

ISLINGTON *news*

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

Every other year word goes round that things will soon be happening at King's Cross. The beginning of the London Underground work, putting into effect the recommendations of the Fennell committee which was set up as a result of the King's Cross fire of 1987 means that this year there is some truth in these stories. Work has also begun on making some of the lines fully accessible to people with disabilities.

Activity on other fronts is less clearly geared towards construction and regeneration. The firm Argent St George has been appointed favoured developer of the Railway Lands.

It is consulting locally and saying things people want to hear. But on the best estimates building will not begin until 2007 at the earliest.

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at King's Cross

Planning applications have however appeared in the public domain for the site owned by P&O. This site comprises four blocks to the east of King's Cross, the most southerly one in Camden and the other three in Islington.

The site has been free of government directive since the King's Cross Low Level station for Channel Tunnel Rail Link services was abandoned in March 1994. The "interests of shareholders" which are paramount to any development have apparently been best served by leaving it derelict for six years.

Most analysts believe that P&O is looking to withdraw from property development and that its plans now are more of a valuation exercise than a serious project. Whether or not this is true, the plans have to be taken seriously by societies such as ours.

This central London site is of a wider significance than Islington and Camden (whose Civic Society has expressed similar concerns to our own).

The plans first appeared in the spring of last

continued on page 3

LIBRARY NEWS

OFFICERS OF THE ISLINGTON SOCIETY

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The Croft, Wall Street,
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7 Barnsbury Square,
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London N1 2UD, 7354 9442

Chairman of Planning,
Conservation, and Transport
Committee – Steven Barnett
20 Willow Bridge Road,
London N1 2LA, 7288 1655

We are glad to be able to report that Sunday afternoons are just buzzing at Central Library. All departments except Local History have been open from 1pm to 5pm on Sundays for a six months experiment which began in September. The Borough Librarian is delighted with the response, so perhaps we can expect Sunday opening to continue and be introduced at several branch libraries.

Of course it is not only the books that are buzzed over. The computers and other items are on active service as well

However, it is good to see books in the spotlight again after all the recent homage paid to IT. Since December 100 books a week have been bought for Islington libraries and this will continue at least until April 2002.

We understand that some interesting new library proposals are to be considered by the education committee in mid-February.

NATIONALLY

Very shortly the Department of Culture, Media and Sport is to issue standards for public libraries which all local authorities will be obliged to observe.

LONDONWIDE

Libraries for Life for Londoners (LLL) the organisation that represents library users throughout the capital has arranged a launch for itself and its website at a public meeting at 7.30pm on Thursday 15 March. The Islington Society is a member of LLL so we hope that our members, whether FOIL people or not, will attend.

The main speakers will be Tony Travers, director of the LSE Greater London Group, and Trevor Phillips, chairman of the Greater London Assembly.

For the place of the meeting and other information please telephone the editor on 7607 2665.

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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 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 May for the next issue.

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year. P&O emphasised the importance of looking at the whole site. Despite this, plans for the northern-most block (D) have not appeared. This is the developer's preferred location for residential uses. The Planning Brief envisaged a mix of uses throughout the site; and the King's Cross Partnership after consultation told us that the community wanted to see the "core area" safer. Increasing rather than decreasing the numbers of residents in block B over the "core area" would best achieve this.

Amended plans (an important distinction - new plans would attract the interest of the Mayor and Assembly - amended plans retain their pre-July date) appeared on public display at the end of October.

At about the same time the chairman of the King's Cross Partnership (Sir Bob Reid) wrote to inform the chair of the King's Cross Railway Lands Group that Islington and English Heritage had "reached agreement" with P&O "for the development of the lands to the east of King's Cross" - unacceptable at a time at a time when the consultation period had only just begun.

At the formal launch of English Heritage's mission document, *Power of Place*, he went further by naming the Islington personalities allegedly guilty of this error.

