selecting the names for submission for approval by the Local Authorities, the developers have tried to recognise the location of Canary Wharf, its historical roots, and its role in the future of Europe and internationally.

The rationale behind each name is different, but collectively they were regarded as representing a balance of the old and the new, the past and the future.

ADAM'S PLACE: The Scottish Adams brothers were a major influence in design and architecture, Robert as an architect and interior designer, and James as a builder.

CABOT SQUARE: John Cabot and his son Sebastian were Italian explorers who settled in England in 1484. Sebastian was cartographer to Henry VIII and explored the coast of South America in the Spanish service. John Cabot discovered Cape Breton Island in Canada in 1497. The name "Cabot" encapsulates the spirit of enterprise, has strong European connections and links the Old World and the New World.

CUBITT STEPS: Thomas Cubitt designed and laid out Belgravia, Victoria, and Pimlico and was one of the first builders to ever retain skilled craftsmen on a permanent basis. His younger brother, Lewis, designed and built King's Cross while another brother, William, helped to finance the building of Christ Church, giving the Isle of Dogs its own parish for the first time in 1857. William also leased land in Wharf Road (now Saunders Ness Road) for joineries, carpenter's shops, brickyards, and stores that, in turn, drew many people to the area, hence the name "Cubitt Town". This name is a tribute to the three brothers.

FISHERMAN'S WALK: Fisherman's Walk runs the length of the dock opposite the New Billingsgate Fish Market. It was until recently used for fishing.

FROBISHER PASSAGE: Sir Martin Frobisher was an English navigator who set out from Blackwall Docks on his second voyage to discover the North-West Passage to China (1577-8). He gave his name to a bay on Baffin Island, Canada. Once again, the name has associations with discovery, the Old and New Worlds and Britain and Canada, as well as London shipping.

MACKENZIE WALK: Mackenzie, a Scot who is widely regarded in Canada, gave his name to the Mackenzie Mountains and River in Canada and the Rebellion in Toronto in 1813 against the oligarchic government.



CANADA SQUARE: Canada, occupying half of the North American continent, is a British dominion. It was also the adopted country of Canary Wharf's original owners, Olympia & York.

CANARY WHARF: Canary Wharf was the name of a transit warehouse built in 1937 on the south quay of the Import Dock in order to specifically serve Fruit Lines Limited's Canary Islands trade.

CHANCELLOR PASSAGE: Richard Chancellor sailed with Sir John Willoughby from Greenwich on their voyage through the White Sea to Moscow. Willoughby died in Lapland, but Chancellor got through. Although not the first English voyage to Russia (this was done by the Borough brothers a few years earlier during Elizabeth I's reign), it was the first by this route. Again, the sailors left from London to discover new lands at the height of Britain's sea-faring dominance.

CHURCHILL PLACE: As First Lord of the Admiralty at the outbreak of World War II, Winston Churchill was responsible for virtually rebuilding the British fleet which had suffered appalling neglect after the First World War. He emerged as the leader of the British Nation and Commonwealth and was known for his ability to unify the masses. It is in recognition of this connection that this name was chosen and it seemed doubly appropriate as he was also the author of *The History of the English Speaking Peoples* and an international statesman.

COLUMBUS COURTYARD: Christopher Columbus was the Italian navigator who discovered America. The first phase of Canary Wharf was completed in 1992, 500 years after Columbus' discovery and this name is a tribute to his achievements.

NASH COURT: Architect John Nash was celebrated for the transformation of London during the Regency period. Nash laid out the area from Regent's Park to Lower Regent Street and built much of it at his own expense in order to preserve standards. He also rebuilt Buckingham Palace for George IV.

NORTH/SOUTH COLONNADE: These names are particularly appropriate as, like the dictionary's definition, they describe areas bounded by a row of columns. These areas of Canary Wharf are bounded on both sides by both columns and trees and provide major thoroughfares.

WESTFERRY CIRCUS: In 1812, the Poplar and Greenwich Roads Company was given Parliamentary powers to operate a horse ferry between Greenwich and the Isle of Dogs and to make toll-roads to the ferry on each side of the river, including two on the Isle of Dogs (West Ferry and East Ferry Roads). The horse ferry ceased in 1844, and by 1885 all toll-gates were removed. The road names survived, however, and Westferry Circus was chosen as the name for the roundabout and park at the western end of the Canary Wharf Estate by virtue of its proximity to Westferry Road.

