

# ISLINGTON *news*

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

## THE FUTURE FACE OF ISLINGTON

### *The Chairman's View*



In the space of six days, Islington councillors approved two of the largest planning applications likely to come before them in a decade. Both decisions were greeted with a measure of public support. Yet within a month this success for the planning system was being rewarded by plans to undermine it – from the Council itself, in reorganising the planning department, and from the government, with proposals to make planning permission easier and quicker for developers.

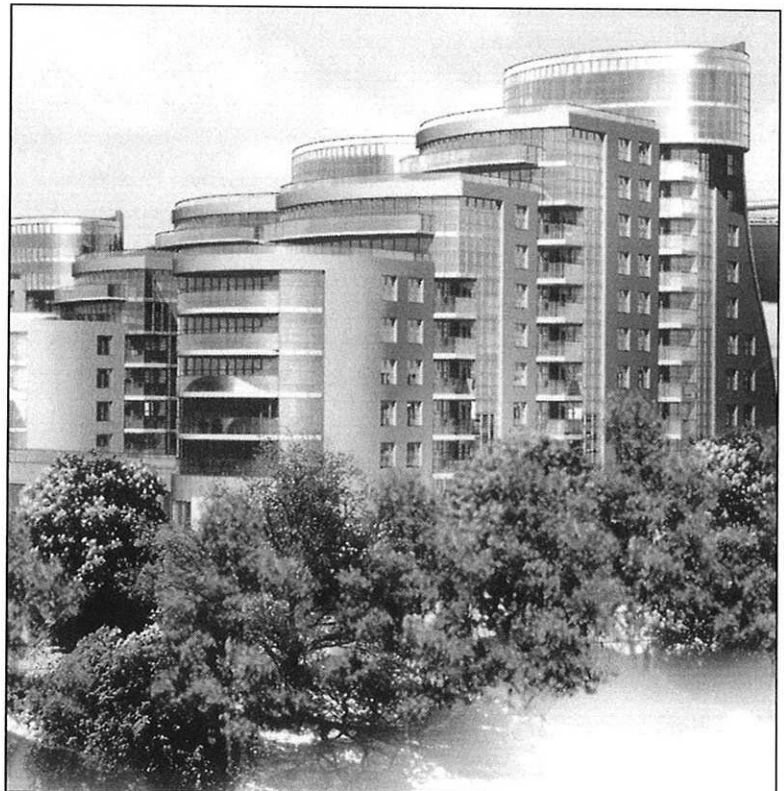
#### THE P & O SITE

The approval of plans to redevelop the P & O site at King's Cross represents a conspicuous success for Islington, so marked is the improvement from what was first put forward. Unfortunately, this success has been portrayed as a victory for local campaigners in spite of the Council rather than alongside it. This is unfair because the eventual outcome would not have been achieved without the professional support of council officers or without the support of councillors of both parties.

The approved scheme is dependent, both for its financial success and for the continued support of nearby residents, on a traffic scheme. This scheme needs the support of LB Camden. With London Underground now saying that it needs to close Pancras Road for some of the work on the new Northern Ticket Hall at King's Cross, there will never be a better time for Camden Council to give its support to the P & O traffic

scheme to restore two-way traffic to York Way. It offers the best hope of avoiding gridlock in the months to come.

*continued overleaf*



*Flats at the new Arsenal Stadium*

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**ARSENAL**

The Arsenal scheme approved by the Islington Council six days after the P & O decision is really three schemes: a new stadium on the site of the refuse department, a new refuse department on the vacant Lough Road site, and a housing development on the site of the present Highbury stadium. The margin of victory was surprisingly high, but fairly reflected the views of those whom councillors represent. There was opposition in the wards most affected, and support elsewhere. Fans of the scheme, mostly dressed as fans of the club, outnumbered opponents in the Union Chapel where the meeting was held.