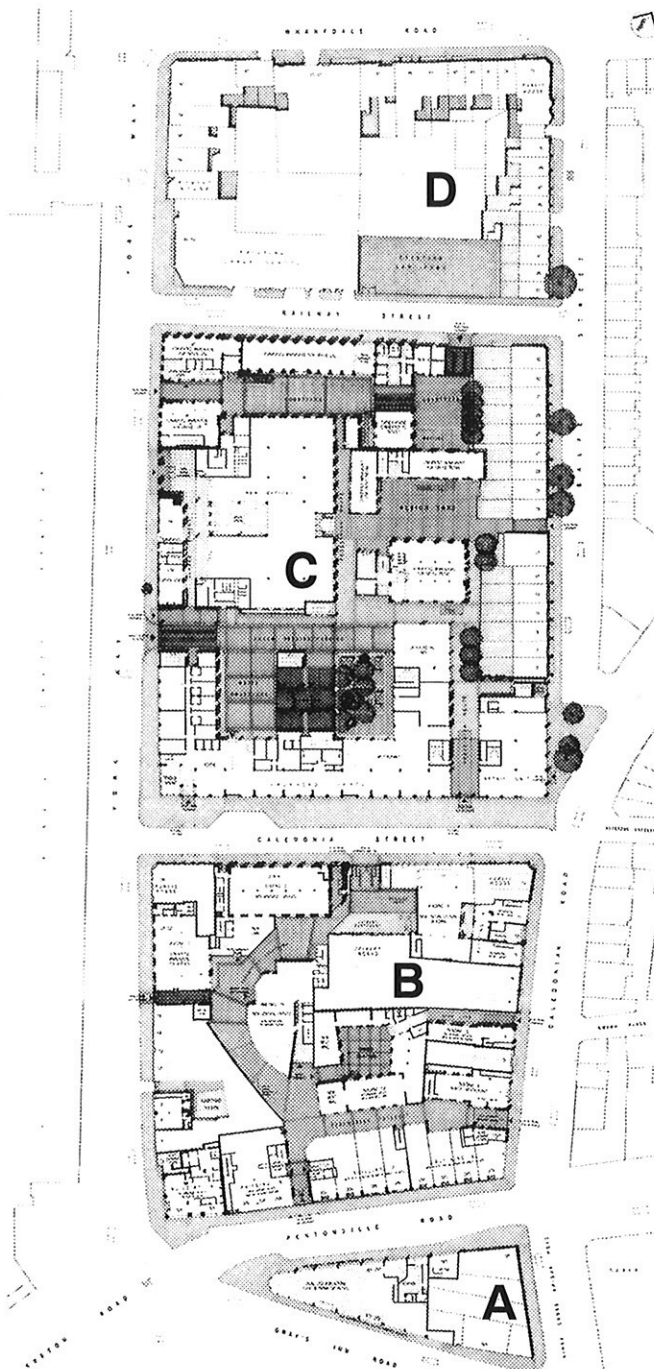
That launch became significant by being held at the P&O site. In the publicity for the launch, the site was cited as an example of good practice. English Heritage later stressed that it was an example of a site with potential rather than a proposal to match the much praised projects the Jewellery Quarter in Birmingham, and Electric Avenue, Brixton.

The present position is unclear because P&O claims to have made some amendments but these are not in the public domain. A weakness of Islington's Conservation committee is that its views reported to the Planning committee often relate to old plans and time does not allow it to comment on last minute amendments. The danger is that minor changes may be dressed up as significant improvements. The P&O application retains an over-tall low grade hotel, and a large office block originally planned for a single tenant which has since withdrawn.

Plans do not include the block (D) for which residential use is promised. Some of the existing buildings would be brought into productive use, but the opportunity to open up the existing court-yards is half-heartedly taken and most of the interesting roofscape would be lost.

This application will be the first serious test of our present Islington administration.

ANDREW BOSI



An excellent small book by Simon Morris and Towyn Mason entitled *GATEWAY TO THE CITY: THE ARCHWAY STORY* recounts the history of the Archway bridge from the beginning in 1810 when it was intended to be not a bridge at all but a tunnel. The original proposal was to tunnel under Hornsey Lane to give traffic an alternative to the steep route along the Great North Road through Highgate Village. When the tunnel collapsed during construction a cutting was made instead, and the celebrated architect John Nash was called in to design a bridge to go over it. Archway Bridge can be said to be London's first flyover above its first bypass.

Towards the end of the 19th

THE ARCHWAY BRIDGE

century the volume of traffic became so great that plans had to be made to replace the Nash bridge with the present one which was 100 years old last year. It was designed by Sir Alexander Binnie and is notable for its elaborates decorative cast iron spandrels and railings and its richly moulded cast iron and steel arch. The dolphin lampstands are copies of those on the Embankment.

Once the bridge was on the boundary between London (the LCC area) and Middlesex. Now it is on the boundary between Islington and Haringey. The Hornsey Lane

Association which has a foot in each borough and was set up in 1998 has given much of its attention to the bridge. Firstly it organised the very successful centenary celebrations last year; it is now discussing with English Heritage refurbishing the bridge to restore it to its former elegance.

The association has also applied, jointly with mental health authorities, for Health Action Zone funding to study physical measures to deter suicide attempts, sadly all too common on Archway Bridge both now and in earlier times.

Gateway to the City. Hornsey Historical Society, £4.50, is on sale at the Islington Museum Gallery.

MILTON GATE

Gordon Wigglesworth selects another of Islington's modern buildings for special praise.

