

ISLINGTON *news*

The Journal of the ISLINGTON SOCIETY incorporating FOIL folio

TRANSPORT

The curate reassured the bishop that parts of his bad egg were actually excellent. If his breakfast with the bishop had instead been a diet of John Prescott's Transport White Paper all he could have said was that the better parts were no more than he had a right to expect; and he would then probably have lost his living on the spot. This is not to suggest that John Prescott, should lose his living, but rather to note that he has disappointed us.

It was in 1994 that John Gummer introduced his Planning Policy Guidance Note 13 which marked a watershed in planning and transport policies. Instead of predicting trends and then providing for them, as in the past, it was suggested that there was a limit to how much car-use could be accommodated without seriously threatening our health and quality of life. It was also suggested that the best way of reducing car-use was to reverse the ever-increasing dispersal of our population to areas where every activity outside the home involved a car journey. Instead we should encourage people, jobs, and leisure activities back into our cities where people could use public transport, and where many facilities like shops, schools, pubs, and doctors' surgeries could be within walking distance. Gummer even went so far as to suggest (in a speech in 1996) that we should design our urban housing in such a way that people did not feel obliged to own a car.

The trouble with John Gummer was that, although he deserved a lot of praise for being the first Secretary of State to say all the right things about transport and the environment, he did not will the means to put his ideas into effect. When, however, John Prescott combined the departments of Environment and Transport into his new Department of the Environment, Transport, and the Regions, many of us had high hopes that he would turn John Gummer's good words into practice.

He started well. He recognised that he could not get people out of their cars if there were no decent public transport alternative; so he would charge motorists for the congestion they cause, and overcome the scruples of those who questioned the fairness of road pricing, by investing the proceeds straight into public transport. Furthermore he would

encourage retailers to move back into the towns close to where people live, and where there was public transport available, by imposing a tax on car-parking at out-of-town stores. He also proposed a tax on office car-parks to encourage commuters to travel by public transport. He even toyed for a short time with the not-really-very-radical idea of a tax on greenfield development to encourage more building on under-used urban land. Pervading the discussion of these ideas was a sense of urgency about developing radical solutions to the very pressing problem of increasing pressure on the countryside



Traffic at the Angel

drawing by Harley Sherlock

THE ISLINGTON SOCIETY

*Chairman's comment continued from front page***OFFICERS OF THE
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combined with the decline of our cities. And yet, although local authorities will be ultimately enabled to introduce urban road-pricing, only the taxing of office car-parking is likely to be implemented soon, and then only if the local authorities concerned decide that they want to. Far from a radical step forward from the last government's PPG 13 we have, in effect, a re-statement of John Gummer's good words but only a small transformation of words into deeds. This is far from the radical policy needed if we are to encourage people back to city-living.

In Islington, as was pointed out in last October's newsletter, fifty per cent of morning rush-hour traffic is made up of commuters' cars, usually carrying only one person making the journey to central London which could well be made by public transport. But a tax on office car parks, even at £500 per annum, is unlikely on its own to provide a sufficient deterrent to commuting by car, nor a sufficient switch of resources to make possible large investments in public transport. Certainly it would not be sufficient to persuade many people that they do not need a car. And yet, unless we can persuade ourselves that a change of attitude can be realised, Islington

has a bleak future. At present less than fifty per cent of households have access to a car, but most of our streets have already reached saturation point as car-parks.

In spite of our disappointment about what might have been, the White Paper is, in fact, an important if small step in the right direction; John Prescott seems to have won a significant battle with the Treasury in ensuring that the revenue from the tax on office parking goes to public transport instead of being subsumed in general taxation. We must see to it that maximum use is made of the limited powers available: to clear the streets of commuters' cars and give priority instead to pedestrians, cycles, buses, and delivery vehicles. Buses now carry only twenty-five per cent of the passengers they used to carry. If the other seventy-five per cent could be attracted back again our transport problems would be solved without enormous investment, and our capital city could begin to realise its potential socially, environmentally, and commercially. The compensation for our loss of freedom as motorists would be a better quality of life and a more efficient transport system.

Harley Sherlock

Steven Barnett of the Society's Planning, Conservation and Transport Committee writes about the White Paper on page 6.

