

# ISLINGTON *news*

The Journal of the ISLINGTON SOCIETY incorporating **FOIL** folio

## TRAFFIC: THE GREAT CONUNDRUM

*Steven Barnett, chairman of the Society's planning, conservation and transport committee takes a cool look and offers some solutions*

For Londoners in general and Islington residents in particular, it has quickly become one of the defining issues of the early 21st century: what do we do about traffic? Ask people in Islington what they would most want to change about the borough and invariably they will mention one or more of

TRAFFIC NOISE, TRAFFIC POLLUTION, TRAFFIC JAMS, LOUSY CYCLE ROUTES, DANGEROUS SPEEDING, UNRELIABLE BUSES, DIRTY, UNATTRACTIVE STATIONS.

We do not mind - maybe thrive on - the bustling noise of inner-city living, but somehow the transport problems have spiralled out of control. After all, other cities - Copenhagen and Amsterdam for example - have succeeded in making journeys pleasant and safe, while enhancing their city centres and making the car almost redundant. Why not London? Why not Islington?

London starts with a problem of size: a population bigger than the whole of Denmark and a transport infrastructure suffering from years of underinvestment. This is a guess, but we probably undertake more journeys per day (by any means of transport) in Islington alone than all the residents of Copenhagen combined. Can we really produce a comparable environment?

The answer is YES; but it will require political will-power, tolerance from residents in the transitional stage, and changes of behaviour. There are three key problems, each of which needs to be

tackled vigorously:

VOLUME OF TRAFFIC, SPEED OF TRAFFIC  
CONDITION OF PUBLIC TRANSPORT.

VOLUME OF TRAFFIC

For Islington, the key to reducing volume is making the borough as unattractive as possible to the commuting motorist. This means widespread use of Controlled Parking Zones to prevent commuters from using our streets as personal car parks; a charge imposed on commuters travelling into central London to discourage through traffic; and a range of local traffic management schemes to eliminate rat-running through residential roads.

*continued on page 2*

### THE WILLOW BRIDGE CANONBURY



*In 1805 it was a scene of rural peace [above]. At the turn of the twenty-first century it is a cause of dissent and distress among the denizens of Canonbury. Some want it open: others want it closed. For a six months trial it is now closed to traffic, open to pedestrians. Some of the residents like it this way.*

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*continued from page 1*

The Islington Society has long backed a series of CPZs covering the whole borough, and there appears to be a gradual shift of local opinion in favour of extending residents' parking. We also support the Mayor of London's proposal to impose a daily £5 congestion charge on vehicles entering inner London, and have argued in our response to his consultation paper\* that the charge should be extended beyond his proposed 5 days to 7 days a week. This charge, combined with traffic management schemes to prevent traffic diverting onto roads around the boundary, will at least begin the process of easing our traffic-clogged streets and making them safer for pedestrians and cyclists.

SPEED OF TRAFFIC Speed is also a growing problem, not just in Islington but around the country. While car manufacturers try to outdo each other with promises of ever more powerful engines, transport planners and police forces are battling against the consequences of a "speed culture". Some motorists seem to interpret the figure inside

those red circles along the highway as a minimum rather than a maximum.

There are two reasons for giving urgent priority to reducing vehicle speed: first, obviously, the terrifying number of deaths and serious injury it causes each week; and second, because reducing road speed will increase car journey time and therefore begin to make public and sustainable forms of transport more attractive. How do we do it?



One initiative which the vast majority would support is a new 20 mph limit in all urban areas. Given the injuries a 30 mph vehicle can inflict, it is rather absurd that such a speed should still be deemed acceptable in residential roads. While admirable in its intent, the problem with a 20 mph limit is enforcement. It already exists in St Peter's ward and

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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 the above address. Local organisations are asked to send notification of activities and events they would like to be listed. Letters to the Editor are welcome.*

*The journal is published in February, June, and October. Items for publication should be received by the 12th day of the previous month: by 12 January for the next issue.*

many residents there believe it has made almost no difference to average speeds, with speed humps simply adding to the noise pollution as the white van brigade treats them as launching pads.

The problem is lack of police manpower. The traffic police based in North London which has responsibility for dealing with all traffic offences has been cut by two thirds. The police, as ever, are too over-stretched to deal with anything but the most dangerous and blatant traffic crimes.