The Islington Society welcomed the improved P & O scheme. We also recognised that Arsenal would have to move, that other options were either ruled out by central government or were worse in terms of traffic impact on Islington. We wanted improvements to the public transport provisions. The

detail of these has been referred to a future planning meeting. However, an announcement at the beginning of the Union Chapel meeting is of enormous significance. This was that Railtrack is now supporting the Council's arguments for the use of Drayton Park Station. Before Stephen Byers took Railtrack into administration, it was subservient to its parent Railtrack Group. This property company saw the Arsenal scheme as an opportunity to get the Football Club to pay for improvements to its assets at Highbury and Finsbury Park, which had already been identified as income generating for Railtrack (Property).

One of the telling criticisms of the Arsenal proposals was one speaker's dismissal of its transport plan as an extra staircase at Holloway Road. It will increase the capacity of the station, but not of the railway. Drayton Park on the other hand has loads of spare capacity: currently it is never in use when the final whistle

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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 20th day of the previous month: by 20 May for the next issue.*

blows. It requires major work, but major work at a sub-surface station is rather cheaper than major work at a deep tube designed nearly a century before the Disability Discrimination Act.

The greatest disappointment is that the housing scheme at Highbury stadium was approved with an over-provision of car parking spaces. People with guaranteed spaces to which to return will use their car for journeys that can be made by public transport. The newly adopted UDP recognises this and it is unfortunate that it has been so immediately breached. An attempt to move an amendment correcting this was ruled out of order. Your chairman suggested to the Mayor of London that in view of this he should threaten to call in the scheme, with the option of rescinding the call-in if and when a satisfactory transport plan emerges from the agreement yet to be made on the works to be undertaken as planning gain (the section 106, for those acquainted with the jargon). However, he has been advised that this is not legally possible and on 10 January announced that he would not be exercising his call-in powers.

The remaining hurdles are therefore the possibility of an Inquiry ordered by the Secretary of State, and the section 106 agreements covering transport, environmental benefits, and affordable housing provision.

ANDREW BOSI

## THE ISLINGTON SOCIETY

Incorporating **FOIL** FRIENDS OF ISLINGTON LIBRARIES

Welcome to another interesting Islington Society year.

First we have to remind you that subscriptions became due on 1 January. Please pay now and advise the Treasurer of your e-mail address if you have one.

Members who pay by bankers order are asked to send their e-mail address to the Treasurer either by e-mail ([adambower@npsbc.keytechnet.co.uk](mailto:adambower@npsbc.keytechnet.co.uk)) or to the address on page 10, using the form if convenient.

The Society's campaigning and influential roles are illustrated by several articles in this issue.

Our influence will be enhanced by the new **ISLINGTON SOCIETY ARCHITECTURE AWARDS** and by our venture into publishing.

**20TH CENTURY BUILDINGS IN ISLINGTON** (reviewed on page 5) has been well received. The Chairman's book on **THE DAY FLATS** is being launched as we go to press.

**ISLINGTON SOCIETY ARCHITECTURE AWARDS**  
The Society is embarking on a new series of awards to celebrate the best new architecture, building, and civil improvements in the borough.

The three annual awards will be sponsored by the Morris family and will incorporate the existing Sam Morris Civic Pride Award for shopfronts. Geoffrey Gribble will be remembered in one of the awards.

Information about the categories may be obtained from David Gibson, 35 Britannia Row, N1, 7226 2207, e-mail [DGibArch@aol.com](mailto:DGibArch@aol.com)

Nominations are needed by 31 March 2002.

To be launched on Wednesday 20 February at the Toll Gate Cafe N19 are our **SIX NEIGHBOURHOOD WALKING TRAILS**. These will encourage people to walk and to get to know, or know better, different parts of our borough which has so many treasures to offer. (A set of six trails is enclosed. For further copies please send a stamped self-addressed envelope to the Society's office).

Still being innovative the Society is having a new (to us) type of event in February. We are to spend **AN EVENING AT THE ESTORICK COLLECTION**, Islington's home of 20th century Italian art. A curator will be there to show us round the permanent collection and the current exhibition of Italian aviation posters (see enclosed leaflet) An entrance charge of £2 will be made, and a cash bar will be available.

The **FIFTH ANNUAL MEMBERS' DINNER** is to be in the north of the borough this year, at the Landseer, Landseer Road N19 on Wednesday 13 March. There is an application form for tickets on page 9.