ISLINGTON News

The Journal of the Islington Society incorporating FOIL folio
7 Barnsbury Square, London N1 1JL

Suggestions of local topics to be covered and articles to be considered for publication in ISLINGTON News may be sent to the editor at this address. Local organisations are asked to send notification of activities and events they would like to be listed. Letters to the Editor are welcome..

ISLINGTON MUSEUM FOYER GALLERY

During its five years at 268 Upper Street the Islington Museum Gallery has made steady progress and has chalked up many notable successes. Several exhibitions have brought to the public aspects of local history and local talent not otherwise well known. The seasonal selling exhibition Christmas Crackers has been particularly popular. The lease of 268 expired at the end of June and the last three months have been spent preparing for new premises.

The Museum Gallery is re-opening in the Foyer of the old Public Hall, the southern part of the Town Hall building in Upper Street. The Public Hall, which was completed in the late 1920s, was formerly used for dances, variety shows, and meetings of all kinds but its doors have been closed for many years. The refurbished Foyer will be a splendid new home for the gallery: the dimensions of its exhibition space are similar to those of 268 and there is the distinctive canopied entrance from Upper Street. Inside the entrance on the way to the main exhibition space there will be an expanded Friends of Islington Museum shop with local history books and other items for sale, and a changing display of local history and craft items.

The new gallery will open on Wednesday 7 October with *AI: END 2 END*, an exhibition of photographs of Edinburgh and Islington, London, two capital cities in one island linked by an ancient road. The *AI* is one of Britain's oldest roads. It forms the ancient spine of the national

transport system and runs through the centre of the Borough of Islington carrying travellers from Edinburgh to the City of London.

The two photographers Douglas May and Maggie Gregory look at the *AI* in their home cities and investigate the present day characteristics of the two ends of the road. The exhibition is a contribution to the Year of Photography.

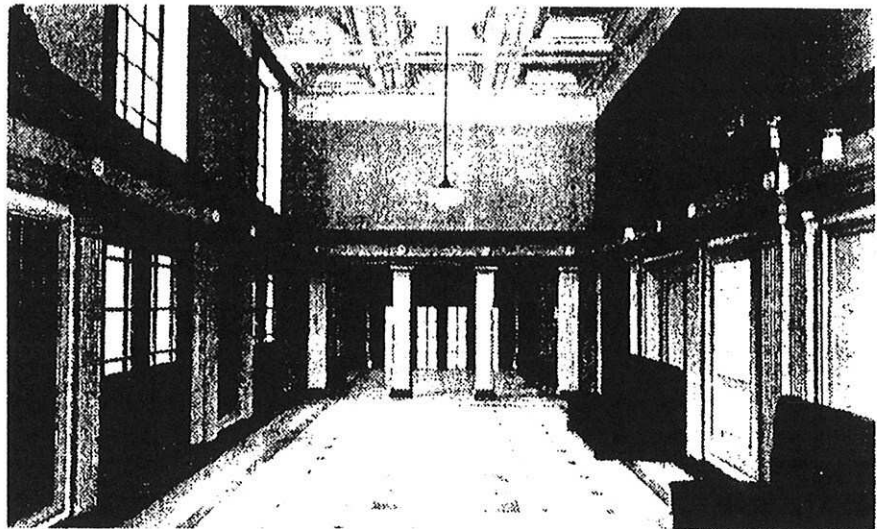
Douglas May is President of the Edinburgh Photographic Society and an Associate of the Royal Photographic Society. His images show the austerity and integrity of the Edinburgh he has known since boyhood. He has discovered an element of time travel at his end of the *AI* because he says he can stand in 20th century space and look at the 18th century.

traffic meet on the road where their needs often conflict.

The *AI* Exhibition runs until Sunday 22 November; its launch party is provisionally planned for Wednesday 14 October.

The annual craft selling exhibition will be open from 2 December until Christmas eve. There are also plans for some education sessions and open days on Victorian costume in November. Opening hours will initially be as before, Wednesday to Saturday 11am to 5pm and Sunday 2 to 4pm; they may be extended for Christmas Crackers. As always, admission is free.

It is hoped to arrange a grand re-opening ceremony in the New Year.



