

# ISLINGTON *news*

*The Journal of the ISLINGTON SOCIETY incorporating FOIL folio*

## An Architectural Coup in Holloway Road

Holloway Road and London Metropolitan University have claimed an architectural coup, *writes Bob O'Dell*

In the midst of publicity about architect Daniel Libeskind's plans for the rebuilding of Ground Zero in Manhattan, and the drawn out controversy around his plans for The Spiral at the Victoria & Albert Museum, LMU has built and opened a Libeskind-designed Post Graduate Centre in Holloway Road.

True, it's not a large building, but as the architect himself says, "Even a small building can do a lot".

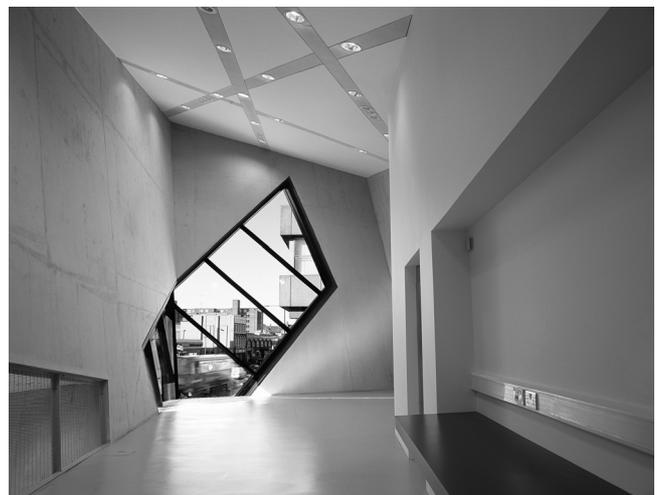
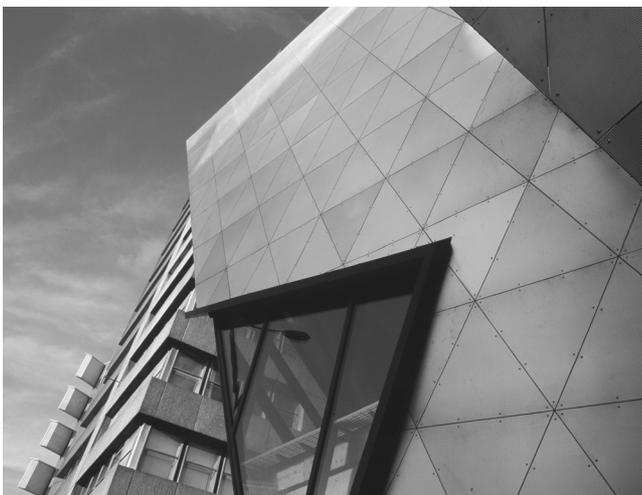
The university wanted the building as the first of several post graduate centres providing seminar and lecture rooms, as well as a general social and meeting space for students. They also wanted something that would "make a statement". Lumbered with a motley collection of buildings, including the concrete tower often considered the ugliest building in the borough, the university (then the University of North London) built Rick Mather's colourful and sculptured new technology centre on the north side of this tower in 1999. That has been described as "the most stunning contribution to Islington's architecture in the 1990s". Now on the south side of the same tower is another stunning building.

There is no way for the university to develop a

uniform style of building. And, as Libeskind knew, Holloway Road is a very tough road that needed something contemporary and attractive, but also spectacular and equally tough. The team effort of Libeskind's office, the university and Costain the builders has produced a structure of quality. Early negotiations reduced the cost significantly by using a simpler foundation and a simpler rear wall. *In situ* concrete frame walls were chosen as most economical, as well as most efficient for heat and sound insulation.

As Costain's project manager has said, it was "interesting" to build. A good deal of the construction was temporary work necessary for erecting the slanting poured concrete walls. Measurements – whether at the meeting of sloping walls, for the triangular stainless steel cladding panels, or simply for handrail brackets – were complex. New techniques were needed and new specialist sub-contracting firms. But there was always enthusiasm for the building. It's a challenging building of strong, robust elements that made the builders think.