In April we will hear Ian Albery, the director, soon to leave, talk about **SADLER'S WELLS THEATRE**, one of the jewels in Islington's crown.

The talk will be preceded by the **ISLINGTON SOCIETY'S ANNUAL MEETING**, Wednesday 17 April at 7.30pm. Please send nominations for officers and committee members to the Secretary, Donald Mitchell, (address on page 2) by 6 April.

The first of our two contrasting June events is an **ISLINGTON CHURCHES EVENING** with Canon Graham Kings of St Mary's, Upper Street; the Revd Dr Janet Wootton of Union Chapel; and Father Antony Conlon, formerly of St Joseph's, Bunhill Row.

Our annual **BILL MANLEY MEMORIAL PUB CRAWL** two days later begins at the Crown, Clerkenwell, and takes in the Sekforde Arms, the Old Fountain, Baldwin Street, the Duke of Wellington, Nile Street, and the Wenlock Arms.

At a shared meeting with Islington Archaeology and History Society in September we will enjoy a lecture by Alec Forshaw on **20TH CENTURY BUILDINGS IN ISLINGTON**, the subject of his and our recent much admired book.

We are planning another **OPEN HOUSE EVENING** during the late summer, and in the autumn our series of events will continue. The **OGILVY-WEBB MEMORIAL LECTURE** will be in November.

## THE BELLS OF ST MARY'S

After the successful completion of the project to improve the Upper Street forecourt and redesign its gardens, Islington's historic parish church, St Mary's, has set out to restore its eight great bells.

They were badly damaged in World War II: they survived but have been silent since then. There is a struggle to raise the last £6,000 of the £58,000 needed so that the bells may be rung in June for the Queen's Golden Jubilee.

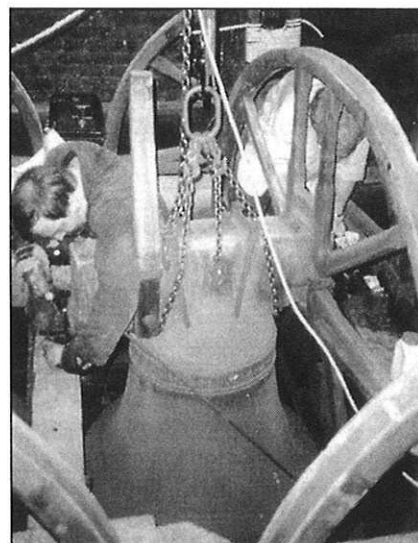
The bells are among the oldest in the country and were recast in 1775 from the mediaeval bells. Each bell has an inscription in verse.

*Although I am but light and small*

*I will be heard above you all* is on the treble which weighs 5cwt. The largest bell is more than three quarters of a tonne.

The first peal (all eight bells being rung in over 5,000 combinations, taking about three hours) was rung in 1775.

Inquiries 7226 3400.



# 20th CENTURY BUILDINGS IN ISLINGTON

by Alec Forshaw

photographs by Richard Leeney

*Islington architect James Dunnett reviews the Society's first publication*

This book is rather an exceptional venture: a guide to the architecture of a particular period in a particular area which – as author Alec Forshaw admits – is not known for architecture of that period: with one or two exceptions,