The Foyer in 1929

Maggie Gregory lives and works in Islington and uses photographs to reveal the qualities of face and space. She shows how national and local

Inquiries may be made to the Islington Museum Foyer Gallery, Town Hall, Upper Street, London N1 2UD, 0171-354 9442

KINGS CROSS AND ST PANCRAS

Gordon Wigglesworth begins the story

Background

Most of us will agree that Kings Cross and St Pancras, and particularly the first, have a dreadful reputation. The traffic gyratory alone could hardly be worse. During the lifetime of this writer, Kings Cross has been an ugly, inefficient, run down area which has been subject to patchwork alteration and additions with no overall view of the importance of the area in terms of function and cohesion which civic design can give.

Today, although little appears to be happening, the area has at last got public and government attention for six main reasons:-

1. Completion of the British Library in Euston Road;
2. Decision by government to site the second terminus of the Channel Tunnel Rail Link (CTRL) at St Pancras station;
3. Extension of Heathrow/Paddington fast rail link to St Pancras/Kings Cross;
4. To re-locate Thameslink station (presently in Pentonville Road) closely to St Pancras station;
5. To carry out major improvements to the area in terms of employment, housing, shops, and social provision;
6. To create out of all these developments a major transport interchange and a Gateway to Europe.

What was it that caused the

Government of the day to take action over this neglected area of Britain's greatest city? It surely must have been the decision to collaborate over the construction of the Channel Tunnel - an historic decision and in the event, a great technical achievement. For the first time, people and freight would be able to travel to and from the Continent without getting into aeroplane or ship - from all parts of Britain.

Meanwhile, something had to be done to upgrade surrounding

areas which had become notorious for drugs, violence, prostitution, and general neglect.

In 1992, a coalition comprising the two local authorities (Islington and Camden), the police, and community representatives formed the Kings Cross Joint Working Party which in 1995 submitted a Single Regeneration Bid (SRB) to the Government, which was successful.

[This will be described in the next issue]

The James Ogilvy-Webb Memorial Lecture

Richard MacCormac on New Building in Historic Settings

The annual lecture set up by the Society to celebrate James's ten years as its chairman falls this year almost exactly on the tenth anniversary of his death, and six months after the sad and very sudden death of his widow, Marjorie, who was in such good form at last year's lecture (given by Michael Palin and delayed because of his travels until February this year).

Richard MacCormac is Past President of the Royal Institute of British Architects, current president of the London Forum of Amenity and Civic Societies (to which we are affiliated) and a member of John Prescott's recently established Urban Task Force. His talk, largely illustrated

by slides of his own work, will look at the ways in which late twentieth century architecture can relate to historical contexts, such as the colleges of Oxford and Cambridge, and can draw upon historical precedent, (the work of Sir John Soane, for example), without recourse to stylistic imitation. He will present a series of case studies in which modern buildings address historic situations in different ways.

He sees an active relationship between architectural history and present practice with not only the past informing the present, but the creative present contributing to the process of re-evaluating: which makes architectural history.

Lecture at Islington Town Hall

on **Wednesday 28 October** at 7.30pm. Drinks available.

LIBRARY MATTERS

IN ISLINGTON we have a sad situation because of the dire financial state of Islington Council. Among the all-round cuts being demanded, the Council has asked the Information and Customer Services Committee, the new small committee which controls the libraries, to cut £2m over three years. Its annual budget is £6m, most of which is spent on libraries.

The Medium Term Financial Strategy "consultation" document speaks of 'the opportunities there are significantly to reduce the number of libraries: a later report suggests that as many as five libraries could be closed.

Councillor Pat Haynes, Deputy Mayor and Chair of Information and Customer Services - and champion of libraries, asks Islington Society members to form small groups to support their own local library. Any members who wish to defend an accessible library service can get more information from the Chairman or the Editor.

The Information and Customer Services Committee meets on Monday 5 October at 7.30pm at the Town Hall. Please be there if you can; your presence would indicate concern.

AT NATIONAL LEVEL the news is better. There seems to be a higher appreciation in government circles of the value of public libraries than there has been for a number of years. We also welcome the new spirit of co-operation between the Secretaries of State for Culture, Media, and Sport and for Education and Employment and their Departments reported recently by Peter Beauchamp, Chief Library Adviser at DCMS.