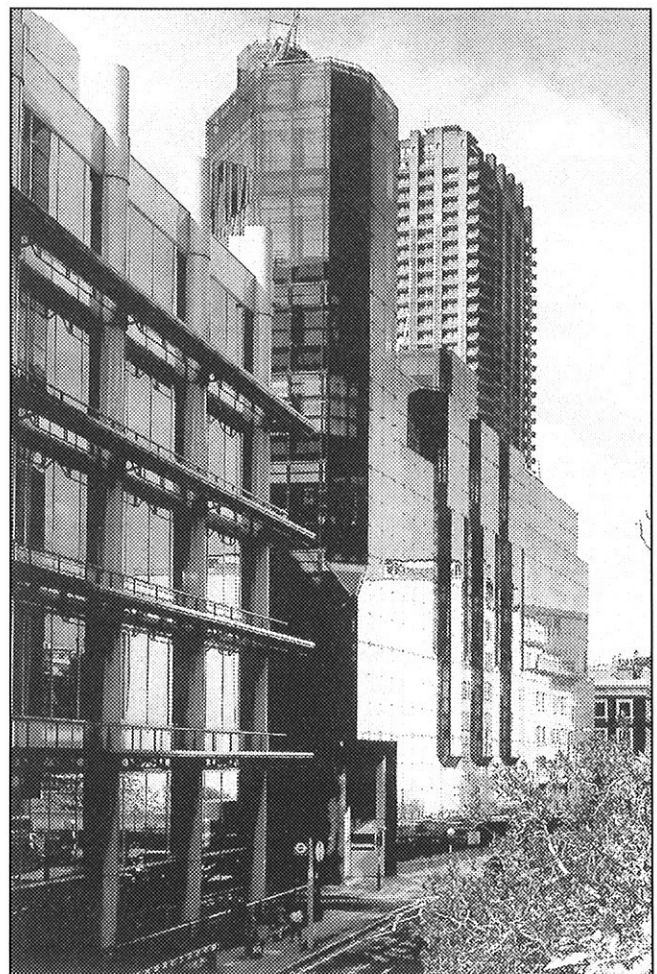
Like his previous choice, the Helicon Building on Finsbury Pavement, it is on the southern boundary of the borough.

Milton Gate, Chiswell Street, is the work of the renowned architect, Sir Denys Lasdun, who has recently died. In the second year of the Society's Gribble Awards, 1991, it was highly commended.

The building has inner and outer cladding, with a generous gap between the two, to provide thermal and noise insulation: the void is also used for airhandling, either cooling or warming, as a way to economise on expensive air-conditioning.

The inside cladding is framed into which glass or solid panels are fitted and both frames and spandrel panels are blue. The outside cladding consists of green glass panels sealed with silicon.

The colour blue within the void moderates the green glazing of the outer envelope which, with its smooth surface, gave the architect a great opportunity to model the building – he used it with distinction.



SEVENTEEN YEARS OF ISLINGTON PLANNING COMMITTEES

Our President remembers

When I decided it was time, at the end of the year, to retire as an adviser to Islington's Planning committee, I was aghast to realise that I had been advising the Council on transport and planning matters for more than seventeen years.

It all began in 1983 when Ken Livingstone's Greater London Council had already decided that road-building in London simply drew in more traffic and thus created more congestion: a fact that had been apparent to many of us ever since the opening of the (elevated) London end of the M40 had brought chaos to Marylebone Road and adjacent areas. But the officers advising on transport issues at the GLC, and at most London boroughs, knew little about transport other than road-building. In spite of this the GLC, as the responsible authority, formally abandoned the majority of road-widening lines, but Islington's planners carried on as if the road plans still existed, in spite of the damage that would have been caused if they had been carried out. For example the widening line for Upper Street assumed demolition of all buildings on the west side between the Screen-on-the-Green and Islington Park Street.

When it was proposed that a large number of familiar buildings at the Angel would have to be demolished to allow for the widening lines, James Ogilvy-Webb, then chairman of

the Islington Society, asked me to lead a delegation to the Council's Development and Planning committee whom we feared would accept the situation as inevitable. They were, however, sympathetic to our views on the transport issues involved and ultimately it was recognised that the old road-widening lines no longer existed, and the road proposals for the Angel were abandoned. In the meantime, shortly after our deputation, I was asked by the new chairman, Pete Broadbent, if I would be prepared to continue to advise the committee as a co-opted member.

The need for co-opted members or advisers to the Planning committee is now less obvious, in that the Council's officers are no longer as out-of-touch with new thinking as they were in 1983; but there are occasions when, in worthy attempts to persuade developers to follow council guidelines, they can get too identified with a particular planning application: in which case independent expert advice can be helpful. There have also been occasions when councillors have clearly gone off the rails, carried some of their senior officers with them, and made decisions contrary to their own policies. If I had not fortified the Council when it was under pressure to modify its Development Plan, and if the Stop-the-Store-Alliance had not

stepped in at the "Sainsbury's" public inquiry to defend the Development Plan, we would now have a large traffic-generating superstore at Lough Road and a collapsed shopping centre at Nag's Head.