For such 20mph areas to work, therefore, they have to be self-enforcing. This means a combination of speed tables, more pedestrian areas, cutting off through routes, and other physical means of making it almost impossible for vehicles to travel at more than 20 mph. These are expensive, but over

the next three years there will be a lot more money available for such schemes which meet clearly defined criteria of reallocating road space and giving pedestrians, cyclists and public transport priority over cars.

The only downside for car-owning Islington residents (still a minority, incidentally) is slower and less convenient access to and from our homes by car. It is virtually impossible to make life difficult for the incoming or rat-running motorist without making life a little more difficult for residents who drive. If those of us who drive can accept a couple more minutes on our average journey time (or even better, be persuaded to forsake the car altogether for some journeys), the rewards in terms of a safer

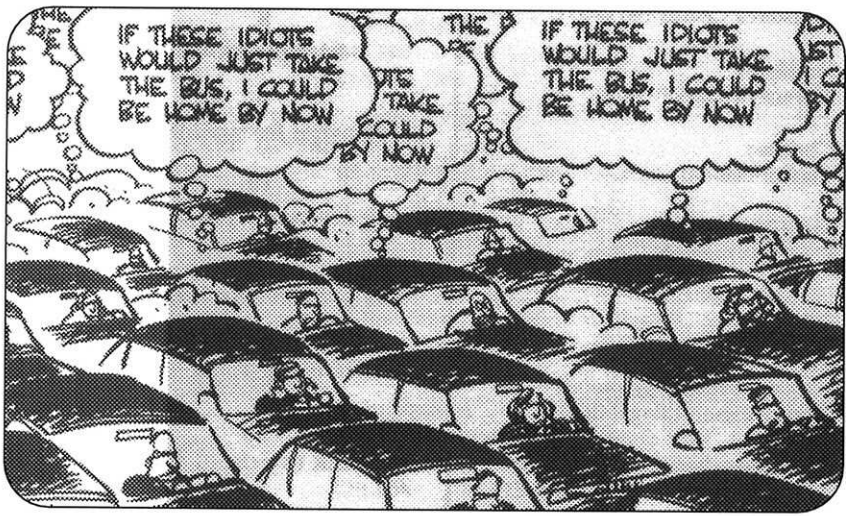
and cleaner local environment will be immense.

**PUBLIC TRANSPORT**

Finally, there is public transport. To make serious progress in cutting traffic, we need buses and trains to become an attractive, affordable alternative. If we cannot rely on Highbury and Archway - and our other tube stations - to have working escalators or to make us feel safe at night, if the trains that arrive are packed, if the 43 is constantly held up by cars parked in bus lanes, and if fares make car journeys look cheap, fewer people will be tempted to give up the comfort of their cars. Despite the "uprising" against petrol taxes, motoring costs have remained constant in real terms over the last 30 years while public transport costs have risen by nearly 50 per cent. Apart from the impact on our environment, the disproportionate burden that has fallen on those who cannot afford or do not want to drive is clearly unfair.

There will be big investment in the bus network over the next two years, particularly on enhancing and enforcing bus lanes for particular routes. The key to further investment is generous grants from central government combined with revenue from congestion charging. It will take time, but London now has a Mayor with a mandate and money from central government.

**We need a culture in which speeding is as socially unacceptable as smoking**



**It is probably the best opportunity we have ever had to give London - and Islington - an opportunity to catch up with continental Europe in putting our environment before our cars.**

\*Copies of the Society's submission may be obtained from Steven Barnett or from the Chairman. Please send a stamped self-addressed envelope.

## BIG PLANS, SMALL PLANS

The Arsenal saga continues. Apparently the acting chair of the Planning Committee should not have vacated the chair, in order to speak himself at the April meeting (at which the Council's planning brief was approved by four votes to three). As a result, the debate had to be re-run at the meeting in August; and this time the brief was approved by six votes to one (with one abstention), on condition that the ban on spectators' parking was extended from one mile to one-and-a-half miles from the proposed new stadium at Ashburton Grove.