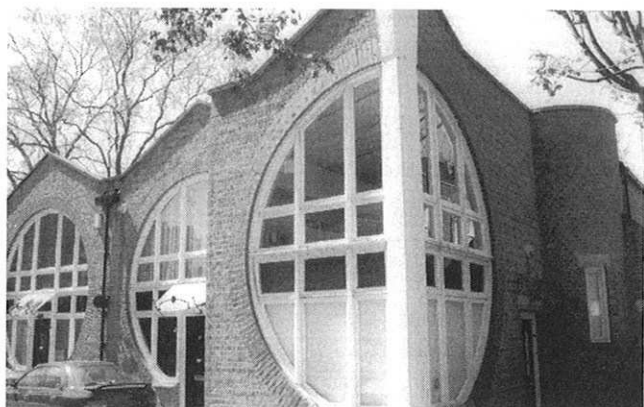
*Tecton's Finsbury Health Centre*

Islington is not famous for its twentieth century buildings Previous guides have tended to concentrate on Modern rather than twentieth century architecture, Rather than follow the format of many local architectural guides where each entry is accorded a postage stamp photograph and a distinct block of text, Alec Forshaw covers Islington area by area in a continuous narrative, as though walking past and commenting lightly on a large number of buildings of all sizes and styles, reflecting the daily life and economy of a London borough. This therefore gives a more characteristic picture of the architectural output of a whole century, and performs an invaluable task in doing so. It is vital that public awareness and discrimination regarding the architecture of our own time (or its immediate forebears) and locality is stimulated, in the hope of encouraging an informed demand for the best standards in the future. Alec Forshaw and the Society are to be congratulated on this innovative book.



*Eric Gill's relief Healing of the Blind*

One overall characteristic that certainly emerges from it is heterogeneity. The work of the century spans from neo-Baroque Thornhill House, built by the East End Dwellings Company in 1902, "of formidable scale and unfussy design, with impressive hooded canopies to the communal entrances", to the University of North London's "new technology centre, finished in 1999. With its



*CZWG's 17-19 Lonsdale Place*

*continued on page 10*

# TROUBLE OVER TRAFFIC

## the Barnsbury affair

*Steven Barnett, chairman of the Society's Planning, Conservation and Transport Committee discusses principles and misconceptions*

Any scheme designed to reduce traffic by a significant proportion creates local dissent. Throw in an area that is almost half the size of a parliamentary constituency, that contains an awful lot of people who write or argue for a living, that is already suffering from upheavals caused by the Channel Tunnel Rail Link and is facing imminent local elections, and you have a recipe for the mother and father of all rows.

No surprise, then, that the meeting to present results from the consultation on Barnsbury's traffic scheme should attract as many local residents as the planning decision on Arsenal's new stadium.

As it turned out, the consultation produced a reasonably clear picture: by a margin of around two to one, local residents preferred a 20 mph zone with chicanes

and speed cushions to any road closures. It remains to be seen whether this option is capable of producing the 30% reduction in traffic predicted by consultants, and it may be that some strategic closures will still be necessary to achieve a significant reduction. It will be a couple of years before we know.

In the meantime, what about the debate itself? The Islington Society supported the closure options, and in the process received some animated responses from one or two members. It is worth setting out the basis for our position, and the conditions on which we continue to support strategic road closures in the borough.

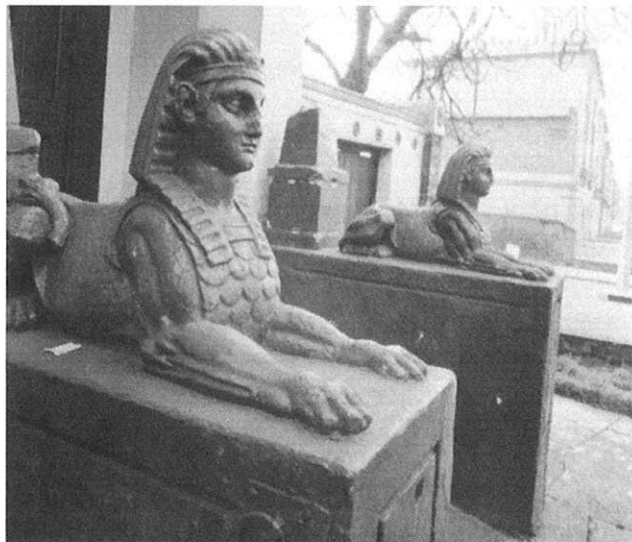
One of the foremost aims of the Society is to improve the local environment within the borough. This means supporting any measures which will make the borough a safer, more pleasant and less polluted place in which to live, walk or cycle. That in turn means supporting any measures which will eliminate "foreign" traffic – those who use Islington as their personal parking lot or as their through route on commuter journeys. In terms of the Barnsbury traffic scheme, this

was translated into a simple aim: preventing any journeys by car which do not begin or end in the Barnsbury area.