Libeskind thinks of the building as his Orion project, referring to the constellation of stars



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ISLINGTON SOCIETY

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guiding light in the north. The constellation is represented by lighting patterns within the building and paving lines outside.

The architect sees the three intersecting volumes, visible from the street, as emphasising relationships between the public and the university. Together, they stitch the building into the context of Holloway Road. It may be a tough, bold building, but it also has an openness and liveliness that complements its setting.

The street entrance will be used only for special occasions. Students and staff will normally enter from the older buildings on either side, with a new connecting corridor at the back of the post graduate centre now providing a clear and accessible link between all the buildings. The existing cafeteria is a major circulation point that now also leads to the graduate students' social space with its bank of IT and computer stations. That upper level also has a lecture hall with customised audio-visual equipment; seminar rooms are on the lower floor, at ground level.

"Interesting" to build, and no doubt it will be interesting to use. There are exhilarating internal spaces and a powerful "wow" factor externally. It seems tough enough to survive, and the challenge it gave the builders is sure to continue to make people think - which is, after all, what a university is about.

BO'D

## Islington Eyes

**Alan Turner** writes about Islington Council's scheme for grass-roots involvement in a scheme to improve the quality of life in the borough.

Many years ago Jane Jacobs, an American writer on urban problems, suggested that all residential areas should be designed so that there were "eyes on the street". She was criticising the layouts of what were then modern housing schemes and her point was that people looking out of windows onto the street made a contribution to the reduction of street crime. Islington's scheme, "Eyes for Islington", uses this kind of thinking in a different way. It is not concerned with crime but calls upon people to help to look after their local patch by reporting litter, graffiti, large items of junk and abandoned cars to the council.

Volunteer "Eyes", who are given a helpful pack of information, are not asked to patrol the streets, but to keep an eye on their neighbourhood and report any problems - from defective street lights to refrigerators dumped on the pavement - to the local authority. There is a special number to call and all volunteers are given a set of postcards (freepost) to send to the council.

In 2002, the scheme won second place for Islington, behind Kingston-upon-Thames, in the national scheme for the best Community Involvement Award for a project to improve the quality of urban life. This was an ENCAMS (Environmental Campaigns) award. ENCAMS is

## ISLINGTON *news*

The **Award winning** Journal of the Islington Society  
incorporating *FOIL Folio*

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*Suggestions for topics to be covered and articles to be considered may be sent to the Society at this address. Local organisations are asked to send notification of activities and events they would like to be listed.*

*Opinions expressed are those of the authors and do not necessarily reflect the views of the Society.*

*Islington Eyes (continued)*

the organisation that took over from the previous "Keep Britain Tidy" movement.

At present there are about 680 volunteers covering the whole borough and more are needed, as the council is seeking to expand the scheme and is also in the process of involving school children who would usefully monitor problems on their journeys to and from school.

How useful and effective is the scheme? The council finds that it is particularly valuable in relation to the many contracts that are let to provide services in the borough such as ICSL which is responsible for refuse collection. This not only applies to problems or omissions, but also to monitoring services that are performed well, so that the people who are working at the coal face can be rewarded - an example being the recent awards for the Street Sweeper of the Year.

A slightly less rosy view has been taken by some of the "Eyes" who say that they report problems and these are not dealt with - often after a very long period. I suppose the problem here is that council officers who deal with reports have to pass over the details to the relevant department, which will have its own priorities and staff shortages. The moral seems to be to keep pressing the point. If anyone would like to volunteer, you would be welcomed by the council; call 020 7527 2613

## The Crypt at St. Mary's

**Frank Hopkins** reports on another anniversary being celebrated this year by a new project for the crypt at St. Mary's, Islington

**Georgian Church** This year marks the 250th anniversary of the construction in 1754 of the new Georgian church of St Mary's Islington. The original church dated back to early Norman times as shown by a stone in the wall of the Crypt, where it can still be viewed. The first written record occurs in the archives of Gilbert, Bishop of London from 1125 to 1141. The earliest Vicar whose name is preserved died in 1327. By the mid-18th century however the medieval church building was in a sad state of decay and had to be demolished. A new church opened in 1754 during the reign of George II - hence the royal coat of arms visible on the north side of the aisle. The "surveyor" Lancelot Dowbiggin completed the work for £7,340. He died in 1759 and was buried in St. Mary's churchyard.