Advisers to the Planning committee can also, on occasions, perceive the need for further council guidelines on particular subjects: to minimise the number of times when, on similar applications, the same elaborate arguments have to be considered from scratch.

As David Gibson takes over from me as the adviser nominated by the Islington Society, the Planning Committee will have a good balance of advice to draw on: from Rob Bennetts, partner in one of London's largest architectural practices (nominated by the North East Thames branch of the RIBA), from Tim Attwood, partner in what must be Islington's largest engineering practice (nominated by the Chamber of Commerce), and from our own David Gibson, principal of one of the foremost firms of conservation architects.

Finally, I cannot let this opportunity pass without letting it be known that, in spite of all my disagreements with councillors and officers on many occasions, I have always admired their devotion to duty and their obvious wish to do their best for the people of Islington.

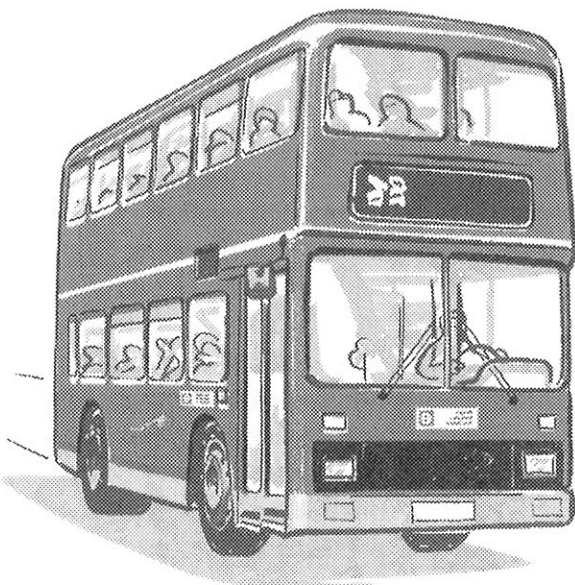
HARLEY SHERLOCK

TRAFFIC and

The next moves to solve the conundrum

The second seminar organised by Islington Transport Aware last October gave us some fascinating insights into the less high profile half of London's public transport system: the humble bus. A topical topic as buses are in line for a major injection of Mayoral money over the next two years - partly because there is more spare capacity than on the tube and partly because significant improvements can be achieved for comparatively little money (compared with the tube where improving infrastructure will take £ billions).

As part of its commitment to improving public



transport, Transport for London is launching a £60 million London Bus Initiative involving a number of "Bus Plus" routes of which four pass through Islington: routes 38, 55, 29, and 134. The idea is to create virtual tramlines - clearways in which buses can travel unimpeded, on time, and in sufficient numbers to carry people to their destinations without the need to sit on three strangers' laps.

The money (of which over £3 million comes to Islington in just two years) will be spent on extending bus lanes, improving streetscape and signing, and most important of all improving enforcement. Anyone who has sat on a bus in a traffic jam for 20 minutes because some driver has just "popped in" to the newsagents - or seen

a car sneak down the bus lane in the rush hour because of the near certainty of not being nicked - will understand that enforcement is the key to making bus lanes work. With a sophisticated network of digital cameras, cameras mounted on buses, a dedicated team of enforcers and financial penalties that hurt, the disincentives will begin to bite.

The downside of this expenditure will be the transitional phase. Over the next two years, while the bus lanes go in and the roads and pavements are upgraded, the nominated routes will see the usual mixture of roadworks and delays. Assuming the theory works, by 2003 bus passengers on those routes should be happier bunnies while offending motorists should be counting the cost - and maybe even transferring to the bus.

At the same time, significantly more money will be available to fulfil the much trumpeted aims of putting pedestrians and cyclists above motorists in the transport food chain. Islington was spectacularly successful in its bid - through the annual Interim Transport Plan - for money to fund local safety and pedestrian-friendly traffic schemes. While the overall increase for London boroughs was around 15 per cent on last year's settlement, Islington secured an increase of 60 per cent on what had already been a generous settlement from the previous year. It means complete funding for local schemes such as a safe routes to school initiative based around Hornsey Lane, a 20 mph zone for St Peter's ward, and a package of measures to improve cycle routes throughout the borough.

Although there was no funding for the traffic reduction schemes based around Barnsbury, Amwell, Canonbury and King's Cross, the council is submitting bids for all these areas from a separate pot of money connected to congestion charging. Since around £100 million is being made available overall - and since the inner London boroughs will receive the lion's share - there is every chance of seeing a network of 20 mph zones installed in residential areas by

TRANSPORT

the time congestion charging comes on stream (now likely to be spring 2003).