This is not anti-car, but we fully accept that fulfilling such aims will inevitably make journeys for local residents a little less direct than they might like. We believe that this is a small price to pay for the safety and environmental benefits

it brings for the whole community.

Our support was – and will be on any future road closure plans – predicated on two important conditions: first, that any closure must be experimental and reversible; second, that success should be determined not just by net traffic reduction throughout an area but by evidence that no street has suffered an unacceptable increase in traffic. Contrary to some of the arguments put forward on the Barnsbury plans, it is perfectly possible to devise schemes in which there is little or no displacement onto other streets. It is also possible to test them in practice to reassure anxious residents. We will therefore always



*Sphinxes in Richmond Avenue*

press for systematic evaluation of traffic flows.

Some of the arguments made against road closures we reject. Much was made of the problems for emergency services, but the use of deterrent paving actually improves conditions for the fire service. Both the ambulance and police services are assisted by reductions in traffic, and there is no evidence that closures lead to increased response times.

The same goes for crime. The notion that traffic deters crime is one of those urban myths that has no basis in proper empirical research. What evidence there is suggests – as does common sense – that the main deterrents are good lighting and pedestrian traffic. In

other words, the environmental aims of road closures are quite consistent with every community's desire to prevent crime.

Let us remember that whole swathes of Tufnell Park and Camden have been subject to road closure programmes which have transformed residential streets without any problems for emergency service access, increased crime or traffic displacement. Of course we need to press for major investment in public transport to complement traffic reduction. At the same time, however, we need to accept a small measure of radicalism if we are serious about reducing the borough's growing traffic blight.

## TALL BUILDINGS in London

### *The President's preferred policy*



The Mayor of London has expressed a wish to see more tall buildings; and,

assuming that there is a role for tall buildings in a capital city of the 21st century, it is certainly right that any new tall-building policy should be London-wide and therefore initiated by the Mayor. But for tall buildings to have a positive impact on our townscape, they have to be carefully sited: usually to emphasise the importance of existing centres.

It cannot be right for the Mayor to allow a general presumption in favour of tall buildings regardless of location.

The striking New York

skyline, the not unstriking view of the City of London from Waterloo Bridge, and even the distant view of Croydon's town centre, appeal to our eye because they stand out clearly as points of focus, and give us a feeling of knowing where we are. By contrast the GLC planners of the 1960s encouraged an even spread of tower blocks throughout most of inner London. Fortunately, this trend came to an end with the demise of tower-block housing. If it had not, London would by now have been saddled with a monotonous skyline completely lacking in contrasts: something that we surely do not want to see overtaking us belatedly in the 21st century. Particularly inappropriate would be the reinstatement of the 1960s

policy (or lack of it) for the West End: which allowed, among other horrors, the building of the Hyde Park Hilton and the Knightsbridge barracks, the height of which destroyed the park's illusion of endlessness. These were not poor quality buildings by 1960s standards; and now, forty years on, there are signs that we are returning to the old attitude, which is inclined to allow a tall building anywhere, provided that it is well designed.

Planners in Paris have been much more positive: allocating areas for tall buildings and banning them completely from the central area. The result is a flourishing city, admired both for its beauty and for its economic vitality.

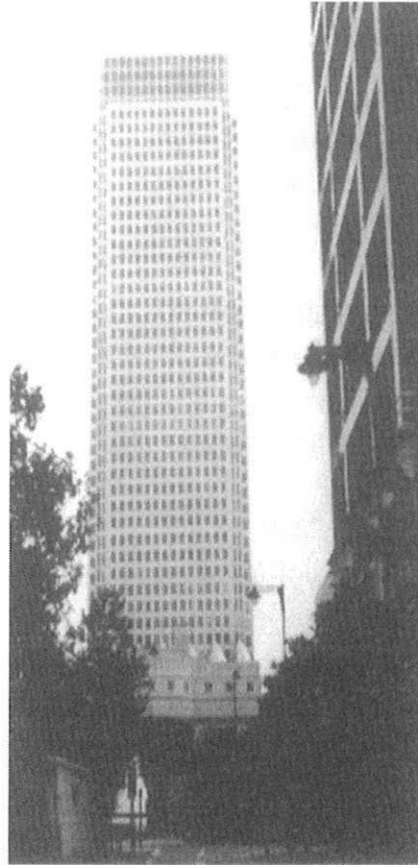
There is no reason why different although equally