**St Mary's today** The tower and spire survived the grievous damage of the 1940 Blitz (see illustration) as did the Crypt. The project is to develop the Crypt into high quality, multi-use space. It is already used by different groups including Mary's Home-lessness Project, Legal Advice Centre, Alcoholics Anonymous, Fair Trade Café and Fair. The aim is to improve the facilities for the existing groups and to maximise

the use of the Crypt for the local community by creating a modern, vital and lively setting.

**Project Stages** The various stages of the project comprise providing better toilet facilities, fitting out a commercial kitchen and upgrading the lighting, floors and windows. Partitions will provide more flexible space for different users. It is also hoped to install a lift to ease access for people who are frail or with a physical disability, and for parents with pushchairs. In this way, the Crypt will be transformed into a space for all ages that is safe, vibrant and at the heart of our community.

**Project Cost** Fund raising is already in progress, notably at the Mayoral civic service held on 25 January 2004 in the presence of the Mayor, Cllr. Doreen Scott. Pledges to meet the £400,000 target for the project are already coming in, particularly from funding organizations, local businesses and the congregation. Such generous giving will with God's help enable the target to be met by 24th October 2004 when the former Archbishop of Canterbury, Dr George Carey, will be preaching at St Mary's Church. Dr Carey retains a special affection for St Mary's where, as he once wrote, he "cut his teeth" as a curate. Completion of the work is scheduled for the second half of 2005. FH



St. Mary's as it appeared after War damage in 1945

**The Development Team** Many people in St Mary's congregation have been involved in developing these plans. The team spear-heading the project includes the Vicar, Canon Dr Graham Kings, the chairman of the building committee, Graham Wright, and the architect, Colin Kerr. Architects plans can be seen at the back of the church.

For more information, and to pledge support contact:

Crypt Development Team,  
St Mary's Parish Office,  
Upper Street,  
Islington N1 2TX,  
telephone.:  
020 7226 3400  
e-mail.:  
[vicar@stmaryislington.org](mailto:vicar@stmaryislington.org)

## 400 Years Of Clean Water

*The events behind an important and little-known anniversary this month are outlined by **Frank Hopkins***

*London's New River* We will be celebrating in April 400 years of clean water. King James I granted a charter on 18 April 1604 to "our lovinge subject Edmund Colthurst of Bath . . . to bring a river, stream or watercourse from springs in the county of Hertford to the Cities of London and Westminster". Robert Ward's recent book "London's New River", gives an excellent description of that great enterprise.

*London's water supply* Water-wheels below the arches of London Bridge supplied some water to nearby properties in the City. Most wells were badly contaminated so 16th century Londoners relied on water carriers with their beguiling cry: "Fresh and fair new river-water". The need, already keenly felt in Queen Elizabeth's reign, was to find a clean water supply for London's spiralling population.

*The 1604 charter* Edmund Colthurst soon suffered financial problems and Hugh Myddelton intervened, promising to complete the enterprise at his own expense within four years. Myddelton wrote with prescience: "I have undertaken a matter, which I pray God prosper, that will cost me all my poor meanese". His resources were indeed soon strained and he sought assistance from the King. James I agreed to pay half of the costs for half of the profits. It was to prove a shrewd bargain. (Gossip after completion alleged, that the King had once fallen into the New River after being thrown from his horse!)

*The "New River"* An aqueduct or channel 10 feet wide and 4 feet deep was cut to draw water from springs at Amwell and Chadwell in Hertfordshire and ran for 40 miles

to Islington. A carefully graded, gentle slope, snaking along the 100-foot contour line and dropping only 5 inches every mile, ensured a steady flow. The enormous project was ceremoniously inaugurated on 12 September 1613 amidst great celebrations in the presence of the Lord Mayor Elect, Myddelton's brother Thomas.