The upshot of all this activity is likely to be a pretty chaotic two years for anyone trying to get round the borough (or anywhere else in inner London) on anything other than feet or bicycle. At the end of this particular rainbow, there is the

prospect of a much safer and more congenial living, walking and cycling environment for everyone in Islington. In the meantime, anyone considering a mid-life change of career could do worse than consider road engineering: there will be plenty of job opportunities in London for the next few years.

STEVEN BARNETT

Stuart Beare calls for more answers

I read Steven Barnett's article "Traffic: the Great Conundrum" in the autumn issue with some disappointment. I agree that traffic is one of the defining issues of the moment for Islington residents, but I do not feel that this article greatly advances the debate.

Steven Barnett says that the key to reducing traffic volume is making Islington as unattractive as possible to the commuting motorist. He goes on to say that this means widespread use of CPZs, a congestion charge and traffic management schemes to eliminate rat-running through residential roads.

I believe that the argument for CPZs has been won, at least in the south of the Borough. Leaving aside the Mayor's proposed congestion charge and the consequential issues which arise for Islington, Steven Barnett's remaining

argument is to advocate traffic management schemes to eliminate rat-running.

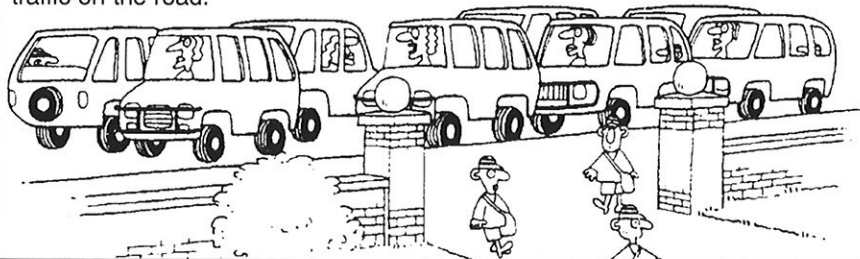
On a Wednesday about ten days ago I observed from outside the Hemingford Arms the traffic passing along Offord Road east of Hemingford Road between 11.30 and noon to see who these rat-runners might be. Offord Road can be described as a rat-run, or a significant east-west access route, depending on one's point of view. In this half hour I saw 204 cars, 101 vans, 24 taxis, 8 lorries and 3 cyclists. Then between 12.10 and 12.40 I sat outside the Albion in Thornhill Road, variously described as a rat-run, a north-south access road or a major cycle route. Here I counted 97 cars, 44 vans, 9 taxis, 1 lorry and 27 cyclists. The volume of traffic along Thornhill Road, as was to be expected, was much less than along Offord Road, but the

proportion of vans and lorries to cars was much the same.

Many, if not a majority, of the cars were driven by men. As I was observing in normal working hours, I think that it can be assumed that most were being used for work related purposes. At least a third of the traffic (vans and lorries) was obviously commercial. Taking into account the cars driven by women for work related purposes, it is reasonable to conclude that at least two thirds of the traffic which I observed was commercial, as opposed to social or domestic.

What are Steven Barnett's proposals for reducing, or managing, this commercial traffic? Leaving the van at home is hardly an option. Indeed the Council's planning policies, which have encouraged the growth of bars and restaurants along Upper Street, have probably contributed to a growth in traffic. The daily supply of fresh meat, fish and vegetables to these establishments must involve many more journeys to service them than would be required to service bookshops, betting shops or old fashioned greengrocers or ironmongers.

"The school run's a bind, but it really isn't safe to let them walk with all this traffic on the road."



Nor does the Council appear to have many ideas for reducing commercial, as opposed to social and domestic, traffic. Currently the Council is considering closing Thornhill Road and Lofting Road. Such a proposal will needlessly inconvenience residents and will do little to reduce the commercial traffic which I have described above. Such piecemeal schemes will only disperse traffic on to neighbouring roads. In fact the Council's ideas seem to be influenced more by the availability, or otherwise, of central government funding than the intrinsic benefit of its schemes for Islington residents.

Quite apart from commercial traffic and rat-running, there is another issue, the school run, which Steven Barnett does not mention. The Government has published statistics which show that a reduction in the number of school runs would substantially reduce traffic volumes and there is much anecdotal evidence that traffic moves more freely at the relevant times during school holidays and half terms. Camden Council has attracted attention in the national press to the parking problems caused by the school runners, many of whom begin their journeys in Islington. I understand that the Council is attempting to address the problem at some Islington schools. What practical alternatives to the school run can Steven Barnett propose?

I agree that the Mayor's proposals give us an opportunity of improving the

environment and reducing traffic volume and the consequent noise and pollution, but I feel that the Islington

Society should be able to make a more constructive contribution to the debate on this issue.

and Alan Macgregor wants to go faster

Some other readers of the autumn News may have shared my fears that the Society might be seen as *fuddy-duddy* – not merely Green – about Steven Barnett's apparent commitment to "a new 20mph limit in all urban areas" which he claimed "the vast majority would support."