strong policies should not be applied to our own capital city. But until they are, and a tall-building policy for London has been consulted-on with the boroughs and then adopted, the Mayor should assume a presumption against new tall buildings anywhere other than at centres where a cluster of such tall buildings already exists.

Since Islington's two main centres at the Angel and the Nag's Head have always been characterised by their friendly low-rise scale, there seems to be no urgent need for new tall buildings in the borough; even for "good causes" such as hospitals and universities, they can usually be just as well accommodated (and at less expense) at a scale appropriate to their surroundings.

The Islington Society has always supported policies aimed at halting the drift from our cities to low-density suburbs which spread out into the countryside. And the Society, naturally enough, supports any complementary policies which encourage compact urban communities

where the necessities and pleasures of life are close at hand, which are less car-dependent, and which allow our streets to become proper



places where children can play, rather than mere thoroughfares. It is often assumed that this implies a return to tower-block housing;

*This article is based on the London Forum's submission to the Mayor, which was largely the work of our President.*

but nothing could be further from the truth. All that is required is that new developments are built to densities that are urban rather than suburban; and this can be achieved through a modern equivalent of our four-storey nineteenth-century streets and squares which make up most of our conservation areas.

Tall buildings certainly have their uses at focal points of the urban environment; but there are many centres in outer London, and historic centres in inner London, where they would not be appropriate. Even important railway stations, where Railtrack sees an opportunity for making good its losses, are often inappropriate sites for tall buildings. Some, like East Croydon, are in an area where such buildings abound, but many are not.

In London, as in Paris, tall buildings are not necessary as a universal means for revitalising the capital city.

HARLEY SHERLOCK

## MORE READING

Thursday 14 March is World Book Day. It will see the launch at the London Eye of a London-wide project called "READ ROUTES". Its aim is to get Londoners to read more and to get more Londoners to read.

READ ROUTES can, of course, be pronounced 'RED ROUTES' giving the project a distinctly London character.

Islington libraries will carry out an active programme.

The First Route which runs until June is *Unzip Your Lips – a family route*.

The Second Route, *Capital Offences – a crime route* will buzz from July to September.

Watch out for notices in the borough.

Inquiries 7527 6909



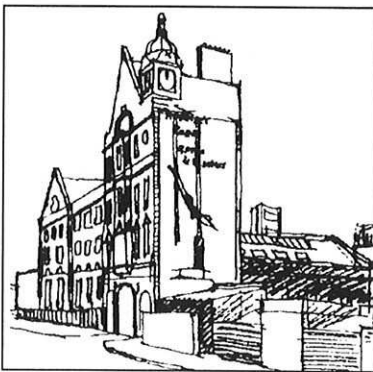
# NEWS FROM THE TOWER

A new venture for the Tower Theatre is the recently launched After School Drama Club for 7-11 year olds. It is led by a qualified tutor, Kirsty Humphries, and takes place on Wednesday afternoons between 4.30pm and 6pm.

The sessions aim to enthuse young children about the world of theatre, help them gain self-confidence, and develop self-expression.

Each week there are improvisation, drama games, and performance.

Inquiries 7226 3633.



Hornsey Road Baths

An altogether bigger new venture in hand at the Tower Theatre is the departure of the Tavistock Repertory Company, a prince among amateur theatre companies, which has been in residence at the Tower for about half a century.

Converting its new home, part of the former Hornsey Road baths, into an attractive and comfortable small theatre is going to cost £2.8 million.

As well as seeking financial support the company is also appealing for people to offer time or special skills

Inquiries 7226 5111.

## ISLINGTON SOCIETY 2002 ANNUAL MEMBERS' DINNER

7.15 for 7.45pm Wednesday 13 March  
The Landseer, 37 Landseer Road, N19

Please send me .....ticket[s] at £21.