*Water Distribution* Distributing the water around the "Cities of London and Westminster" required the laying of miles of wooden pipelines in trenches through the principal streets. Hollowed out sections of elm trees were laid, from which lead pipes ducted water into individual properties. Householders usually had a single tap to fill their cisterns or water butts. They had to pay a connection charge of £1 followed by quarterly charges for water. Although repairs were constantly needed, this elm network lasted for 200 years until replaced by iron pipes. Stopcocks opened with "greate iron keyes" for two or three days a week (known as "water days") supplied London's first organised supply of clean water. By 1618 the New River Company was supplying water to over 1500 premises.

*Problems* Theft of water and leaking pipes regularly caused problems. Such losses are reckoned to have drawn off about a quarter of the water flow. The water was unfiltered (only required under the Metropolis Water Act 1852) so fish, eels and mussels quickly found homes in the channel and reservoirs. Competitors from other water companies employed robust tactics at times such as cutting pipes or tapping into the network. Users complained too about limited water supplies. Even in 1853, Charles Dickens was to

write: ". . . my supply of water is often absurdly insufficient. I am usually left on a Monday morning as dry as if there were no New River Company in existence."

*Thames Water* Private water companies in London were taken into public ownership in 1904. The New River received £6 million in compensation from the Metropolitan Water Board which in turn became part of Thames Water in 1973. Sir Hugh Myddelton's reservoir at Claremont Square still remains an integral part of London's water supply 400 years later. The illustration shows his statue at Islington Green which was unveiled in 1862 by Gladstone.

*The Oak Room* Robert Ward's publishers fittingly launched his book "London's New River" in the Oak Room at New River Head. The Oak Room dates from 1693 and is remarkable for its fine oak carving and painted plaster ceiling. When the Metropolitan Water Board built its offices at New River Head, the Oak Room was retained and later incorporated into the apartment building that now occupies the site. FH

*Statue of Sir Hugh Myddelton at Islington Green*



## Our Canal Under Threat

*Sweeping plans are proposed for the canal basin at City Road. **Harley Sherlock** reports.*

Paris is famous for its boulevards, Barcelona for its intimate squares and New York for its skyline. But when Rasmussen, the internationally renowned Danish planner wrote about our capital city, he entitled his book "London, the Unique City": unique because it is really a cluster of quite different cities, eccentrically interwoven.

The City of London, once dominated by its Renaissance churches, is now dominated by tall monuments to Mammon, but with care having been taken over the setting to Wren's Churches and to the surviving small-scale bits of the old city adjacent to the river. The old City of Westminster has become the centre of Government. And the area between the two cities, extending a long way north and south of the Thames, has become a wondrous mixture of commercial and residential accommodation — some of it prosperous, some of it rundown, some of it in the form of grand Georgian squares, some of it small nineteenth-century slums lovingly rehabilitated, and some of it a mixture of good and bad council housing. But none of it, generally speaking, competes with the scale of the City of London and Canary Wharf which strikingly dominate the skyline.

Islington is a microcosm of London itself. It has the tall buildings of the old Borough of Finsbury close to the City of London, the grand Georgian squares (like Myddelton Square) around the Angel, and the small-scale streets in the north of the borough and in the parish of St Peter's between the Angel and the Regents canal. An important part of small-scale Islington is the Regents Canal itself which,



*City Road Basin, an Islington backwater under threat from development*

although a mile of its journey through Islington is in tunnel(!), has interesting sections at each end: with Battlebridge Basin at King's Cross and City Road Basin beyond the Angel. But, alas, both ends of the canal are threatened by unsympathetic development.