The government has allocated

£20m for training public library staff in information and communications technology skills, and £50m for the digitisation of materials. The National Learning Grid of all libraries and educational establishments is scheduled to be complete by 2002. More recently Chris Smith has issued a paper showing how libraries contribute to the government's wider objectives, especially in lifelong learning, economic regeneration, and social inclusion. He says that DCMS wishes to improve funding for libraries: two plans are to maintain the Challenge Fund for IT in public libraries for future years, and to explore Lottery funding for books and materials. There are proposals to improve co-ordination among libraries and to improve links with education, and with museums and galleries. A stronger regional library structure is also recommended.

FRIENDS OF LIBRARIES

Since its inception in 1991 FOIL, now part of the Islington Society, appears to have achieved one of the highest profiles among library user groups. Library authorities almost everywhere now seem anxious to have groups of 'Friends' for their libraries. This led the national library consultants, Capital Planning Information, to mount a day seminar on the subject. The secretary of FOIL, in the last weeks of its existence as an independent body, addressed about fifty-five library managers and senior librarians from around the country on library friends' life and times in Islington.

It is interesting that all the participants were planning to initiate librarian-led organisations rather than user-led groups such as our own.

LONDON LIBRARY DEVELOPMENT AGENCY

The former secretary of FOIL was also invited to participate in a small focus group of library and arts organisations to consider a proposed London Library Development Agency. The setting up of such a body was recommended in the report Library London, and consultants have been engaged to look into its possible functions, funding, and status. To the serious library user an effective LLDA would be entirely advantageous, mainly through money-saving co-operation and much improved access for readers to materials not held in their own library.

NATIONAL YEAR OF READING

Islington's activities for the National Year of Reading are about to be launched as we go to press. The library service and the Education Department are working together. It is intended to develop a number of long-term projects during the year. Immediate plans include setting up reading groups with differing aims, eg improving literacy, reaching people who can read but do not, and extending the range of literature of existing readers.

The *blind date with a book* scheme is to ask borrowers to read whatever plain covered book is handed to them and to record their comments when they return it.

There will be a different theme in the borough for each month of the Year of Reading.

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THE TRANSPORT WHITE PAPER

For the first time in over twenty years, we have a statement of transport policy which embraces all forms of transportation - air, water, road, rail, bike, and feet. The pre-launch "spin" may have been designed to allay the fears of motoring middle England, but at the heart of this document is an unmistakable warning about the dangers of car dependency: "We do not want to restrict car ownership but the way we are *using* our cars has a price". In terms of the damage which our motoring habits are already inflicting, that price is heavy: 120 people a day dead or seriously injured last year; up to 24,000 estimated to die prematurely through air pollution; a significant contribution to asthma in children; stress from increasing noise levels; warnings from the BMA of the effect on children's physical health and mental development. We are discovering, just as we did about smoking 30 years ago, that the car can be a dangerous addiction.

The ultimate aim of government policy is an ambitious one: not just to reduce the rate of increase in car usage universally, but in some places to reverse it - "an absolute reduction in traffic in those places and streets where its environmental damage is worst".

Most Islington residents would agree that there is scarcely a street in the borough which does not qualify. As with all addictions, the question is how do you change people's behaviour?

The answer is a combination of sticks and carrots. The sticks

consist of economic measures: charging for use of busy roads; making workplace parking more difficult and more expensive; higher Vehicle Excise Duties for bigger cars and - to encourage companies to shift their freight from road to rail - for heavier lorries; discouraging commuter parking through more widespread use of Controlled Parking Zones; reducing the tax advantages of free fuel for company cars. And there will be greater emphasis on enforcement measures: more use of cameras to monitor box junction and bus lane offences; parking attendants to travel free on London Buses and target illegal parking on bus lanes.

The carrots consist of making life easier and more pleasant for pedestrians and cyclists; encouraging local authorities to use traffic calming and pedestrian schemes, to implement more cycle routes, and to set 20 mph speed limits. And a series of measures to make public transport more attractive: making interchanges easier, in an effort to create the "seamless journey"; co-ordinating timetables and using technology to improve passenger information; reducing fear on public transport through more close-circuit surveillance, better lighting and security. The creation of a Strategic Rail Authority is an important indication of the priority being given to revitalising rail travel as an alternative to the car. Even the river Thames gets a mention as an under used travel resource.