The London branch of the Council for the Protection of Rural England (sharing our President Harley Sherlock) has, in its October newsletter reassured me. In discussing new links with the Greater London Authority, it supports 'the standard 20mph', but points out that 'speed limits on trunk roads and other major arteries could remain higher than the norm'... so journey times would hardly be affected. Even buses have been known to exceed 20mph.

I support most of the Society's campaigns on traffic – notably increasing CPZs and welcoming congestion charging – but we must beware of Luddism.

In hope...

*Traffic
problems are not new,
and the best efforts to solve
them can go awry - or at least have
unforeseen consequences - as history
confirms.*

*This we learn from the poet Juvenal's third
Satire, in which he details the miseries of life in Rome
in about 100AD. Faced with impossibly clogged streets,
Julius Caesar had banned wheeled traffic from Rome
during daylight hours 150 years earlier as one of the
provisions of his **Lex Julia Municipalis**, the text of which
mostly survives and which remained in force throughout the
period of empire.*

*The result, complained Juvenal, was that it was
impossible to get a decent night's sleep in Rome because
all deliveries, including building materials, had to take
place during the hours of darkness and the creaking
of carts and the bellowing of draft animals echoed
through the night.*

Ah well, one can but try...

JAMES DUNNETT

PRIORY HEIGHTS CHILDREN'S CENTRE

The Islington Play Association has opened a new children's centre in the south of the borough on the Priory Green estate. It is on the ground floor of the block now known as Priory Heights, formerly Wynford House, designed in the late 1950s by Berthold Lubetkin, and recently refurbished by Avanti Architects and the Community Housing Association. The refurbishment was commended in the 2000 Gribble Awards.

The centre is open to all local children and its first project is an after-school club with 25 places for children aged 4 to 11; there still a few places left. About 25 youngsters are expected to join a Saturday club which is beginning later this year. Also to come on stream is an evening youth club for girls and boys of 10 to 14.

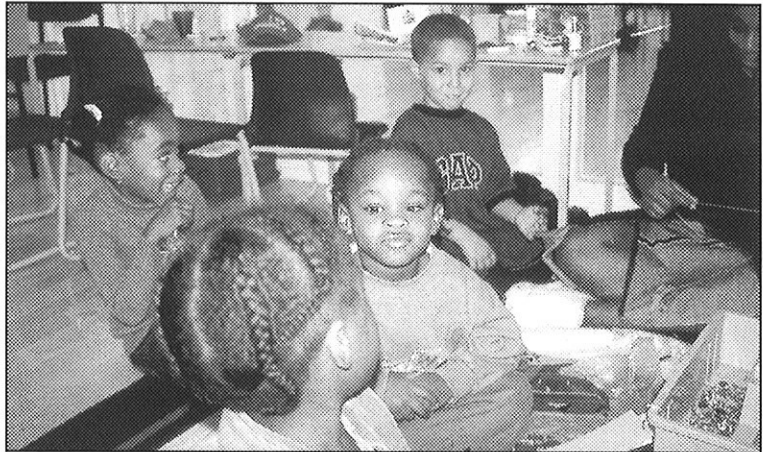
Priory Heights is to be a base for a range of play, childcare, and family support services. There will be an after-school club and holiday and half-term playschemes. Also planned are a breakfast club, parenting skills workshops, the promotion of healthy diets, and services specially for disabled children.

The IPA is now fundraising to build an already designed safe but exciting play garden immediately outside the centre to provide much needed outdoor activity.

Efforts are afoot, supported by the IPA, to create "home zones" in some of the surrounding streets, where children and residents will take

priority over traffic.

IPA director Steve Macarthur says "Children need to play freely, sometimes in the exclusive company of other children. They need the physical exercise and learning through discovery that free play brings."



ISLINGTON SOCIETY'S ANNUAL DINNER

The Society's 2001 Members' Dinner is at the Sultan Ahmet, the long-established Turkish restaurant at 326 Essex Road. It is on Wednesday 28 February at 7.15 for 7.45pm.

The price per person is 20 guineas for three courses, wine, and coffee, inclusive of service.

Buses 38, 56, and 73 pass the door.

Application for tickets may be made to the Secretary on the form below.

ISLINGTON SOCIETY 2001 ANNUAL MEMBERS' DINNER

7.15 for 7.45pm Wednesday 28 February
Sultan Ahmet Restaurant, 326 Essex Road, N1

Please send meticket[s] at 20 guineas each.

I enclose a cheque for £..... payable to the Islington Society.

NAMES [as they should appear on place cards], *block letters please*

Member[s].....

Partner/guest [if any].....

Address of Member[s].....

.....Telephone

SignatureDate.....