The trouble is that planners in London seem to have taken the view that an area of water adjacent to a site is, because of the open space above it, a marvellous excuse to build taller buildings than would otherwise be considered appropriate for the area. And this attitude has been exacerbated at the City Road Basin by the extraordinary idea that the City Road end of the Basin is a good place for thirty-storey "landmark" buildings — in spite of the fact that landmark buildings are generally seen as appropriate only to emphasise a town centre or, more controversially, just a public transport interchange.

It is true that, on the opposite side of City Road, there is 1950s tower-block housing built by the old Finsbury Council; and another tall building amongst them would probably not look out of place. But to make a feature of tower-blocks at the end of City Road Basin, would be to shatter the small-scale nature of the canal's surroundings: thus losing the area's appeal as "something different", and undermining London's position as a unique city of contrasting environments. More sadly for us, it

would destroy one of our charming backwaters.

If tall(ish) buildings must be built to make the refurbishment of the City Road Basin financially viable, we should at least ensure that the buildings surrounding the Basin are limited to the three-to-five storey height of the old canalside warehouses: even if, as a compromise, this means shortening the Basin slightly to accommodate a vista-closing building of such a height at the City Road end.

Similar arguments apply to the proposed development for "Kings Place" between York Way and Battlebridge Basin. The building facing the canal would, at seven-to-eight storeys, be twice the height of the adjacent nineteenth century ware-house building. The developers claim that it would be a "landmark" building. But this is a particularly bad site for a landmark building in the generally accepted sense of the word. It would destroy the scale of the west side of the Basin which, like the short southern end of the basin, still retains its "canal scale". And this would be especially noticeable from the canal museum: which is sited on the east side (which has already been compromised) but looks out onto the west side.

In both cases the planners and the developers, instead of trying to enhance the existing small-scale character of the canal, have used the existence of water adjacent to the site as an excuse for tall buildings out of scale with the canal: thus undermining the contrast in scale which the canals provide as they meander through large-scale urban areas.

If such developments are allowed to go ahead, two of Islington's most popular assets will be spoiled, and London will be that little bit less unique. HS

## Letters to ISLINGTON *news*

Mr P. Stevenson writes from N7:

23 December, 2003

"We who are about to die, salute you"! For I am about to 'commit heresy', or the like, by daring to question our President, Mr Sherlock, on his description of the high density houses as compared to those of "the tower block housing of the 1960 and 1970's", which are nothing short of perverse acts of Council-planned vandalism and destruction!

But the point I wish to pursue is: "what can be done about the former householder homes, up till 1945 or so, that were then commandeered by Borough Councils and are still held by them after 50 years of ever-increasing rents and the issuing of compulsory purchase orders and council demolition waste when they feel so disposed."

For in the area where I live, adjacent to Holloway School and Holloway Prison, we have or had houses that were built at the same date, 1869/70, yet are controlled now by the Council where they haven't already been demolished. How did the Councils obtain possession of them, indeed? I can recall the time but could have no knowledge of what it all meant at my age then! But I do now, and my policy would now be to hand back these householder houses to their original owners, if necessarily by the forceful removal of them from Council management.

A booklet I have rediscovered, "Duncan Terrace Gardens", published in 1967 by the Regents Canal Group, has alerted me to the essential situation we seem so prepared to put up with. These perfectly sound houses, not least those shown in the article, require rehabilitation to those who formerly possessed them. When can we start?

Perhaps, if we could draw up a Register of all such discovered houses, there could then be a prolonged search or investigation into the way of such matters.

Yours faithfully,

P.Stevenson

*Harley Sherlock says in response:*

I know nothing about what went on in the 1930s, but a lot about what went on in the 1950s and 1960s. Then compulsory purchase powers were occasionally used by the LCC/GLC or the Council to aid the "Comprehensive Redevelopment" necessary to assemble large enough sites for their beastly tower-block housing. Usually, however, the owners of rented accommodation were only too keen to get rid of their property and their rent-controlled tenants; and the tenants themselves were even more keen to become council tenants rather than the tenants of slum landlords.

The tragedy of the 1950 and 1960s was the unholy alliance between council Architects Departments and their Medical Officers for Health. All the latter had to do was to note that the floors of a building were a bit "springy" for it to be condemned as unfit for human habitation and therefore fit for demolition.