Also at the August meeting the Planning Committee, against their officers' advice, approved in principle the Sam Collins Theatre Trust proposals for a below-ground Shakespearean theatre incorporating Judi Dench's set used in the filming of *Shakespeare in Love*. The scheme includes some imaginative housing above the theatre; but, to raise enough money to build the theatre, it incorporates no social housing and has to be at least a storey higher than the adjacent Anderson's Square. This was one of the main reasons for the officers' recommendation for refusal of the proposals; but councillors decided that the advantages of building the theatre outweighed these disadvantages. At the same meeting councillors agreed that the flat roofs of the Barnsbury Estate (between Copenhagen Street and the Canal) could be replaced by pitched roofs, and they decided that the lower-ground-floor car park in one of the blocks under construction at the New

River Head (off Rosebery Avenue) could be substituted by additional flats.

At the September meeting the committee approved more four storey flats and three-storey houses for the former Marquess Estate, and an interesting modern scheme for 18 flats and seven houses in Roman Way for the Circle 33 Housing Association. It also approved two good modern buildings in Conservation Areas: a four-storey mixed-use building in White Lion Street, near chapel market, and a small private house in Aberdeen Lane. The committee, rightly in our view, rejected a back addition to a property in Huddleston Road N7 in spite of the officers' recommendation that it be approved (which seems to underline the urgent need for new guidelines on back additions); but it went along with its officers' advice and rejected unanimously a proposal to convert a front garden in Willow Bridge Road into a hardstanding for a car. As is so often the case, this last-mentioned application was the smallest on the agenda but covered one of the most important points of principle for our hard-pressed Conservation Areas.

While it should be remembered that officers' advice is followed (usually rightly) in the vast majority of cases, the September meeting was notable as the exception that proves the rule; and, at the end of this meeting the committee rejected a recommendation that "Health issues raised by (telecommunications) masts are not a sufficient reason for the refusal of planning permission".

HARLEY SHERLOCK

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### PUBLIC TRANSPORT SEMINAR

On the afternoon of Saturday 28 October Islington Transport Aware is holding a seminar to discuss *Real improvements to public transport in Islington - a pre-requisite for congestion charging?*

The emphasis will be on how to achieve much better performance from buses

through technical means such as 'virtual tramways' and through more responsive and passenger-friendly service management.

Experts from Transport for London, Islington Council, Silverlink and other modes of transport will discuss how public transport must change

before the GLA's proposed congestion charging is introduced in 2002/03.

Attendance at the seminar is free. Inquiries may be made to Tom Rubens on 7690 9896 or by e-mail to NB.ecodev@btinternet.com. 109.

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## PROGRESS IN THE GALLERIES

*The Editor catches up with the march towards Islington's new museum*

A number of steps on the way to the proposed new Islington Museum, described in the last issue, have been taken during the summer.

At the end of June the Education and Libraries Committee decreed that the 1.4m National Heritage Lottery bid, which it had previously delayed, should now be made by the Islington Museum Trust rather than the Council. If the bid is successful the Trust will be



Adzido drums

granted a lease of the premises: this will leave a sum of about 150,000 to be raised by the Trust as matching funding.

Guests at a recent reception to welcome the autumn season enjoyed three exhibitions. In the Foyer Gallery the African drums and other instruments of the Islington based Adzido Dance Company are on display until 12 November. Associated events which also celebrate Black History month are workshops for schools in African dance and drama, and ceramics workshops throughout the day for children on the Friday in half-term week [27 October].

In the other temporary exhibition space, the Angel Gallery, are the large old photographs of Islington past formerly hung in the "179" public house. The Museum has these on long term loan from J D Wetherspoon.

Thirdly, the History Gallery contains the delightful old maps, pictures and story boards which are the beginning of the main local history collection, THE STORY OF ISLINGTON, which will be the permanent core of the new museum.

For the sixth year the popular Christmas selling exhibition will be in the Foyer Gallery

from 6 December until Christmas eve. As usual original gifts will be offered at reasonable prices: all the items are the work of local craftspeople and designers.