No doubt the sticks could have been bigger and the carrots

juicier, and certainly much of the White Paper consists of rhetoric. But it will determine how local authorities make their bids for central government money, and local transport planning will need to conform to White Paper thinking to attract funds.

Perhaps even more importantly, it sets the context for changing travel behaviour. The analogy with smoking is not quite accurate, since the car has brought many benefits. But the urgency of bringing about a fundamental shift in behaviour and attitudes among car owners is as important today as it was among smokers 30 years ago. Over the next few years, those of us with cars (still, incidentally, fewer than half of all households in Islington) will need to start questioning our travel assumptions and our travel choices. While the government in harness with local authorities can provide the environmental context for these choices - making it easier and safer if we choose to walk, more difficult and expensive if we choose to drive - it is up to us as individuals to appreciate the collective damage we are doing with our cars, and adjust our life-styles accordingly.

Like any fundamental behavioural shift, this is a long journey. Looking back on the history of transport in 30 years time, when car advertising is banned and every car is stamped with a government health warning, we may view this White Paper as the first step down that road.

Steven Barnett

FUTURE ISLINGTON SOCIETY EVENTS

George Peabody and the Peabody Trust

Christine Wagg, legal assistant to the Peabody Trust will be the speaker at the Society's meeting on Wednesday 18 November at 7.30pm at Islington Town Hall.

The talk will outline the life and work of George Peabody, American merchant banker and philanthropist, who founded the Peabody Trust in 1862 to "ameliorate the conditions of the poor and needy of London". He gave his trustees a total of

£500,000 to build affordable houses for working-class Londoners. Today, the Trust houses approximately 30,000 people in nearly 17,000 dwellings, and is London's largest charitable housing association. Since the last war, it has acquired

properties from a number of other organisations which pioneered the development of working-class housing, including the Society for Improving the Conditions of the Labouring Classes and the Improved Industrial Dwellings Company.

The Brooking Collection

A joint meeting of the Islington Society and the Friends of Islington Museum on Wednesday 27 January 1999 at Islington Town Hall

The Brooking Collection is a highly unusual museum. Its extensive collection consists of architectural features from the 16th century onwards. There is nowhere else in the country where windows, doors, staircase sections, and fire grates (to cite just some of the features

covered) of a range of periods and from a variety of buildings can be examined and contrasted, or simply enjoyed. Items selected from the Brooking Collection will be featured in the forthcoming exhibition to be staged at the Islington Museum Foyer Gallery in 1999.

Julie Wakefield, the Keeper of the Brooking Collection, will speak about this fascinating museum and also the Regency style of architecture which was capable of both elegant restraint and surprisingly innovative detailing, giving much of Islington its distinct character.

Urban Cities Or Garden Cities

A debate, organised jointly by the Islington Society and the Highbury and Islington Express, on Wednesday 24 February at 7.30pm. at Islington Town Hall

Nicholas Falk, Director of the Urban and Economic Development Group (URBED), will be speaking for the Urban City; and it is hoped that his opponent will be Mervyn Miller,

architect, planner, and author of "Letchworth. The first Garden City". The debate will be chaired by Roger Blitz, Editor of the Highbury and Islington Express, and will provide an

opportunity for members of the public to join in the argument about the future of cities with two of the leading proponents of alternative forms of city living.

A FINE *NEW* ISLINGTON BUILDING

Gordon Wigglesworth, Chairman of the Islington Society's Planning Conservation, and Transport Committee, nominates a high quality modern building in the borough.

He writes:

Marks & Spencer has been an outstanding success in setting standards in merchandising. Its stores are another matter; undistinguished, almost fusty. Now at last we have the firm occupying part of a fine building in Finsbury Pavement, the Helicon Building designed by Graham Anthony of Sheppard Robson. What a pleasure to have a bold and finely detailed building which brings a breath of fresh air to the edge of the City of London. May we hope that this is only the beginning, and that Marks and Spencer will set an equally high standard for its stores throughout London.



OTHER ISLINGTON LIBRARY NEWS

Continued from page 5

A Cybercafe is to open at Finsbury Library. It is planned to offer training in cyberskills including group training in basic skills development for which older people are one of the target groups, and a programme of training for trainers.

There has been further progress on the service for visually impaired users including access to the Internet and a demonstration of the new equipment was given in September.