To: Donald Mitchell, 63 Cloudesley Road, London N1 0EL



EVENTS IN ISLINGTON

FEBRUARY

until 25 Mar INDUSTRY OF ONE: designer-makers in Britain 1981-2001. Exhibition. Crafts Council Gallery. 7278 7700

until 08 Apr INSTALLATION INSPIRED BY SHOP WINDOWS. Islington Museum Gallery. 7354 9442

Wed 14-18 TRANSFORMATIONS TWO. Exhibition by Freeform Arts Trust. Islington Museum Gallery. 7354 9442

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

Sat 03+6-10 THE STEWARD OF CHRISTENDOM by Sebastian Barry. Tower Theatre 7.30pm + Sun 04, 3pm. 7226 3633

Wed 14-18 TRANSFORMATIONS TWO. Exhibition by Freeform Arts Trust. Islington Museum Gallery. 7354 9442

Sat 17+20-24 THE HOUSE OF BERNARDA ALBA by Federico Garcia Lorca. Tower Theatre 7.30pm + Sun 18, 3pm. 7226 3633

Wed 21-18 Mar ANDRE WILHELM. Contemporary work by Swiss artist. Islington Museum Gallery. 7354 9442

Wed 21 BENEATH OUR FEET: THE GEOLOGY OF ISLINGTON. Talk by Diane Clements. IAHS. Islington Town Hall 8pm. 7354 3631

Tue 27 TRAVELS BY BICYCLE THROUGH THE PERUVIAN AND BOLIVIAN ANDES. Lecture by Hallam Murray. Islington Gardeners. St James's Hall, Prebend Street. 7359 6188

MARCH

Sat 03+6-10 THE PRICE by Arthur Miller. Tower Theatre 7.30pm + Sun 04, 3pm. 7226 3633

Sat 17+20-24 ON THE PISTE by John Godber. Tower Theatre 7.30pm + Sun 18, 3pm. 7226 3633

Sun 18 VOLUNTEER WORK DAY at the Parkland Walk. 10.45am Details 7354 5162

Wed 21 ISLINGTON ARCHAEOLOGY AND HISTORY SOCIETY LECTURE. Town Hall. 8pm. 7354 3631

Sun 25 BUD, BARK AND LEAF. Tree walk. Barnsbury Wood. 3pm. 7354 5162

Wed 28 FOXES IN THE CITY. Talk. Crouch Hill Community Centre. 7pm. 7354 5162

Sat 31+3-7 Apr AN IDEAL HUSBAND by Oscar Wilde. Tower Theatre + Sun 01 Apr, 3pm. 7226 3633

APRIL

Thu 12-16 FAMILY FUNFAIR. Traditional fair. Caledonian Park. 7527 4971

Thu 12-17 Jun MAKING BUILDINGS. Exhibition. Crafts Council Gallery. 7278 7700

Sun 15 MOSS HUNT. Walk in Gillespie Park. Ecology Centre. 2pm. 7354 5162

Wed 18 OLDER PEOPLE'S WALK in Parkland Walk. Meet at footbridge Oxford Road, Finsbury Park. 10am. 7354 5162

Wed 18 ISLINGTON ARCHAEOLOGY AND HISTORY SOCIETY LECTURE. Town Hall. 8pm. 7354 3631

Tue 24 GUIDE TO GREEN LIVING. Ecology Centre. 7pm. Book 7354 5162

Sat 28 A DAY WITH THE POND DOCTOR: day course on wildlife water gardening. Ecology Centre. Book 7354 5162

Sun 29 LACE IN THE WOOD. cow parsley and other signs of spring. Barnsbury Wood. 3pm. 7354 5162

MAY

Wed 02-13 PAINTINGS AND SCULPTURE by three artists. Islington Museum Gallery. 7354 9442

Wed 02-17 Jun PRICK UP YOUR EARS; CELEBRATING JOE ORTON. Islington Museum Gallery. 7354 9442

Sun 06 BASIC GARDENING. Day school on the essentials. Ecology Centre. 10am. Book 7354 5162

Sat 12 WILD FLOWER MYTHS. Parkland Walk. Meet Crouch Community Centre car park. 3pm. 7354 5162

Wed 16 ISLINGTON ARCHAEOLOGY AND HISTORY SOCIETY LECTURE. Town Hall. 8pm. 7354 3631

Sat 19 THE DAWN CHORUS. Walk. Ecology Centre. 3.45am, yes, 3.45am. 7354 5162

Wed 23-17 Jun ART FROM PENTONVILLE: work by prisoners. Islington Museum Gallery. 7354 9442

Sat 26 BIRDWATCHING FOR BEGINNERS. Walk. Ecology Centre. 9.30am. 7354 5162

JUNE

Sat 09 HERB WALK AND MAKING REMEDIES DAY: day course. Ecology Centre. 10.30am. Book 8883 9773