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 .....

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

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

## GARDEN LOVERS

One of Islington's long established societies, Islington Gardeners celebrates its 25th anniversary next year.

It 'seceded' from the Islington Society in 1978.

It has members interested in all aspects of gardening including indoor plants, window boxes, roof gardens, and communal gardens.

The full programme covers lectures and demonstrations, plant sales, coach trips, and short holidays in Britain and overseas.

Inquiries: Linda Harland, chair, 7359 6188.



## LONDON FORUM

Former chairman of the Islington Society, Marion Harvey, has now relinquished the chairmanship of the London Forum which she has held for many successful years.

Marion is an active member of our executive committee and we hope to see much more of her in Islington.

*continued from page 5*

use of strongly coloured and highly sculptured render this is arguably the most stunning contribution to Islington's architecture in the 1990s, and a brilliant counterfoil to the tower...Mather's masterpiece...".

A comparable study of the architecture of the borough at the end of the nineteenth century would not have revealed such diversity, still less at the end of the eighteenth. This diversity is one of the problems of our time, making the attainment of visual coherence in the environment hard to achieve, without the imposition of unpopular and deadening controls. An impression of diversity, it has to be said, is here reinforced by the photographer's preference for illustrating details rather than the whole – sometimes non-original details such as the porch to Seifert's Sobell Centre, but sometimes highly expressive, such as Eric Gill's relief of the Healing of the Blind on the George V Extension to Moorfields Eye Hospital.

Islington's best-known Modern buildings are

the Tecton-designed housing estates and associated Finsbury Health Centre of the 1930s-50s. These are well-covered by Alec Forshaw, though I do not share his preference for the peripheral lower blocks at Priory Green: if I lived there I would prefer to overlook the grand central space, perhaps the only twentieth century urban space in the borough to rival the Georgian squares.

Perhaps the most significant group of pre-Modern buildings are the Carnegie libraries. Here Alec's favourites are the Beresford Pite Library in Thornhill Square, and Henry Hare's North Library in Manor Gardens, whereas Mervyn Macartney's South Library in Essex Road and Hare's Central Library in Holloway Road, which both have admirable if differing qualities, get fairly short shrift.

But in general one very rarely disagrees with Alec Forshaw's judgments. His descriptions are vivid and the smoke of battle fairly rises from the page when he recounts conservation struggles of old – such as aroused by the building of the Packington Estate. In all, a thoroughly enjoyable and informative read.

# THE ISLINGTON SOCIETY

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## 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 are requested to pay their 2002 subscriptions, due on 1 January.

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

..... E-mail ..... Telephone.....

I/We enclose a cheque for .....

£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.

## EVENTS IN ISLINGTON

*A telephone number for inquiries is given at the end of each entry.*

*'Book' implies there is a charge unless otherwise indicated.*

### FEBRUARY

until 24 Mar HOME MADE HOLLAND: CRAFT AND DESIGN. Exhibition. Crafts Council Gallery 7278 7700

Wed 20 LONDON'S LEA VALLEY. Lecture by Jim Lewis. Islington Archaeology and History Society. Town Hall. 8pm. 7354 3631

Sat 23+26-02 Mar. BILOXI BLUES by Neil Simon. Tower Theatre + Sun 24, 3pm. Book 7226 3633

### MARCH

Sat 02 HAYDN CHAMBER ORCHESTRA (Mozart, Haydn, Beethoven). Christ Church, Highbury. 8pm. Book 7354 3195

Sat 09 + 12-16 and 19-23 HOT MIKADO by David H Bell and Rob Bowman. Tower Theatre. 7.30pm + Suns 10,17, Sat 23, 3pm. Book 7226 3633

Sun 17 HERMITAGE STRING QUARTET (Haydn, Dvorak). Christ Church, Highbury. Book 7354 3195

Wed 20 MILE END OLD TOWN 1740-1780. Lecture by Derek Morris. Islington Archaeology and History Society. Town Hall. 8pm. 7354 3631