An exhibition about the Caledonian Asylum opens in the Angel Gallery in 2001. It

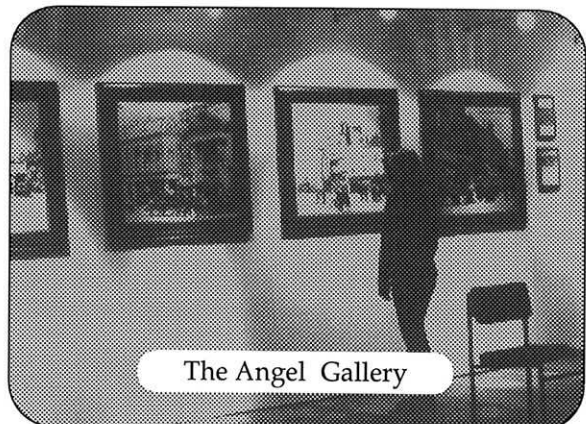


Adzido drum group

includes a reconstruction of a Victorian schoolroom, and tells the story of the charity school which was founded in 1815 to educate Scottish orphans. It moved from to its handsome new Islington building in the fields north of Copenhagen House in 1828. The charity gave its name to the Caledonian Road.

A joint project with Islington's Social Education Unit to introduce holiday play schemes based on local history has just begun; and there is a research group formed by the Friends of Islington Museum now getting into its stride.

The Society is impressed by all this hard work, so much of which is done by volunteers, and wishes the Museum every success with its ambitious plans.



The Angel Gallery

# THE NEW ROSE

*Avis Baldry enthuses about the Islington Green "dream" project for which she is an ardent campaigner*

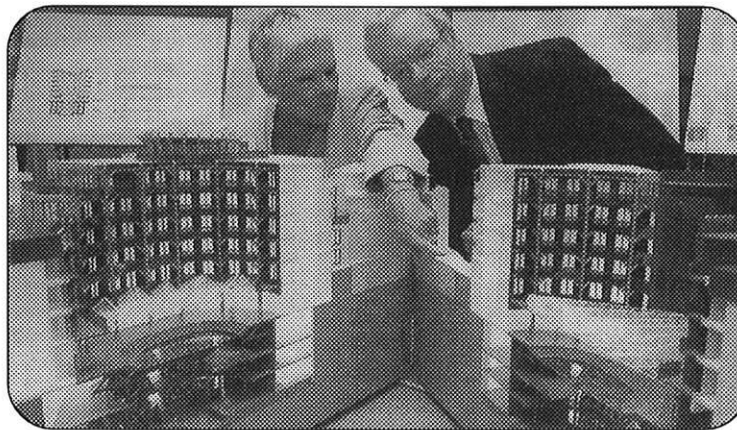
The people of Islington are being offered a unique gift by the Sam Collins Theatre Trust. Anyone who has seen the architectural history series on Channel 4 by Piers Gough will know what an extraordinary architect he is. He has designed the theatre and flats as a whole on the theme of *A Midsummer Night's Dream* which will be a world-beating attraction.

Dame Judi Dench's gift of the Rose Theatre replica will be placed underground and used all day for community and youth work as well as theatre in the evening. It can be viewed through a transparent cover at ground level from the restaurants, bars and flats. Echoing the Tudor theatre, the flats will be a crescent shape encircling this cover and the theme is realised by the use of pale green marble, surfaces treated to look like bark with the flats having solid oak balconies and translucent leaves screenprinted onto the glass.

The whole site of Anderson's Yard has contributed a percentage for public housing plus many thousands of pounds for refurbishment of the Green which has been sitting

in the Council coffers for several years. The building will give a crown like effect to be seen from a distance covering a fraction of the width of the site above the present buildings. Another feature which will make this building unique is the transparent irregular Origami-like gateway onto Essex Road with flags on the towers either side.

In the absence of grants, the almost impossible task of building a new theatre (and funding ten youth scholarships as well can only be achieved by finely-balanced funding from the flats which have been integrated in this ingenious way. A less imaginative and



Judi Dench and Chris Smith admire the model

more grasping developer to whom theatre meant nothing could have covered the whole site with flats. Instead, it needs this height both to generate the funding required and for architectural balance.

There is a danger that attention will turn to the Thames area round Tate Modern and Somerset House to the detriment of Islington's restaurants and other businesses unless there is an attraction like this.