There is to be a new learning centre at North Library in addition to the one at Mildmay, and Islington library service is to begin acquiring reference books on CD Rom.

ISLINGTON ORGANISATIONS

All telephone numbers for inquiries 0171 - :

(F) Friends of

AMWELL SOCIETY 8 Cumberland Gardens, London WC1X 9AG	837 8732
ANGEL ASSOCIATION 19 Haverstock Street, London N1 8DL	253 0243
CANONBURY SOCIETY 59 Canonbury Road, London N1 2DG	359 5144
HAYDN CHAMBER ORCHESTRA (F) 8 Alwyne Square, London N1 2JX	226 1070
HIGHBURY COMMUNITY ASSOCIATION c/o 83 Highbury Hill, London N5 1SX	359 5731
ISLINGTON ARCHAEOLOGY + HISTORY SOCIETY 8 Wynatt Street, EC1V 7HU	833 1541
ISLINGTON BOAT CLUB 16-34 Graham Street, London N1 8JX	253 0778
ISLINGTON CHAMBER OF COMMERCE AND TRADE 64 Essex Road, London N1 8LR	226 1593
ISLINGTON CHINESE ASSOCIATION 33 Giesbach Road, London N19 3DA	263 5986
ISLINGTON GARDENERS 26 Ripplevale Grove, London N1 2HU	700 2282
ISLINGTON MUSEUM (F) Foyer Gallery, Town Hall, Upper Street N1 2UD	354 9442
ISLINGTON NARROW BOAT ASSOCIATION 3 Vincent Terrace, London N1 8HJ	490 5125
LONDON CANAL MUSEUM 12-13 New Wharf Road, London N1 9RT	713 0836
MUSEUM OF THE ORDER OF ST JOHN St John's Gate, St John's Lane, London EC1M 4DA	253 6644
NEW RIVER WALK (F) 3 Hope Close, Wallace Road, London N1 2YS	354 3363
SADLER'S WELLS ISLINGTON GROUP 23 Islington High Street, London N1 9LG	713 0754
TOWER THEATRE (F) Canonbury Place, London N1 2NQ	226 5111
UNION CHAPEL PROJECT The Vestry, Compton Avenue, London N1 2XD	226 3750

In the next few issues of ISLINGTON *News* it is planned to carry only amendments and additions to this list. Please advise the Editor of any such changes.

Home Hosting

DISCOVER ISLINGTON, which was set up to promote and develop tourism in the area in order to generate economic benefit and civic pride, is keen to encourage people to offer bed and breakfast in private homes (home hosting). This gives a very special experience for visitors and it brings money directly into the local economy - without the problems associated with mass tourism. It can also be very rewarding for the "hosts". Not only do people earn some money, they also get to meet a wide range of visitors from all over the world.

If you have a spare room in your house and would consider taking visitors, you should inquire about Discover Islington's home hosting scheme. Many people in this position worry that they will face complicated bureaucracy or that any money they make will be swallowed up in tax. In fact, provided you operate on a small scale, the regulations are little more than common sense and the Inland Revenue makes special provision for people renting a room. "Small scale" means perhaps one or two rooms - preferably on the ground or first floor. Discover Islington can give advice on what you need to do and can put you in contact with other people involved in the scheme. It can also send you business from its Visitor Information Centre.

Although the hotel sector has recently expanded and there is now a good choice, a growing number of visitors prefer accommodation in private homes.

If you would like to discuss home hosting or get further information, including the notes from a recent seminar, Michael Hannah of Discover Islington on 0171-837 5435 will be glad to talk to you. The address is 44 Duncan Street, London N1 8BW.



DEVELOPMENT CONTROL COMMITTEE

The new committee chaired by Wally Burgess (Labour), and with George Allan leading for the Liberal Democrats, has been faced immediately with some very knotty problems.

For a start, it was discovered that former railway land off Isledon Road, for which planning permission had been agreed at the July meeting, had in fact been scheduled in the Council's Development Plan as a site of importance to nature conservation. Although the July permission was in effect revoked so that it could be reconsidered at the August meeting, earlier permissions for housing in 1995 and 1996 would almost certainly have led to the Council losing the case on appeal. As a result, and because of the need for housing in the borough, the planning permission was confirmed: after much eating of humble pie and assurances that a new vetting system would be applied which would ensure that such mistakes could not be repeated.