WEST INDIA AVENUE: The name West India Avenue was chosen to commemorate Canary Wharf's location on the former site of the West India Docks. Additionally, it serves to incorporate some directional information as West India Avenue, like Westferry Circus, designates an area at the western end of Canary Wharf.

WREN LANDING: The great British architect Christopher Wren was born in 1632. During his career, Wren designed the rebuilding of 51 City churches over 46 years. He also remodelled Kensington Palace, Hampton Court Palace, and the Naval Hospital at Greenwich, but his most famous building will always be St. Paul's Cathedral, which took 35 years to build. At the time, he received a considerable amount of criticism for its size.

information

travel



London Underground
Jubilee Line to Canary Wharf



Docklands Light Railway
DLR Canary Wharf



River Travel from the Embankment to Canary Wharf throughout the day. 0207 977 6892 or visit www.thamesclippers.com
Also available for private charter.

P Follow signs for Cabot Square or Canada Square car parks. Cabot Square is accessed from the lower level of Westferry Circus roundabout. Canada Square car park is accessed from the upper level of Canada Square. Jubilee Place car park will open in autumn 2003. It will be accessed from the upper level of Bank Street.

general information

Visit our website www.canarywharf.com

Canary Wharf Arts & Events stages a year-round program of concerts, exhibitions, and events. If you would like to join our FREE mailing list, simply pick up a mailing list registration card at Abbey Leisure Box Office, Cabot Place West, Canary Wharf or email us at: arts&events@canarywharf.com

canary wharf shops & restaurants

Canary Wharf has a large array of shops and restaurants catering for every need and every taste. The Wharf's gourmet scene has simply never been better, from a large range of tasty lunchtime fare to stylish venues for a special dinner or after-work drinks, and relaxed settings for weekend brunches & lunches. The variety continues in the malls, whose range of shops keep your sartorial urges equally satisfied! Shops are open seven days a week. For a full list of shops & restaurants, contact the Canary Wharf Retail Infoline on 020 7477 1477.

bars, restaurants & cafés

ALL BAR ONE 020 7513 0911	CHARIOTS AT REEBOK SPORTS CLUB 020 7970 0920	THE GAUCHO GRILL 020 7987 9494	QUADRATO 020 7510 1857
CAFÉ BRERA Cabot Place West 020 7512 9191 Westferry Circus 020 7512 9575	CHILI'S 020 7363 5678	THE GOURMET PIZZA COMPANY 020 7345 9192	RIVERSIDE CAFÉ At Holmes Place 020 7718 5560
CAFÉ ROUGE 020 7537 9696	CORNEY AND BARROW 020 7512 0397	THE HENRY ADDINGTON 020 7513 0921	ROYAL CHINA 020 7719 0888
CAFFÈ ITALIA 020 7519 6600	DAVY'S 020 7363 6633	ITSU 020 7512 5790	SCU-ZI 020 7519 6699
CARLUCCIO'S 020 7719 1749	THE FINE LINE 020 7513 0255	JAMIES 020 7536 2861	THE SLUG AND LETTUCE 020 7519 1612
THE CAT AND CANARY 020 7512 9187	FRESCO CAFÉ BAR Cabot Place West 020 7512 9072 Canada Place 020 7519 6000	NICOLAS WINE BAR 020 7512 9283	SMOLLENSKY'S 020 7719 0101
		PIZZA EXPRESS 020 7513 0513	SRI NAM 020 7715 9515
			UBON BY NOBU 020 7719 7800

snacks & drinks

BAGEL FACTORY Westferry Circus	BURGER KING Cabot Place West	IXXY'S BAGELS Tower Promenade	SOUP OPERA Cabot Place
BIRLEY SALADS Cabot Place West	COFFEE REPUBLIC Cabot Place West	PRET A MANGER Cabot Place East Westferry Circus Tower Promenade Canada Place	STARBUCKS COFFEE Cabot Place East Westferry Circus Tower Promenade
BIRLEY SALT BEEF BAR Tower Promenade	CRUSSH Tower Promenade		
BIRLEY SANDWICHES Canada Place Cabot Place West	EAT Canada Place	SINGAPORE SAM Cabot Place West	