Wed 27-24 Mar ISLINGTON GREEN SCHOOL ART EXHIBITION. Islington Museum Gallery. 7354 9442

### APRIL

Sat 06+09-13 COLD COMFORT FARM by Stella Gibbons. Tower Theatre 7.30pm + Sun 12, 3pm. Book 7226 3633

Wed 17 THE ARCHWAY. Lecture by Simon Morris. Islington Archaeology and History Society. Town Hall. 8pm. 7354 3631

Sat 20+23-27 CELEBRATION by Keith Waterhouse and Willis Hall. Tower Theatre 7.30pm + Sun 21, 3pm. Book 7226 3633

### MAY

Sat 04+07-11 KVETCH by Steven Berkoff. Tower Theatre 7.30pm + Sun 05, 3pm. Book 7226 3633

Wed 15 THE BRADY STREET SCHEME. Lecture by Carol Bentley. Islington Archaeology and History Society. Town Hall. 8pm. 7354 3631

Sat 18+21-25 MACBETH by William Shakespeare. Tower Theatre 7.30pm + Sun 19, 3pm. Book 7226 3633

### JUNE

Sat 01+04-08 TOM AND CLEM by Stephen Churchett. Tower Theatre 7.30pm + Sun 02, 3pm. Book 7226 3633

Sat 15+18-22 TABLE MANNERS by Alan Ayckbourn. Tower Theatre 7.30pm + Sun 16, 3pm. Book 7226 3633

Wed 19 MEDIEVAL LONDON AND PARIS. Lecture by Mark Hassall. Islington Archaeology and History Society. Town Hall. 8pm. 7354 3631

### JULY

Sat 06 THE MARRIAGE OF FIGARO by Mozart. Concert performance by Haydn Chamber Orchestra. Christ Church, Highbury. Book 7354 3195

Sat 06+09-13 and 13+16-20 THE WIND IN THE WILLOWS by Alan Bennett and Jeremy Sams. Tower Theatre 7.30pm + Suns 07,14, 3pm. Book 7226 3633

## THE ISLINGTON SOCIETY CALENDAR

At Islington Town Hall unless otherwise stated

Wednesday 20 February 5pm

Launch of the six ISLINGTON NEIGHBOURHOOD WALKING TRAILS  
at the Toll Gate Cafe, 6 Archway Close, N19

Wednesday 27 February 6pm - 8pm  
AN EVENING AT THE ESTORICK GALLERY  
39a Canonbury Square, N1

Wednesday 13 March 7.15pm for 7.45pm  
FIFTH ANNUAL MEMBERS' DINNER  
at The Landseer, 37 Landseer Road N19  
Application form on page 9

Wednesday 17 April at 7.30pm  
Society's annual meeting *followed by*  
SADLER'S WELLS  
Ian Albery, Director

Wednesday 19 June at 8pm  
ISLINGTON CHURCHES EVENING  
Canon Graham Kings, Revd Dr Janet Wootton,  
Father Antony Conlon

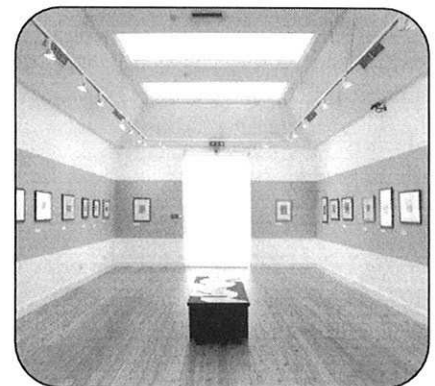
Friday 21 June at 6pm  
BILL MANLEY MEMORIAL PUB CRAWL  
From The Crown, Clerkenwell Green, EC1

Wednesday 27 July (tbc)  
ISLINGTON SOCIETY ARCHITECTURE AWARDS  
Presentation of Awards

Wednesday 17 September at 8pm  
20TH CENTURY BUILDINGS IN ISLINGTON  
Alec Forshaw  
Joint meeting with Islington Archaeology and History Society



*Toll Gate Café*



*Estorick Gallery One*

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# THE ISLINGTON SOCIETY

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