The August meeting again had to decide whether to allow more commercial and industrial buildings to be converted into residential use. So concerned was the committee at the potential loss of jobs involved that it was decided to prepare a planning brief for a group of such sites in Wedmore Street off Holloway Road.

Finally the committee had to adjudicate on the suitability of

former railway vaults adjacent to Holloway Road Tube Station as a venue for a night club. It was agreed that, if any site in the borough were suitable for such use, this was it. But it was also felt that the likely consequences for residents in the area would be

unacceptable. Where it has not already established itself (over the dead bodies of people living near Farringdon Station) it looks as if Islington's embryonic "all-night-city" will be strangled at birth: to the disappointment of some but to the relief of many.

KENNER BEECROFT

The Chairman writes :

You may have guessed from the new look of this newsletter that Kenner Beecroft is no longer its editor. You would be right.

Kenner is, among other things, a man of his word. He said he would edit the newsletter for exactly two years; and he did. He said that, in spite of the limitations of his computer so far as appearance was concerned, he would maintain a high standard of content; and he did. He said he would meet all publication dates; and he did. He said that, to achieve the standards he set himself he would be autocratic and upset a few people; and he was. He also said that if I dared try to say any of this in the last newsletter, he would edit it out; so I did not!

But now I can say that Marion Harvey's idea of appointing someone whose "sole" job was publications has proved, through Kenner, a great success. Not only has this been an often acknowledged benefit to members, it has also raised our standing and

influence outside. I can say without any fear of contradiction, that getting me to take over from her as chairman would have been beyond even Marion's persuasive powers if, like her, I had been obliged to act as half of the editorial team as well. So thank you Kenner, not just for editing and distributing the newsletter and for arranging publicity and press releases, but for doing it all so effectively.

We are very fortunate that Kathleen Frenchman has agreed to take over as editor and press officer: with David Gibson providing the desk-top publishing. Kathleen is a long-standing member of the Society's executive committee and former secretary of the Friends of Islington Libraries. While David is our vice-chairman, organiser of the Geoffrey Gribble award, and chairman of the Islington Building Preservation Trust. Both are already very busy people and we must add a thank you to them as we express our gratitude to Kenner for his past two years of unstinting service. HS

BOOKSTALLS

When FOIL merged with the Islington Society it was agreed that FOIL bookstalls should continue under the aegis of the Society, and that Isoc membership and activities should be promoted at them. Since 1 July we have attended four

festivals - St Paul's Shrubbery, Angel Canal, Clerkenwell, and Gillespie Park. Angel and Clerkenwell were particularly successful. More members are needed to staff the bookstalls, which is an enjoyable way to spend a couple of hours. If

you would like to help at the Islington Christmas Green Fair on Saturday 28 November in the crypt of St Mary's, Upper Street, or be involved in the events next summer please call John Newland on 0171-607 6445.

ISLINGTON EVENTS

OCTOBER

Thu 01 History Quiz.

Islington Archaeology and History Society.
Union Chapel 7pm. 833 1541

Sat 03 Harvest of the Wood.

Focus on wild foods.
Barnsbury Wood 2.30-4.30pm. 354 5162

Sat 03+06-10 The Importance of Being Earnest by
Oscar Wilde. Tower Theatre
7.30pm + Sun 04 at 3pm. 226 3633

Sun 04 Early autumn walk in Gillespie Nature
Reserve. Islington Ecology Centre, Drayton Park
3-4pm. 354 5162

Wed 07 Photographs of Islington and Edinburgh
Islington Museum Foyer Gallery,
Town Hall, Upper Street, 354 9442

Wed 07 Self-help bike maintenance.
Islington Ecology Centre 7-9pm 354 5162

Sun 11 Cornfield wild flowers
A conservation project.
Islington Ecology Centre 2-4pm. 354 5162

Wed 14 Wildlife Rescue Service.
An illustrated talk.
Islington Ecology Centre 7pm. 354 5162

Wed 14 Launch of A1 END 2 END.
Islington Museum
Foyer Gallery, Town Hall, 354 9442

Sat 17+20 to 24 Good Fun
by Victoria Wood. Tower Theatre
7.30pm + Sun 18 at 3pm. 226 3633