The first of several liaison organisations to keep the Greater London Authority and the Greater London Assembly in touch with the priorities of the people of London was inaugurated last month at



Hoxton Circus Space. Membership of the London Civic Forum which is free is open to individuals, special interest groups at borough or Londonwide level, and business and other organisations. The categories are private sector; public services and institutions, including trade

unions; voluntary and community organisations; faith-based organisations; and others. By the inauguration more than 600 members had already registered. The London Forum of Amenity and Civic Societies has a member on the steering group and has recommended

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# THE ISLINGTON SOCIETY

Incorporating **FOIL** FRIENDS OF ISLINGTON LIBRARIES

As can be seen from the contents of this issue of the Journal the Society has been concerned and active in most of its particular areas of interest.

The long running inquiry into the revised Unitary Development Plan, the bible by which approval of planning applications in Islington should be determined has recently been hearing oral evidence from the Chairman following up our written submission.

The planning, conservation and transport committee considered the proposals put forward for the redesign of Islington Green and found none very satisfactory. The President advised the Council that the plan the committee found least unacceptable was the only one that retained the war memorial in its present position.

At a recent London Forum consultation the leaflet on CPZs which the Society produced in co-operation with three other Islington organisations [see February 2000] was much admired. The London Forum has asked for an original so that it can make it available to its member societies and urge them to use it in their own boroughs.

The Chairman and the Chairman of the planning, conservation and transport committee will both be contributing their expertise to Islington Transport Aware's seminar on public transport at the end of October (see page 4)

## PROGRAMME

Our next meeting on 25 October will to admiring Steven Wood's lovingly restored ROUTEMASTER RM1699. He will drive us on a circuitous route from Newington Green to the Town Hall. There we will see an exhibition of models and a slide show. Because of the high cost of fuel there is a charge of £3 for this special event.

Monday 27 November is almost the exact anniversary of our founding in 1960 and we are having another celebration - at the Tower Theatre, the scene of our inauguration. Our guest speaker will be Tony Travers, director of the LSE's Greater London Group who will talk about THE NEW LONDON. Again there is a charge - almost unheard of for the Islington Society - £5 for a glass of wine and buffet.

The CHRISTMAS SINGING SOCIAL, only our second but by next year it will be *traditional*, is on 5 December, again at the Artillery Arms. This year there will be song sheets.

A few weeks ago the Vice-chairman, David Gibson, gave an illustrated talk to the London Forum on the GRIBBLE AWARDS. It was very well received and he will approach the subject again at the January meeting. This time he will share

the platform with Alec Forshaw, Islington's Conservation Officer, who has been closely involved; unless Alec is needed for pressing council business.

We welcome the spring with a visit to FREIGHTLINERS FARM in Sheringham Road in March.

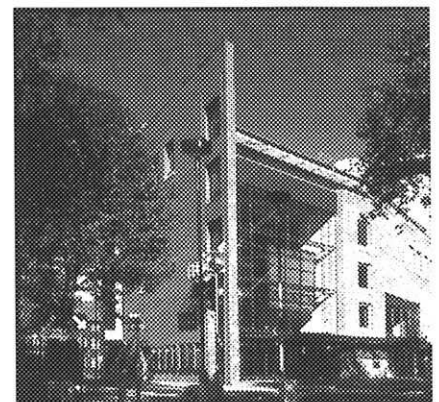
Anyone who would like to join the Society to take part in this varied programme would be welcome. Please use the application form on page 11 or if preferred just send the appropriate subscription to the Treasurer.

## 2001 ANNUAL DINNER

Next year the Society will be dining in Essex Road, at the Sultan Ahmet Restaurant which has been run by the same Turkish family for twenty years and will be known to many of our members.

The dinner will be a little earlier and a little less expensive than in previous years. The date is Wednesday 28 February: and the price for three courses, wine, and coffee is 20 guineas.

Tickets will be available from the secretary in December.



Sadler's Wells, winner of the 2000 Gribble Award

## The Barnsbury elm: Huntingdon connections

Bob Gilbert, Head of Islington's Greenspace team, has brought some disease free elm saplings to plant in the borough. Since the 60s almost all of England's once common stately elm trees have fallen victim to Dutch elm disease.

An elm regeneration project has scoured the country for disease resistant strains, taken cuttings and raised a new generation of saplings. Bob's young trees come from a healthy elm in Huntingdon.

The picture shows two of our nature wardens planting one of the saplings in Barnsbury Wood, next to Huntingdon Street on the Thornhill estate, and so named because George Thornhill was MP for Huntingdon.

