

History of the Haringey Passage

Part One: Before the Ladder



Haringey Park as it was in 1880s. Copyright British Library Board; Maps 3465.36

The Haringey Ladder was built across land that was once the estate of Haringey House, which stood at the summit of the hill between Allison and Hewitt roads. In 1880 the estate was open land with a sewer (shown by the blue line) and the new River running through it. Before the sewer was built, Hornsey had to pay Tottenham to dispose of its sewage in the river Lea.

In 1869 the Hornsey Local Board Surveyor commissioned Baldwin Latham, a consulting engineer, to devise a plan for improving the sewerage of the parish. The line of Baldwin Latham's Hornsey Outfall Sewer can be seen as Haringey Passage between the houses of the Ladder.

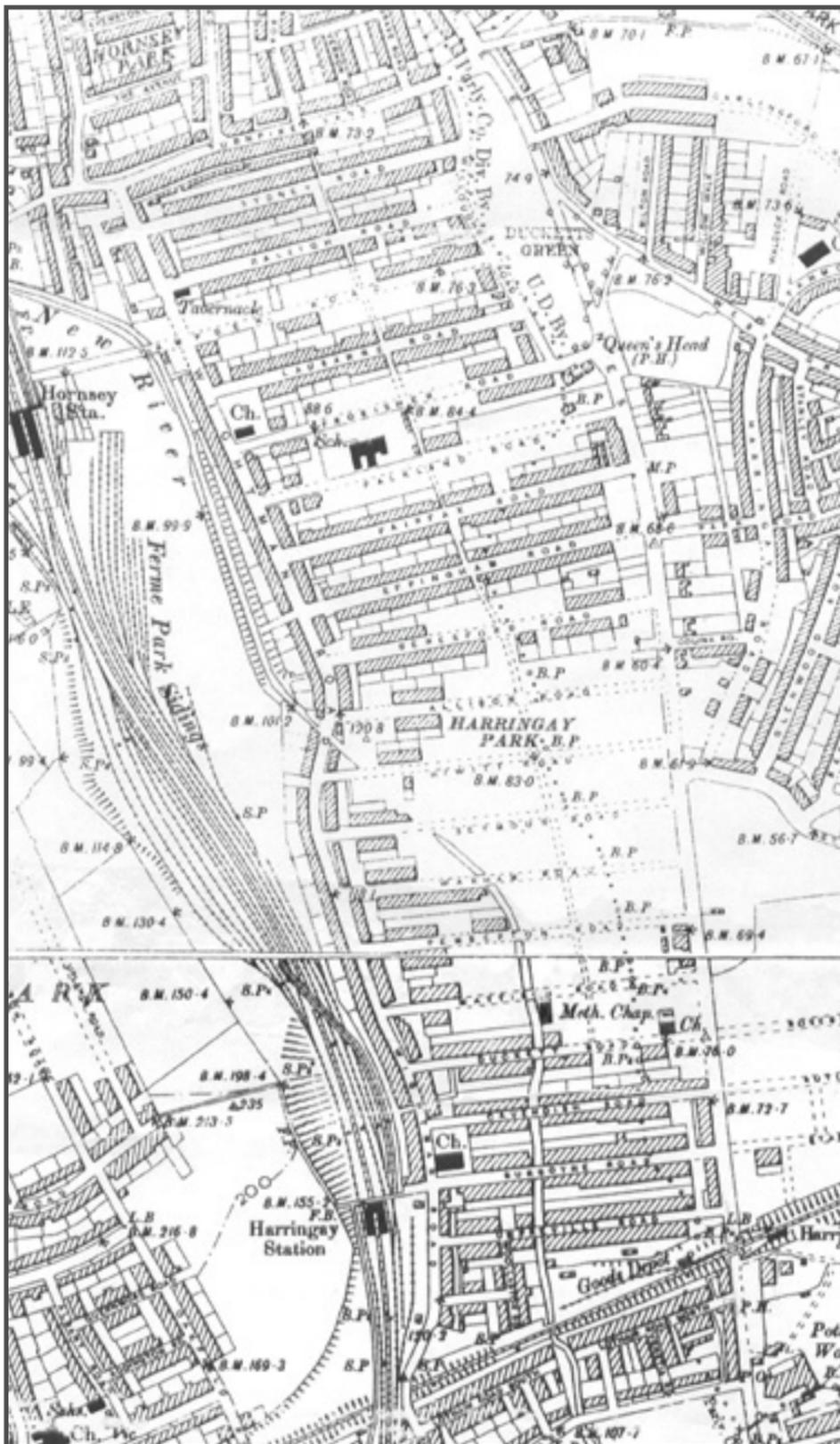
Making
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Part Two: Building the Ladder



Composite map showing the development of the Haringey Ladder in 1894. O.S. Maps courtesy of the Hornsey Historical Society

The development of the area, between 1880 and 1900, was as two housing estates.

The Hornsey Station estate, at the north end, and the Haringay Park estate, at the south end.

The map shows that the streets between Wightman Road and Green Lanes looks like rungs of a Ladder.

As the streets were developed nothing could be built over the sewer that runs under Haringey Passage.

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Part Three: Making the Passage



Up-grading works to the sewers, Fairfax Road, 1903. Courtesy of Kevin Lincoln, Haringey Council

When Harringay Park was sold off and Harringay House pulled down the Ladder streets were laid out in their place. As the houses were built the space over the Hornsey Outfall Sewer became a footpath. Paving the first part of the passage started in 1887-8. The second section was paved in 1889-90.

The sewer had to be upgraded at the turn of the 19th century, as a result of the huge housing development.

The picture shows work in the early 1900s between Fairfax and Frobisher roads; the houses had to be supported to prevent collapse. The number of coats hanging on the wall shows the job provided work for several men.

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Part Four: Features of the Passage

In the 1870s, the Hornsey Outfall Sewer was built across the parkland of Haringay House. The Haringey Passage marks the line of this sewer.



Fig. 1 (John Hinshelwood, 2007)



Fig. 2 (John Hinshelwood, 2007)



Fig. 3 (John Hinshelwood, 2007)

There are still some old York paving stones (Fig. 1), laid at the time of the building works. Some original moulded rainwater gullies and drain covers can still be found.

Ornate Victorian cast iron sewer vents (Fig. 2), which tower over the rooftops, can be seen in three or four sections of the passage as evidence of the sewer below.

The brick surge tower at the end of the passage (Fig. 3), in Railway Fields, helped prevent the sewer overflowing.

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Part Five: Schools and the Passage



Fig. 1 (John Hinshelwood, 2007)



Fig. 2 (John Hinshelwood, 2007)

The Haringey Passage provides a safe walking route above the sewer between the houses on the Ladder. This is particularly valuable for children attending the two schools.

In 1976 the upper floors of the building were occupied by North Haringay junior school and the ground floor and extensions by the infants' school; recently it has amalgamated into a single school.

Haringay Board School, opened in 1893 (Fig. 1). From 1903 it was called North Haringay School and it was reorganised as a junior and infants school in 1934.

South Haringay junior and infants schools (Fig. 2), opened in 1904, above (west of) the Haringey Passage. Reorganisation in 1934 created a single junior mixed and infants school.

Below (east of) Haringey Passage was a new higher elementary and special instruction school for older children, which, in 1934, became a girls grammar school. In 1974 this became the infants school leaving the juniors in the building above the Haringey Passage.

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