Sun 18 A Fungal Foray.
Gillespie Park mushroom hunt.
Islington Ecology Centre 2-4pm 354 5162

Wed 21 Recent Research on Prehistoric London
Hedley Swain: also notes on GL Archaeological
archive. Islington Archaeology and History Society.
Town Hall 8pm. 226 4500

Thu 22 Satellites of Fashion.
Hats, handbags, etc. Crafts Council Gallery,
44 Pentonville Road to 10 Jan. 278 7700

Sun 25 Sponsored Walk
in aid of Ethiopia. Parkland Walk.
Inquire 354 5162

Sat 31 +03-07 November. Chapter Two
by Neil Simon. Tower Theatre
7.30pm + Sun 01 at 3pm. 226 3633

NOVEMBER

Sun 01 Autumn Ablaze.
Guided walk in Gillespie Park.
Islington Ecology Centre 3-4pm. 354 5162

Mon 09 Memories of Mongolia.
Islington Ecology Centre 7-9pm. 354 5162

Sat 14+17-21. Dead Funny
by Terry Johnson. Tower Theatre
7.30pm + Sun 15 at 3pm. 226 3633

Sun 15 Trees, Myths, and Magic.
Barnsbury Wood. 354 5162

Sat 28 Islington Christmas Green Fair
[with wholefood cafe].
Crypt of St Mary's, Upper Street. 609 5093

Sat 28+01-05 Dec Translations
by Brian Friel. Tower Theatre
7.30pm + Sun 29 at 3pm. 226 3633

DECEMBER

Wed 02 Christmas Crackers
Selling exhibition. Islington Museum
Foyer Gallery to 24 Dec. 354 9442

Wed 02 Islington Archaeology and History Society.
tba. Town Hall at 8pm 226 4500

Sun 06 Silhouettes.
Tree walk in Gillespie Park 2-3pm.
Islington Ecology Centre. 354 5162

Fri 18,19,21,22,29,30,31 +02,05-09 Jan
Puss in Boots. and 19,20,28+02,03,09 Jan. Tower
Theatre 7.30pm 226 3633

JANUARY

Sat 16 Old Time Music Hall.
Tower Theatre. 226 3633

tba Regency Houses - exhibition.
Islington Museum Foyer Gallery. 354 9442

Wed 20 Clissold House; a talk by Jon Bolter. Islington
Archaeology and History Society.
Town Hall 8pm. 226 4500

THE ISLINGTON SOCIETY CALENDAR

Events are at Islington Town Hall unless otherwise stated

Wednesday 28 October 1998 at 7.30pm.

James Ogilvy-Webb Memorial Lecture

NEW BUILDING IN HISTORIC SETTINGS

Richard MacCormac

Wednesday 18 November 1998 at 7.30pm

GEORGE PEABODY AND THE PEABODY TRUST.

An illustrated talk by Christine Wagg, legal assistant to the Peabody Trust.

Joint meeting with Islington Archaeology and History Society

Wednesday 27 January 1999 at 7.30pm

THE BROOKING COLLECTION OF ARCHITECTURAL FEATURES

Julie Wakefield, Keeper of the Brooking Collection

Joint meeting with Friends of Islington Museum

Wednesday 24 February 1999 at 7.30pm

URBAN CITIES OR GARDEN CITIES?

A debate on sustainable living in the 21st century

Wednesday 24 March 1999

ISLINGTON SOCIETY MEMBERS' DINNER

Venue to be announced

Wednesday 18 April 1999

ISLINGTON SOCIETY Annual General Meeting

The Bill Manley

Memorial Pub-Crawl

26 June 1998

It was poor planning on the part of the World Cup organisers that they arranged the crucial England/Colombia match to coincide with our annual celebration of the life and work of local historian Bill Manley. Nevertheless Bill's family and friends, several councillors, lots of familiar Islington Society campaigners and the "High and I" photographer were conducted round our old friend's favourite haunts, as usual, by Andrew Bosi

We were made welcome at all the pubs, in spite of the press of customers watching football: but particularly by the Jerusalem Tavern which guaranteed the whole pub as a football-free area, and by the Crown and Anchor which set aside for us a football-free room, from which we despatched the occasional scout to check on the score!

THE
ISLINGTON SOCIETY