In his intriguing piece in the

*High and I* Bob Gilbert did not refer to the other Islington link with Huntingdon, the Countess of Huntingdon's Connexion. In the mid-1700s Selina Hastings, Countess of Huntingdon, invented her own brand of Methodism and built a number of chapels. One of them was converted from the rather grand Pantheon Teahouse in what is now Exmouth Market.

The 1930s revolutionary fresco in the Marx Memorial Library on Clerkenwell Green is by the socialist painter

Jack Hastings, Earl of Huntingdon.

Other Huntingdon-reared elms are being planted in Gillespie Park and on the Parkland Walk as part of the individual management plans now being introduced for all the borough's parks and open spaces. KF



## CHANGING TIMES IN OUR LIBRARIES

We rejoiced when the new administration announced that it would halve the extent of the cuts to be made in the library service budget but there are still around £0.5m savings to be made and they are beginning to cut deep.

### SOME THINGS BETTER

The library good news is that there is no longer any talk of reducing opening hours. Reservations are now free if the item is in stock, and the cost of borrowing videos and other items has for some months been reduced.

Even better, there is a cautious start to Sunday opening. For an experimental six months all the departments of Central Library, except local history, are open from 1pm to 5pm on Sundays. If it is popular it will continue and be introduced at other libraries in the borough. This is a service that must be

used or lost. The inaugural Sunday was well attended, let us hope it continues.

### LOSSES OF STAFF

Less happy is the heavy culling of staff. Eighteen people are leaving this month, and all other library employees are being re-interviewed for their jobs. A leaner staff structure has been devised in which each new post requires specific skills. If members of the existing staff cannot match the job descriptions the posts will be filled from outside.

We were somewhat taken aback to learn that no post in Islington libraries requires a qualified librarian.

Among those we are losing this month are a number of senior people including Peter Lyons, popular librarian in charge at West Library, several specialists including children's librarians, and David Withey, the local history

continued opposite



## TRAIN JOURNEYS TO COME

The inquiry into Thameslink 2000 began in June after literally years of discussion and two sets of plans from Railtrack, one in 1997 and the other last year. The name dates from the time when it would have been possible to introduce the new services in the year 2000. The best hope now is 2006.

The scheme is complex, hence an inquiry running at least until Christmas. The main benefits are a much higher frequency of trains in the "core area" between King's Cross and Blackfriars, and a restoration of the link from Finsbury Park into the Thameslink corridor. More than twenty years ago it was possible to travel from Hertford North into Moorgate via King's Cross and Farringdon, though only in peak periods. TL2000 would allow regular journeys without the tight curve that was used previously.

The disbenefits of concern to Islington are the loss of the Moorgate branch of the existing Thameslink, the probable loss of the station at Pentonville Road (to be replaced with a stop underneath St Pancras), and the possible shift from shorter-distance services within London to long-distance travel across London. There are also environmental impacts around Finsbury Park station, where the platforms would be extended into Haringey; and near Gifford Street, near Wharton Street, and at Farringdon station. The Gifford Street impacts could be lessened with a bit of common sense between railway operators, and the worst threat to Wharton Street has been lifted.

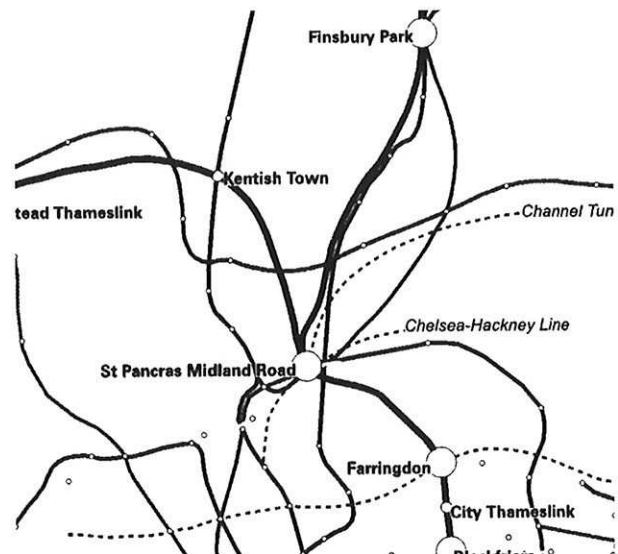
The greatest environmental disbenefit is south of the river, and various groups such as Friends of Southwark Cathedral and of Borough Market are represented at the inquiry. They have persuaded the DETR to compel Railtrack to show what would be the impact of an alternative making greater use of the Herne

Hill route (now taken by services to Sutton) rather than via London Bridge (now used by most Brighton services). Railtrack has responded with a scheme that would cause plenty of environmental disbenefit along that route, though it does hold out the hope that under its preferred option local services might still be enhanced.