In this way poorly decorated but structurally sound Georgian buildings were demolished and replaced by council housing which, ironically, accommodated no more people than could have been provided for by converting and rehabilitating the original buildings.

The tragic demolition of Union Square and surrounding streets to make way for the Packington Estate was one of the contributory factors in the foundation of the Islington Society.

HS

## Dorothy Faw

One of the great characters of Islington, Dorothy (Dinkie) Faw, died in January in her 88th year.

She was born into a family of publicans who at one time owned as many as sixteen houses. Her uncle had the famous King's Head in Upper Street at the turn of the last century. She followed the family tradition, and her third and most prolonged association was with the Three Brewers on the corner of Essex Road and New North Road. When a second world war bomb landed on the roof, a family member managed to kick it onto the barracks next door, which caught fire, to the benefit of the men who were all billeted in the pub at the time. The wrought iron pub sign has gone, long before the name and at least two of its successors, but the clock remains in the same unworking order as she left it.

After marriage to Solly, they lived over the shop "Knobs and Knockers" at 14, Shepperton Road. This came to an end with compulsory purchase to create Rosemary Gardens. All of the houses and the factory had suffered some blast damage or worse, and this was the result almost twenty years later. That was the start of battles with officialdom. Her new home, behind the magnificent Regency terrace at the south-east of Rotherfield Street, became the focus for many more as successive housing officers failed to grapple with the maintenance needs of a listed building and a tenant better able to articulate them than they.

Dinkie retained an interest in local history to the end. Despite increasing frailty she always made her way across the road to vote at Rotherfield school, and she contributed to its centenary celebrations in 1998.

AB

## Tottenham Bus Garage

*A small but select group of members of the Society visited Tottenham bus garage, travelling by 73 or 76 buses which terminate there.*

**Early Years** Tottenham (or Arnold Road- AR) was one of a number of garages inherited by London Transport in 1933. In the debate about privatisation in the 1980s, when the infrastructure of bus stops etc. was to be retained by what became London Buses and is now TfL, there was a strong lobby for the garages to be retained as well. It failed, and as bus services declined, garages were sold off and replaced by housing estates: at Chalk Farm, Muswell Hill, Edmonton (Tramway Avenue), Dalston, and more. The old Holloway garage was an earlier victim when the decline from the 1950s peak first began.

**Cowie Group** The north-eastern firm of Cowie owned a coach garage at the Stoke Newington end of Stamford Hill. When competition to run London bus routes was thrown open, Cowie converted some of their coaches into buses under the name Grey Green, in which colours they ran routes 24 and 141 among others. Routes won from Leaside Buses, which had served the east side of Islington, caused Stamford Hill garage to close. The Grey Green building though had poor access to the main road, and once Cowie subsumed Leaside, and expanded into Europe taking the now familiar name *Arriva*, it became housing and Stamford Hill reopened. However, Arriva lost some tenders to Capital First Bus and Stamford Hill was again mothballed.

**Revival** The GLC had two attempts at reversing the decline in bus use. The *Fares Fair* campaign of the 80s was the more immediate and well publicised, but in the 70s a garage modernisation programme was embarked upon. Off the shelf

buses required more maintenance space than those built by London Transport. The 1976 Annual Report pledged that, where possible, land adjoining existing garages would be acquired to allow expansion of current facilities and in anticipation of future requirements. This policy can be said to have been implemented almost a quarter of a century later, with the effective doubling of the size of AR garage and the return to full capacity of Stamford Hill by Arriva London North alone.

**Bus garages** Land prices have ensured that all central bus garages have disappeared. "AR" is our local garage along with Clapton and Wood Green. The West of Islington is partly served by Metroline's Highgate, restored to its 1950s capacity to the dismay of neighbouring residents. Even the quieter Euro 3 engines make more noise and smoke than a 1950s trolleybus. Fortunately, AR has few adjacent residential properties.