Sat 16 MAGICAL MEADOWS.Walk. Ecology Centre. 2pm. Ecology Centre. 2pm 7354 5162

Wed 20 ISLINGTON ARCHAEOLOGY AND HISTORY SOCIETY LECTURE. Town Hall. 8pm. 7354 3631

Thu 21 TREES IN Highbury Fields. Walk. Meet War Memorial. 6pm. 7354 5162

Fri 22 MOTH TRAPPING. Ecology Centre. 9pm. 7354 5162

Sat 23 AN INTRODUCTION TO THE MAGIC OF HERBS: day course. Ecology Centre. 10am. Book 8883 9773

Sat 23 MUSICAL MIDSUMMER with the ANGEL BAND. Barnsbury Wood. 6pm. 7527 4971

Thu 28 COMPLETELY BATS. Walk. Meet Crouch Hill Community Centre car park. 9pm. Book 7354 5162

Sat 30 HERBAL FIRST AID: half-day course. Ecology Centre. 2pm. Book 8883 9773

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 2001 subscriptions, due on 1 January, are requested to do so.

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

..... Telephone

I/We enclose £8 (individual)..... £10 (couple of 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 28 February 7.15 for 7.45pm
ISLINGTON SOCIETY MEMBERS' DINNER
at Sultan Ahmet Restaurant, 326 Essex Road, N1
(see page 9)

Tuesday 20 March at 7.30pm
THE ISLINGTON SOCIETY/HIGH & I DEBATE
In the chair, Tim Palmer, Deputy Editor, High & I
Debate led by Year 10 pupils of Islington secondary
schools

Monday 26 March at 7.30pm
CONGESTION CHARGING
A debate on Ken Livingstone's proposals
Organised jointly by the Highbury and Islington
Express, the Islington Society, and Islington
Transport Aware

Wednesday 28 March at 6.30pm
at FREIGHTLINERS FARM
Paradise Park, Sheringham Road, N7
A Visit. *Members who know they will take part in
this visit are asked to telephone the secretary on
7278 6573 as Freightliners would like to have an
idea of approximate numbers*

* Wednesday 2 May at 7.30pm
ISLINGTON SOCIETY ANNUAL MEETING

Friday 13 July at 6pm
BILL MANLEY MEMORIAL PUBCRAWL
from The Crown, Cloudesley Road

*islington
society
members*

*for this new
millennium we
would like our
society to be
bigger, better,
and busier. new
members will
certainly make
us bigger, and
probably better
and busier too.
enclosed with
this issue of the
journal is a
recruitment
leaflet. would
every member
please try to find
at least one
individual,
couple, or family
to join us.*

THE ISLINGTON SOCIETY

Incorporating **FOIL** FRIENDS OF ISLINGTON LIBRARIES

THE ISLINGTON SOCIETY

Address for correspondence: 4, The Croft,
Wall Street,
London, N.1.
Telephone (020 7-354) 8514

February 6th, 2001

Dear Member,

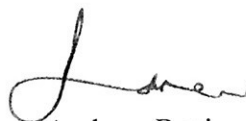
Enclosed with the Spring edition is a membership application form. Not only is this a timely reminder to those of us who do not pay by standing order that subscriptions are due. We are also asking every member to recruit a member from your circle of friends outside the Society.

The fortieth anniversary event was a great success, to judge from your comments to me afterwards. However, its success and the relatively poor attendance at other events has convinced the committee of the value of a reminder letter. Reliance on the diary page of the newsletter is not enough. We will therefore be writing to you more frequently than we have done in the past. This has a cost both in person hours and finance. We are looking at how we can defray this cost without putting subscriptions beyond the reach of some of our existing as well as potential members. Recruiting a member is a fairly painless way. Donations along with your subscription are of course always welcome. Eight contributions of £10 would cover the cost of an additional mailing.

Later this month we have our annual dinner at The Sultan Ahmet. Amazingly in these changing times this restaurant has been run by one family for a quarter of a century. In March we have a feast of activity: the High & I Debate on March 20th, another debate on Congestion Charging the following Monday, March 26th and a visit to Freightliners Farm on Wednesday March 28th. It would help if you let Donald Mitchell know you are coming on this visit, because we have been asked to give approximate numbers. The High & I debate will be led by pupils in Islington Schools and takes forward a recommendation of the Brighthouse Commission last year. Many people criticise Islington schools and it is important that the Society should give them positive support.

Our A.G.M. is on May 2nd. We are planning to have an "Open House" evening in June (provisionally on the 27th) in which we visit interesting buildings which have undergone a change from their original use. Chris Smith has agreed to speak on July 11th, provided there is no General Election campaign in swing at the time. The Bill Manley pub crawl is two days after that, on July 13th. The Islington Society Building Awards will also be held in the second quarter of 2001.

I hope to see you at some or all of these events.



Andrew Bosi
Chair