Islington Council, the Fleet Ditch Group, the Cally Rail Group and the King's Cross Railway Lands Group are all giving evidence to the inquiry covering the Islington issues. They are working together to avoid the duplication that so irritates the inspectors who chair these inquiries. The Railway Lands Group will also be asking the inspector to consider what happens if the CTRL (Channel Tunnel Rail Link) is delayed or abandoned. The two are closely linked. The new station under St Pancras has been sited to meet a CTRL need and has to be built by London and Continental Railways as part of its contract to build CTRL.

The worst outcome of all would be a re-run of the Thameslink inquiry several years hence.

ANDREW BOSI



specialist and Reference Librarian at Finsbury.

David joined Islington library service straight from university 28 years ago and has been in his present post for eighteen years. His enthusiasm for and expertise in the borough's local history is impressive, and his willingness to share his knowledge. It will be sadly missed, as will the contribution of the other leavers.

How our libraries are going to fare with very low staff allocations, few, if any, qualified librarians, and only four driver-attendants for the whole system remains to be seen.

## EVENTS IN ISLINGTON

### OCTOBER

until 12 Nov. ADZIDO DRUM EXHIBITION with drums to play for adults and children.. Islington Museum Foyer Gallery. 7354 9442

Sat 14 INSECTS, BUGS, AND OAK TREES. Walk. Crouch Hill Community Centre car park at 2pm. 7354 5162

Sat 14+17-21 A LETTER OF RESIGNATION by Hugh Whitmore. Tower Theatre 7.30pm + Sun 15, 3pm. 7226 3633

Wed 18 THE LEA VALLEY: London's best kept secret. Islington Archaeology and History Society lecture. Islington Town Hall. 8pm. 7226 4500

Sat 21 WILDLIFE WALK. Barnsbury Wood at 10am. 7354 5162

Mon 23 OPEN DAY at the Crafts Council Gallery. 7278 7700

Tue 24 to 03 December THE WATERWAYS ART SHOW London Canal Museum. 7713 0836

Fri 27 HERITAGE CERAMICS WORKSHOPS for children; all day. Islington Museum Gallery. 7354 9442

Sat 28 FUNGAL FORAY. Islington Ecology Centre. 2pm. 7354 5162.

Sat 28 PUBLIC TRANSPORT. Islington Transport Aware seminar. Islington Town Hall. 1.30pm. 7837 6308

### NOVEMBER

Thu 02 BACKGROUND TO BATTLEBRIDGE- King's Cross and St

Pancras. Lecture London Canal Museum at 7.30pm 7713 0836

Tue 09-14 Jan THE FABRIC OF FASHION. Exhibition Crafts Council Gallery. 7278 7700

Sat 11 WINTER SURVIVAL. Family event in Barnsbury Wood at 10am. 7354 5162

Sat 11+14-18 THERESE RAQUIN by Neal Bell from the novel by Emile Zola. Tower Theatre 7.30pm + Sun 12, 3pm. 7226 3633

Wed 15 FRIENDS OF WAR MEMORIALS. Islington Archaeology and History Society lecture. Islington Town Hall. 8pm. 7226 4500

Sat 18 AUTUMN COLOUR. Walk in Gillespie Park. Islington Ecology Centre. 2pm. 7354 5162

Sat 25 TREES, MYTHS AND MAGIC. Walk along Parkland Walk. Meet Crouch Hill Community Centre car park 2pm. 7354 5162

Sat 25+28-2 Dec THE HERBAL BED by Peter Whelan. Tower Theatre 7.30pm + Sun 26, 3pm. 7226 3633

### DECEMBER

Wed 06 DECORATIVE SCIENCE: the collections of the Museum of the Royal Pharmaceutical Society. Islington Archaeology Society lecture. Town Hall. 8pm. 7226 4500