**Arriva London** Arriva London is run by an Islingtonian, Mark Yexley, whose fascinating presentation acquainted us with the size and scope of the operation, and the expansion in services that has accompanied the congestion charge. As well as the more obvious tasks of allocating drivers and conductors to duties, pay, and maintenance, this ranged from locating the buses in a big garage,

to monitoring performance. We saw how a spontaneous demonstration by pensioners in Oxford Circus had disrupted the 73, and how this had been mitigated. We saw the data used to monitor each route: for the high frequency routes this is measured in terms of excess waiting time. The government's ten year transport plan calls for increased bus use throughout the country. London has already achieved the ten year target for the country as a whole, which is just as well because use outside the capital continues to fall.

**Articulated Buses** With the threatened introduction of articulated buses across Islington it was inevitable that we discussed trends of this kind. Mark favoured guided buses over trams, except where they have been used to link poorly utilised heavy rail lines as in Manchester and Croydon. He and his colleagues had mixed feelings about the articulated buses.

Whereas our concerns are poor use of road space, and loss of access to local shops because of fewer stops, fewer buses with fewer seats and the impediment to crossing the road or to cycling, Arriva's main concern is the constraints on garage space: 47 double-length buses would require more space, especially turning space, than 61 Routemasters. Against this, running fewer buses with little change to total capacity (including standees) would ease the problems of driver shortage, and the Routemasters were again reaching the point at which a major refurbishment (as was done ten years ago) would be necessary to maintain reliability.

The Society is most grateful to Mark and his colleagues Vince and Louis for their time and warm reception. Their evident enthusiasm for what they do left a lasting impression.

AB

*FRM1 leaving Tottenham Garage in 1966*



## Coming Events

20 April 2004

The Annual General Meeting and  
Dave Wetzel, Vice-Chair of Transport for London,  
On Land Value Taxation  
*7.30 and 8.00 at Islington Town Hall*

7 May 2004

Visit to The Building Exploratory, Hackney  
Albion Drive, Queensbridge Road, E8  
Contact Bob O'Dell  
t. 020 7434 2494 : e-m bobodell57@hotmail.com  
*2.00 pm at the Professional Development Centre*

25 May 2004

Visit to King's Cross Railway Lands  
Places limited : Please apply to Andrew Bosi  
*6.30 Meeting place to be advised*

2 June 2004

2nd Annual Church Crawl  
St.Silas, Pentonville : St.Mark's, Myddelton Square  
SS Peter and Paul, Amwell Street : Holy Redeemer  
*6.30 Start at St.Silas, Risinghill Street, or join in  
along the way.*

9 July 2004

The annual Bill Manley Memorial Pub Crawl  
*6.00 start at The York, Islington High Street*

## London Forum Events

6.30 at The Gallery, 70 Cowcross Street, EC1

19 April 2004

London Transport Users Committee

8 June 2004

Planning - The Planning Bill, new legislation,  
Local Authorities' performance

8 July 2004

The Mayor's Plan for London - A presentation and  
review discussion

## Other Events

Don't forget the regular, informal  
"Meet the President" evenings at the Marquess Tavern  
9 pm on the first Tuesday of every month:  
4 May, 1 June, 6 July, 3 August, 7 September, 5 October etc.

What do we offer Members?

### The Islington Society

- supports conservation planning work to preserve the borough's historic fabric and individual buildings of distinction
- campaigns for a high standard of design in new buildings
- organises a varied programme of events including talks, walks and site visits
- campaigns for better public transport and for priority for people on foot, bike & public transport
- produces publications that celebrate Islington's architectural history and its social & cultural diversity
- publishes neighbourhood walking trails to encourage exploration, awareness and pride of place
- builds links between residents, officials and councillors
- publishes a newsletter three times a year

What else do we do?

### The Islington Society

- sends representatives to advise the Council groups that deal with development, the environment and transport
- encourages best practice through awards for the best architecture in the borough in new or refurbished buildings
- is represented on the London Forum of Civic & Amenity Societies, which takes up cross-borough issues of concern, and which is a member of the Civic Trust

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