Thu 07 ENCHANTED WATERS OF THE BASINGTOKE CANAL Lecture London Canal Museum at 7.30pm. 7713 0836

Sat 09 GARDENING FOR WILDLIFE. Islington Ecology Centre at 2pm. 7354 5162

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Sat 16 WINTER TREES. walk from Crouch Hill Community Centre car park. 2pm. 7354 6152

Wed 17 ISLINGTON ARCHAEOLOGY AND HISTORY SOCIETY LECTURE. Town Hall. 8pm. 7226 4500

Sat 16+19-30 THE WIZARD OF OZ. Tower Theatre 7.30pm + Sats 16,23,30 and Wed 27. 3pm. 7226 3633

tba THE CALEDONIAN ASYLUM: a Victorian education in Islington. Islington Museum Gallery. 7354 9442

Sat 31 for a season. OLD TIME MUSIC HALL. Tower Theatre 9pm. 7226 3633

JANUARY

Wed 03-01 Apr JOHN NASH AND THE PRINCE REGENT. Exhibition at the London Canal Museum. 7713 0836

FEBRUARY

Thu 01 WOOD, COAL, AND RUBBISH - narrowboat carrying today. Lecture. London Canal Museum 7.30pm. 7713 0836 .

Thu 04 THE LIME JUICE RUN. Lecture. London Canal Museum .7.30pm. 7713 0836

Wed 21 ISLINGTON ARCHAEOLOGY AND HISTORY SOCIETY LECTURE. Town Hall. 8pm. 7226 4500

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all its constituent groups to join; several have been prompt to do so.  
It is not yet clear how active or well-funded this forum will be but it is an opportunity, with nothing to lose, to record

the special interests of groups of any size.  
There was great enthusiasm form the Mayor and the Bishop of London and many others at the Hoxton meeting.  
The idea was proposed and developed by the London

Voluntary Service Council. The Forum is chaired by Sean Baine, the chair of LVSC, and the worker is Kate Monkhouse. Application forms may be obtained from her on 7700 8124.

THE ISLINGTON SOCIETY

*Incorporating* **FOIL** FRIENDS OF ISLINGTON LIBRARIES

APPLICATION FOR MEMBERSHIP [OR RENEWAL]

The Islington Society was founded in 1960. It works to safeguard and improve the quality of life in Islington. Its special concerns are the built and general environment, libraries, schools, health, and recreation, public transport and priority for pedestrians. New members are welcome

Existing members who have not yet paid their 2000 subscriptions, due on 1 January, are requested to do so.

Name[s].....Address.....

Telephone.....

I/We enclose £8 (individual)..... £10 (couple or family)..... £15 (local organisation) .... £20 company.....

Signature..... Date.....

To: Adam Bower, Treasurer, Islington Society, 12 Cloudesley Square, London N1 0HT

## THE ISLINGTON SOCIETY CALENDAR

At Islington Town Hall unless otherwise stated

Wednesday 25 October at 7.30pm  
A ROUTEMASTER EVENING  
from Newington Green (south) bus stand  
then at Islington Town Hall

Monday 27 November at 7.30pm  
THE NEW LONDON  
Tony Travers, Director, Greater London Group, LSE  
JAMES OGILVY-WEBB MEMORIAL LECTURE  
at the Tower Theatre

Tuesday 5 December at 7.30pm  
A VICTORIAN EVENING AROUND THE PIANO  
Our Christmas social with the President, the Chairman -  
and Sarah at the piano  
at the Artillery Arms, Bunhill Row, EC1

Wednesday 24 January 2001 at 7.30pm  
THE GRIBBLE AWARDS  
David Gibson and Alec Forshaw

Wednesday 28 February 7.15 for 7.45pm  
ISLINGTON SOCIETY MEMBERS' DINNER  
at Sultan Ahmet Restaurant, 326 Essex Road, N1  
[see page 6]

Wednesday 28 March  
FREIGHTLINERS FARM  
Paradise Park, Sheringham Road, N7  
A visit

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# THE ISLINGTON SOCIETY

Incorporating **FOIL**<sup>FR</sup> FRIENDS OF ISLINGTON LIBRARIES

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